



OTAGO  
PROVINCIAL GOVERNMENT  
GAZETTE.

PUBLISHED BY AUTHORITY.

All Public Notifications which appear in this Gazette, with any Official Signature thereunto annexed are to be considered as Official Communications made to those Persons to whom they may relate, and are to be obeyed accordingly.

J. L. C. RICHARDSON, Superintendent.

Vol. V.]

WEDNESDAY, NOVEMBER 5, 1862.

[No. 214.]

PROCLAMATION

*For including the Dunstan Gold-field in the Oamaru Slaughter-house District, and the Nokomai Gold-field in the Clutha Slaughter-house District.*

By his Honor JOHN LARKINS CHEESE RICHARDSON, Esquire, Superintendent of the Province of Otago.

WHEREAS by an Ordinance "For regulating the Slaughtering of Cattle in certain places," passed by the Lieutenant Governor and Legislative Council of New Zealand, in the eleventh year of the reign of her present Majesty, it is enacted that it shall be lawful for His Excellency the Governor by proclamation from time to time to constitute and define certain districts for the purpose aforesaid. And it is also enacted that within any such district, and after a day to be prescribed by any such proclamation, no person shall keep a Slaughter-house or place for slaughtering Cattle intended for Sale, Barter, Shipping, or Exportation, except such place be duly licensed for that

purpose in manner in the said Ordinance provided. And whereas by an Ordinance intituled "An Ordinance to empower the Superintendent of the Province of Otago to perform certain acts heretofore performed by the Governor or Lieutenant-Governor of New Zealand, and by the Resident Magistrate of Otago," passed by the Superintendent and Provincial Council of the said Province, the powers vested in the Governors by the said first recited Ordinance are within the limits of the said Province conferred on the Superintendent thereof. And whereas by proclamation which appeared in the Provincial Government Gazette, under the hand of the Deputy-Superintendent of the said Province, issued under the Public Seal thereof at Dunedin the ninth day of July last, *inter alia* Oamaru and Clutha were constituted Districts for the purpose of the said first recited Ordinance. And whereas it is expedient that the Oamaru Slaughter-house District should include the Dunstan Gold-field, and that the Clutha Slaughter-house District should include the Nokomai Gold-field;

Now therefore I, the said John Larkins Cheese Richardson, Superintendent of the said Province, in pursuance and exercise of the powers vested in me, Proclaim and Declare that from and after the nineteenth day of November next, the several provisions of the before-recited Ordinance "For regulating the Slaughtering of Cattle," shall come and be in force within the limits of the aforesaid Gold-field Districts, and that the said Gold-fields Districts shall be respectively included within and form parts of the Slaughter-house Districts following, that is to say:—

**THE OAMARU SLAUGHTER-HOUSE  
DISTRICT**

Shall include the Dunstan Gold-field as the same is described by Proclamation under my hand on the twenty-third day of September last; and

**THE CLUTHA SLAUGHTER-HOUSE  
DISTRICT**

Shall include Nokomai Gold-field, as the same is described by the aforesaid Proclamation.

(L.S.) Given under my hand and issued under the Public Seal of the Province of Otago this twenty-eighth day of October, one thousand eight hundred and sixty-two.

J. L. C. RICHARDSON,  
Superintendent.

**PROCLAMATION,**

*Exempting from Mining Operations the Storm Water Channel and adjacent ground at Wetherstone's.*

By his Honor JOHN LARKINS CHEESE RICHARDSON, Esquire, Superintendent of the Province of Otago.

WHEREAS by Section 9 of the "Gold Fields Act, 1858," it is enacted, that nothing thereinbefore contained shall authorise any person to occupy any Crown Land which shall have been exempted by the Governor from the operations of mining, or which shall have been applied to any public use or purpose, or be lawfully used for any Race or Dam. And whereas a Storm Water Channel or Race has been constructed at Wetherstone's, in Gabriel's District, and it is expedient to declare the ground occupied thereby, and on each side thereof, to the extent after mentioned, to be exempt from mining operations;

Now, therefore, I, John Larkins Cheese Richardson, Superintendent of the Province of Otago, by virtue of the powers delegated to and vested in me in that behalf by the Governor in Council, do hereby pro-

claim and declare that the ground occupied by the Storm Water Channel at Wetherstone's within the said District, and to the extent of thirty feet on each side of the said Storm Water Channel, is and shall be exempted from the operations of mining by all persons whomsoever.

Given under my hand, at Dunedin, this first day of November,  
(L.S.) one thousand eight hundred and sixty-two.

J. L. C. RICHARDSON,  
Superintendent.

**CONTRACT**

**FOR STEAM COASTAL SERVICE OF  
"GEELONG" STEAMER.**

THIS INDENTURE made the first day of October one thousand eight hundred and sixty-two Between John Jones of Dunedin in the Province of Otago New Zealand Merchant of the one part and his Honor John Larkins Cheese Richardson Esquire Superintendent of the said Province of the other part: WHEREAS the Provincial Government of Otago have resolved upon granting a subsidy for the Coasting Steam Service of the said Province: AND WHEREAS the said John Jones sole owner of the sea-going Steam Vessel "Geelong" of one hundred and eight tons burthen and ninety horse engines or thereabouts has proposed and agreed to and with the said John Larkins Cheese Richardson Superintendent as aforesaid that the said Vessel shall make one trip each and every week from Dunedin to Oamaru calling at Waikouaiti and Moeraki both going and returning and to carry passengers as well as goods at the rates and under the Regulations hereinafter mentioned for the period of one year for the subsidy hereinafter expressed: Now this Indenture witnesseth that in pursuance of the said agreement and in consideration of the sum of One thousand pounds to be paid as hereinafter mentioned he the said John Jones for himself his heirs executors and administrators doth hereby covenant promise and agree to and with the said John Larkins Cheese Richardson Superintendent as aforesaid and his successors in office that he the said John Jones his executors or administrators shall and will cause the said sea-going Vessel "Geelong" or some other sea-going Steam Vessel of equal dimensions tonnage and horse power engines to be approved of by the said Superintendent or his successors in office to run and ply weekly and every week without intermission between the Ports of Dunedin and Oamaru calling

at Waikouaiti and Moeraki both going and returning for the period of one year commencing on the day of the date of these presents and shall and will during all that time uphold and maintain the said Vessel so to be employed in good and substantial repair and condition in all respects: AND in consideration of the premises and of the covenants conditions and agreements as well before as hereinafter expressed the said John Larkins Cheese Richardson Superintendent as aforesaid for himself and his successors in office doth hereby covenant promise and agree to and with the said John Jones his executors and administrators that he or his successors will pay or cause to be paid to the said John Jones his executors or administrators for the period aforesaid the said subsidy or sum of One thousand pounds by equal monthly payments of Eighty-three pounds six shillings and eight pence each at the termination of each and every month of the said term or such proportion of such monthly instalments as shall be earned conformably to the conditions of this contract: AND the said parties hereto do hereby mutually covenant and agree to and with each other that the maximum rates to be charged by the said John Jones for the conveyance of passengers and goods to and from Dunedin Waikouaiti Moeraki and Oamaru shall be those mentioned in the Schedule or table of rates hereunder written: AND that for the purpose of receiving and landing passengers and goods the said Vessel shall lie as near to every landing place as shall be practicable and consistent with the safety of the said Vessel and that the shippers or consignees shall be bound weather permitting to take or receive their goods to or from alongside thereof within six working hours after the Vessel's arrival at the place of loading and discharge at their own expense and risk and that passengers shall pay their own expenses of shipping and landing unless otherwise expressly stipulated and agreed to failing which the commander of the said Vessel shall be at liberty to ship or land such goods at the expense and risk of the owner or owners thereof or to leave at or to take back to the port of shipment such goods or passengers and in the latter case the said John Jones may charge and claim in addition to the freight and passage mentioned in the said Schedule one-half more for back freight for the said goods and passage: PROVIDED that the detention on board of such passengers and goods has not been occasioned by stress of weather: AND that the said John Jones shall take passengers and goods from the Jetty at Dunedin and land passengers and goods thereon free of any charge beyond the fare and freight. AND further that a

table of rates for freight and passage contained in the said Schedule and the conditions last aforesaid relating to the carriage of goods and rates of passage shall be advertised by the said John Jones in the local newspapers once in every three months of the said term and a printed copy of the said table of rates shall be hung up and kept in a conspicuous place both in the office of the said John Jones at Dunedin aforesaid and in the Saloon and Steerage of the Vessel and that the dates of sailing of the said Vessel shall be from time to time advertised in the local newspapers by the said John Jones and shall be adhered to as strictly as circumstances will permit, and every endeavour shall be made by the said John Jones to obviate disappointment to shippers consignees or passengers by delay: AND ALSO that a book shall be kept in the office of the said John Jones open to the inspection of passengers and shippers in which shall be entered applications for freight or passage in the order in which they are made and berths and rooms shall be reserved for such applicants in the order of their applications: PROVIDED that the said John Jones shall not be bound to receive any application for the shipment of goods earlier than four days or later than one day before the advertised date of sailing: PROVIDED ALSO that in case of failure to ship goods on the part of any applicant within twenty-four hours previous to the appointed time of sailing the room applied for may be appropriated to any other applicants in the order of their applications: AND PROVIDED ALSO that the said John Jones shall be entitled to stipulate for a deposit of some part not exceeding the half of the amount of the freight at the time of any application being made which deposit shall be forfeited in the event of non-shipment unless the room shall be filled up with other goods: AND further that the said John Jones shall not in any case put on board goods belonging to himself to the exclusion of the goods of other persons to an extent of more than one-third of the carrying capacity of the said Vessel or other Vessel as aforesaid notwithstanding any priority of booking: AND the said parties hereto do hereby further mutually covenant and agree to and with each other that in case the said Vessel or any other Vessel to be substituted in lieu thereof as aforesaid shall at any time during the said term become disabled through accident or want of repair or any other cause and shall in consequence cease to run and ply as aforesaid then the said John Jones shall with all convenient speed cause the same to be refitted and repaired or shall within two months thereafter supply the place of such Vessels by some other Vessel

of at least equal dimensions tonnage and horse-power engines to be approved as aforesaid: AND in case the said Vessels shall not be refitted or repaired or some other Vessel substituted in lieu thereof within the aforesaid period of two months then and from thenceforth this contract shall be deemed to be wholly at an end and the penalty hereinafter stipulated to have been incurred: AND further that in case the said Vessel or any other Vessel to be substituted in lieu thereof as aforesaid shall fail to perform any of the weekly voyages or runs hereby covenanted to be performed for the reason aforesaid or for any other cause whatever the said John Jones shall not be entitled to claim and shall not be paid any subsidy whatever in respect of the period during which the said Vessel or said other Vessel shall fail to run and ply as aforesaid: PROVIDED that if the said Vessel or said other Vessel be debarred by the state of the weather from prosecuting her voyage or approaching any of the said ports and places on the coast being otherwise in readiness for the work the time so lost shall be counted as occupied in the business of the contract: AND LASTLY the said parties hereto bind and oblige themselves the one to the other of them for the due performance of the covenants and agreements hereinbefore expressed and contained in the penalty of Two hundred pounds to be paid by the party failing to perform to the party performing and willing to perform the same: IN WITNESS whereof the said John Jones hath hereunto set his hand and seal and the said John Larkins Cheese Richardson hath hereunto set his hand and the public seal of the said Province.

SCHEDULE.

To or from Waikouaiti, Moeraki and Oamaru.

GOODS.

	£ s. d.
Per ton to be taken from Ship's tackles	
at expense of Consignee . . . . .	1 10 0

WOOL.

Per bale, to be brought alongside at expense of shipper . . . . .	0 12 6
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GRAIN.

To or from Waikouaiti, per bushel . . . . .	0 0 6
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PASSAGE.

To or from Waikouaiti.

Saloon	} Passengers paying their own expense in Shipping and landing except at	1 15 0
		Dunedin . . . . .
Steerage		1 0 0

PASSAGE.

To or from Moeraki.

Saloon	} Passengers paying their own expense in shipping and	2 10 0
		landed except at Dunedin . . . . .
Steerage		1 10 0

PASSAGE.

To or from Oamaru.

Saloon	} Passengers paying their own expense in shipping and	2 15 0
		Steerage } landing except at Dunedin . . . . .

JOHN JONES.

J. L. C. RICHARDSON.

Signed Sealed and Delivered by the above-named John Jones and (L.S.) John Larkins Cheese Richardson in the presence of

A. FINDLATER,  
Dunedin,  
Clerk to Provincial Solicitor.

AT THE GOVERNMENT HOUSE, AT AUCKLAND, THE 23RD DAY OF OCTOBER, 1862.

Present:—

His Excellency the Governor in Council.

WHEREAS by the Marine Board Act, 1862, it is enacted that it shall be lawful for the Governor in Council from time to time to make Regulations relating to the safe and commodious navigation of any Port, Harbour, or River, and the order and management of vessels resorting thereto;

Now, therefore, His Excellency the Governor, with the advice and consent of the Executive Council of New Zealand, doth hereby make the following Regulations for the Port and Harbour of Otago.

And doth declare that this Order shall take effect from and after the 15th day of November next.

FORSTER GORING,  
Clerk of Executive Council.

REGULATIONS FOR THE PORTS AND HARBOURS OF OTAGO.

General Rules and Regulations.

1. The Master of every vessel shall anchor or moor where the Harbour Master or Pilot may direct, and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's office; and any Master offending against this regulation shall forfeit a sum not exceeding five pounds.

2. All vessels must have buoys and buoy ropes to their anchors to show their position; and must hoist a conspicuous light at their peak end, and keep the same burning from sunset to sunrise, or forfeit a sum not exceeding ten pounds.

3. All vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, and any Master offending against this regulation shall forfeit a sum not exceeding ten pounds.

4. No boat shall go alongside of any vessel entering any Port, except those duly authorised by Government, before the vessel is properly secured at her anchorage, and has been declared free by the Immigration or other proper Officer, under a penalty not exceeding ten pounds.

5. Masters of vessels arriving from Ports beyond the Australasian Colonies are not allowed to let their steerage passengers leave their vessels for the purpose of landing at Dunedin after twelve o'clock noon during the months of April, May, June, July, August, and September, nor after two o'clock, p.m., during the remaining months, unless with the consent of the Immigration Officer, under a penalty not exceeding twenty pounds.

6. All vessels are to unshot their guns before they anchor, and no guns or fire-arms, except in self-defence or in cases of distress, are to be discharged from any vessel or from any boat unless permission in writing has been obtained from the Harbour Master, and any person who shall offend against this regulation (including as well any sportsman or any other offender), shall be liable to a penalty not exceeding five pounds.

7. All Masters or other persons in charge of vessels are immediately to strike their top-gallant yards and masts, to have their jib and spanker booms rigged close in, and moor or clear hawse, when called upon by the Harbour Master or other competent authority to do so, and are generally to follow such directions as the state of the weather, the crowded condition of the Port or River, or other circumstances may render necessary or expedient in the judgment of the Harbour Master, with a view to the safety and interest of the whole shipping, under a penalty not exceeding ten pounds.

8. All Masters of Vessels exceeding one hundred tons burthen lying in the Harbour shall cause a sufficient guard or watch to be kept on deck both by day and night, of one man if the vessel is under three hundred tons, and of two men if over three hundred tons burthen; all other descriptions of deck vessels must have at least one man on board by day and by night, under a penalty not exceeding five pounds.

9. In the event of an alarm of fire in the Harbour, each vessel in the Harbour shall send to where the fire is, her buckets, axes, mauls, and whatever else she may have on board that may be useful in such

cases; also as many men to assist in extinguishing the fire as can be spared, such men and means to be under the command of one of the Officers of the vessel to which they belong, and to be placed at the disposition of the Harbour Master, whose lawful order they shall be bound to execute, under a penalty not exceeding five pounds.

10. Smoking vessels in the Harbour for destruction of vermin is prohibited, without permission from the Harbour Master, under whose inspection, or that of some other person duly authorised by him in that behalf, the operation is to be performed, and after proper precautions shall have been taken for the extinction of fire in the event of accident; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

11. No pitch, tar, resin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the Harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

12. Any anchor or kedge slipped, parted, or cut from, if not weighed within twenty-four hours, may be weighed by order of the Harbour Master, at the risk and expense of the owner; and when no buoy has been attached, the anchor or kedge shall be forfeited.

13. No wreck is to be left standing in any part of the Harbour, but must be conveyed on shore above high water mark; and any wreck so left, after notice given by the Harbour Master for the removal of such wreck, may be removed by order of the Harbour Master at the risk and expense of the owner, who shall be further liable to a penalty not exceeding twenty pounds.

14. The owner or part owner in, or the commander of any vessel or boat which has been sunk, stranded, or run on shore; or the owner of any baulk of timber or other bulky article which is in the water, who does not clear the Harbour of such vessel or boat, or remove such baulk of timber, or other bulky article, upon being required so to do by notice in writing under the hand of the Harbour Master or any Justice of the Peace, within such reasonable time as may be mentioned for the purpose in such notice, shall for every such offence be liable to a penalty not exceeding ten pounds; and any Justice, upon the complaint of the Harbour Master, or any other person, may issue his warrant for the clearing of the Harbour or removing of such vessel, boat, baulk of timber, or other bulky article, in such manner as

such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article, to be sold, and out of the money arising from such sale may pay the charges of such clearing or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

15. Any person wilfully removing, injuring, or destroying any buoy, beacon, or sea-mark, is guilty of felony. (Marine Board Act, sec. 71.)

16. Any person drowning any animal in or throwing a dead animal into the Harbour, or placing any dead animal below high water mark, shall be liable to a penalty not exceeding five pounds, and to an additional penalty of one pound per day during which any such animal remains in the Harbour, or below high water mark, or unburied on the beach above high water mark; provided that no such penalty shall together exceed the sum of twenty pounds.

17. To the Master of every vessel, or in the absence of the Master the principal officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master or other officer; provided however that it shall not be necessary in any case to issue a second copy of the Regulations to the Master or officer in charge of the same vessel, unless on demand of such Master or officer, and in such case only on the payment of a fee of two shillings and sixpence, to be accounted for by the Harbour Master.

18. Every Master or other officer of a ship or vessel to whom a copy of the Harbour Regulations shall have been delivered, shall give on demand an acknowledgment thereof to the Pilot or other officer delivering the said copy; and any Pilot failing to demand, and any Master of a ship or vessel refusing on demand to give such acknowledgment, shall forfeit and pay a fine of not more than five pounds.

19. It shall be competent at any time for the Harbour Master, or a person deputed by him, to order any ship, lighter, boat, or timber to be removed from any berth alongside any wharf or anchorage, from or to any part of the harbour, whenever such removal shall, in his opinion, for the general accommodation of the shipping, be proper. And any person who shall fail to obey such order, or otherwise offend against this regulation, shall be liable to a penalty not exceeding ten pounds.

20. No vessel, not being a mail steamer, shall be unmoored on Sunday from her anchorage, or from her berth alongside any wharf or jetty, and no work is to be

done on board any vessel in Harbour on Sundays (except such as may be necessary for the cleanliness and safety of the vessel) without the express permission in writing of the Harbour Master, under a penalty not exceeding ten pounds.

21. Any person without due authority resisting, impeding, or obstructing the Harbour Master, Pilot, or person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them or any of them, is liable to a penalty not exceeding fifty pounds. (Marine Board Act, sec. 66.)

#### *Wharves and Jetties.*

22. The time allowed vessels to occupy berths at quays, for the purpose of discharging cargo, shall be (exclusive of Sundays and holidays, and the day of removal):—

For ships under 100 tons . . . .	2 days
„ from 100 to 150 tons . .	4 „
„ „ 150 to 200 „ . .	5 „
„ „ 200 to 250 „ . .	6 „
„ „ 250 to 300 „ . .	7 „

And so on, at the rate of two days for every additional hundred tons register.

23. Ships discharging cargo at outside berths to be allowed two days for one of the foregoing scale.

24. Cargo may be discharged from any ship lying outside, over and across the deck of any ship lying alongside of any quay. Vessels taking in cargo to have an unoccupied berth, which is to be given up when required for other purposes by the Harbour Master.

25. All goods landed on any wharf or jetty are to be so placed as to keep the mooring posts or rings free, and allow a clear passage of at least eight feet from the edge of the wharf nearest the vessel, upon which space no goods are allowed to remain, under a penalty not exceeding five pounds.

26. Any vessel whose time at a discharging berth has expired, or which the officer or Harbour Master considers it necessary to remove, and on board of which there shall not be sufficient men or ballast, or the requisite tackle, to enable her to be removed therefrom, may be removed by the Port Officer or Harbour Master at the expense of the owner.

27. No timber or any other article shall be left on any public jetty, wharf, or landing-place, or the approach thereto, for a longer period than six hours, and any person offending against this regulation shall incur a penalty not exceeding ten pounds; and it shall be lawful for the Harbour Master, when in his opinion the public convenience requires it, at any

time during or after the expiry of such period, to cause such timber or other article immediately to be removed from any such jetty, wharf, or landing-place, or approach thereto, to any place he may think proper, at the expense and risk of the owner, or his agent, or the person in charge of such timber or other article.

*Ballast.*

28. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, and any person offending against this regulation shall incur a penalty not exceeding five pounds.

29. No ballast, rubbish, gravel, earth, stone, or filth, is to be thrown overboard from any vessel or boat, but is to be landed at any place the Harbour Master may direct, and any person offending against this regulation shall incur a penalty not exceeding twenty pounds.

30. Any person removing shingle, stone, or any part of the soil below high water mark, without permission from the Harbour Master, or in the absence of the Harbour Master, a Resident Magistrate, shall forfeit a sum not exceeding ten pounds.

31. Proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth, so as effectually to prevent any part thereof falling overboard, and no ballast is to be taken on board or discharged from any vessel after dusk, under a penalty not exceeding five pounds.

32. All vessels carrying ballast for shipping shall be decked, and not less than twelve tons burthen, and shall have the stem and stern post of such vessel marked with a plate of iron in inches, shewing its tonnage, according to the draught of water when laden, such marks and corresponding draughts of water to be endorsed upon their license, which is to be produced when asked for, under a penalty not exceeding ten pounds.

*Lighters and Boats.*

33. No lighter or boat when detained shall anchor in the channel between Acheron Head and the Quarantine Island, nor in the middle of any fairway, but shall anchor within the Bays, abreast of the aforesaid channel, and close over on either side of any fairway, under a penalty not exceeding five pounds.

34. No boats whatever are to be made fast to any steps or landing place, or to lay longer than required for landing their passengers, under a penalty not exceeding five pounds.

35. The Harbour Master or other competent authority is empowered to take such means, and to give such orders and direction, as he may deem necessary, for the purpose of preventing risk or accident, confusion or overcrowding of boats alongside of vessels or landing-places, and any person wilfully disobeying any orders so given as aforesaid, shall be liable to a penalty not exceeding five pounds.

*Rules to be observed by vessels passing each other.*

36. Whenever any vessel proceeding in one direction meets a vessel proceeding in another direction, and a Master or other person having charge of either such vessel, perceives that if both vessels continue their respective courses they will pass so near as to involve a risk of collision, he shall put up the helm of his vessel to port so as to pass on the port side of the other vessel, due regard being had to the tide, and to the position of each vessel with respect to the dangers of the channel, and as regards sailing vessels to the keeping of each vessel under command; and the Master of any steam vessel navigating any river or narrow channel shall keep, as far as is practicable, to that side of the fairway or mid channel thereof which lies on the starboard side of such vessel. And if the Master or any other person having charge of any steam vessel neglects to observe these regulations, or either of them, he shall for every such offence be liable to a penalty not exceeding twenty pounds.

37. Steamers, when steering the same course in the river, or harbour, either with or without vessels in tow, and one overtaking the other, the vessel gained upon shall slack her speed if practicable until the other has passed her.

38. When steamers have vessels in tow and are steering opposite courses, the steamer bound up the river shall, before meeting the vessel coming down the river, slack her speed, when practicable, until the other has passed her.

39. Steam vessels when passing or near to sailing vessels, are always to be considered in the light of vessels navigating with a fair wind.

40. Steamers shall, on nearing any vessel aground, slack their speed until safely passed.

41. Steamers at all times when under weigh, must have a responsible person on the bridge to look out.

42. No lower square-sails shall be set on board of any steamer whilst navigating amongst the shipping.

43. Sailing vessels and ships having the wind fair shall give way to ships on a wind.

44. When two ships are going by the wind, the ship on the starboard tack shall keep her wind, and the one on the port tack bear up, thereby passing each other on the port hand.

45. When two ships have the wind large or a-beam, and meet, they shall pass each other in the same way on the port hand, the helm of each being put a port.

#### *Gunpowder.*

46. The Master of every vessel arriving with Gunpowder on board, exceeding fifty pounds in weight, shall give immediate notice thereof to the Pilot on his boarding the vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage ground, or forfeit a sum not exceeding twenty pounds.

47. No Gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

48. The Master of every vessel shall cause all Gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

49. All Gunpowder so landed shall be packed in barrels containing not more than one hundred weight each, closely joined and hooped without any iron about the packages, and so secure that no portion of the Gunpowder be in danger of being scattered in the passage, and any person offending against this regulation shall incur a penalty of any sum not exceeding ten pounds.

50. Nothing contained in these Regulations shall be deemed to apply to any Ship, Boat, or Gunpowder, the property of her Majesty, nor to any Ship of War of any Foreign Nation, nor to any Gunpowder in charge of the Government of the Colony.

#### *Power to Resident Magistrate in certain cases.*

51. The Resident Magistrate at any Port for which no Harbor Master is appointed shall have all such powers as are hereinbefore given to Harbor Masters.

All penalties hereby imposed shall be recoverable in a summary way.

NOTE.—Provision has been made for the application to this Colony of the Passengers' Act, 1855 (18 and 19 Victoria, cap. 119), by Proclamation dated the 19th day of March, 1856.

#### SIGNALS AT THE FLAGSTAFF ; OTAGO HEADS.

Blue Peter—Keep to sea, the Bar is not fit to take.

Red Flag—Take the Bar, there is no danger.

Blue, with a White St. Andrew's cross—Ebb tide, and Bar fit to take.

White Flag—First quarter Flood.

*The following Signals are in use at the Port.*

Pilot—The Union Jack at the fore.

Customs Boat—The Union Jack at the peak.

Gunpowder on Board—The Union Jack at the main.

Medical Assistance—The Union Jack over the Ensign at the peak.

Government Emigrants on Board—Ensign at the mizen mast head

Mails on board—White flag at the fore.

Boarding Officer—Blue flag at the main.

Clearing Officer—White flag at the main.

Police—The Ensign at the main.

Do. at night—Two lights vertical at the peak, having five feet between the two.

#### INSPECTORS OF SLAUGHTER- HOUSES APPOINTED.

Superintendent's Office,  
Dunedin, 29th Oct., 1862.

**H**IS HONOR THE SUPERINTENDENT directs it to be notified that in pursuance and exercise of the powers vested in him, he has appointed the several members of the Police Force of the Province of Otago, hereinafter named, to be Inspectors of Slaughter Houses and of Cattle intended for Slaughter within the respective Slaughter House Districts set above their names :—

##### TUAPEKA DISTRICT.

Heber Hewson, *vice* John M'Nally, transferred.

##### CLUTHA DISTRICT.

Francis Bullen, *vice* Thomas Blatch, discharged.

##### TOKOMAIRIRO DISTRICT.

Thomas Melanophy, *vice* Francis Bullen, transferred

By Order,

THOMAS DICK,  
Provincial Secretary

Province of Otago, }  
New Zealand, to wit. }

I HEREBY CERTIFY that ROBERT MURPHY, of Dunedin, in the Province of Otago, has this day submitted for my examination his Diploma as a Licentiate of the Royal College of Surgeons in Ireland, in accordance with the provisions of an Ordinance, passed by the Legislative Council of New Munster, Session I., No. 2, of 1849, intituled "An Ordinance to define the qualifications, and to provide for the remuneration in certain cases of Medical Practitioners."

Dated at the Resident Magistrate's Court, Dunedin, this fourth day of November, 1862.

A. CHETHAM STRODE,  
Resident Magistrate.

#### NOTICE.

Impounded by a Constable.

ONE Bright Bay Horse, branded NB conjoined on near shoulder. If not claimed on or before the 26th instant, the same will be sold to defray expenses.

JOHN BARR, Poundkeeper.  
Dunedin, 4th November, 1862.

#### DISSOLUTION OF PARTNERSHIP.

THE co-partnership hitherto subsisting between the undersigned as Drapers, &c., in Dunedin, under the firm of Foster and Armstrong, has been this day dissolved by mutual consent.

All debts due by and to the late firm will be paid and received by James S. Foster, who is authorised to settle the same. *Claims, if any,* must be presented on or before 8th November next, or they will not be recognised.

JAMES S. FOSTER.

WILLIAM ARMSTRONG.

Witness to Signatures:

WILLIAM GRAHAM.

Dunedin, 31st Oct., 1862.

#### OTAGO, N.Z., EXPLORING STEAM SERVICE.

TENDERS will be received at the office of his Honor the Superintendent of the Province of Otago, at Dunedin, N.Z., until 4 o'clock on Friday, the 14th of November, 1862, from parties desirous for a Charter for a Steamer to the West Coast of Otago, according to a Specification to be seen at the said office, and at Messrs. Holmes, White & Co.'s, Melbourne, and Messrs. Learmonth, Dickin-son, and Co.'s, Sydney.

The Government will not be bound to accept any Tender; and, should a Tender be accepted, it will be subject to adjustment of details in the Contract, which must be signed at once, and the Steamer must be at Dunedin Harbour on the 15th of December, 1862, fully equipped and ready for the service. The Steamer will probably be required four months.

By order,

THOMAS DICK,

Provincial Secretary.

#### (SPECIFICATION OF STEAMER REQUIRED.)

To be a Screw Steamer, Schooner-rigged, of about one hundred and fifty tons, forty-five horse power engines, good Cabin and Steerage accommodation; to be equipped with one Life Boat, two Whale Boats, with oars and sails complete, also a duplicate set of oars; to have full length chain cables of one hundred and twenty fathoms each, good anchors, and one new five-inch hawser; to be manned with a crew of five men for each of the Whale Boats, together with the crew of the vessel; to supply Cabin fare for two, Steerage fare for two, and to supply fuel, water, and victualled for a five months' voyage.

The Vessel to be employed in the Survey of the Harbours of the West Coast of Otago, and the Master of the Vessel to act under the orders of the Chief Surveyor.

## RETURN

OF THE SALE OF RURAL LANDS IN THE PROVINCE OF OTAGO, FOR  
THE QUARTER ENDING 31ST DECEMBER, 1861.

HUNDREDS.	No. of Sections.	No. of Purchasers.	Acreage.			Amount Realized.			Average Price per acre.	Average Acreage per purchaser.	REMARKS.
			A.	R.	P.	£	s.	D.			
Oamaru .....	123	14	9405	0	33	14387	13	3	1 10 6	671 3 5	One purchase of 777 acres, and one of 7827 acres
Moeraki .....	49	14	3503	2	14	5603	18	9	1 11 11	221 2 22	
Hawksbury .....	22	9	1591	0	0	1591	0	0	1 0 0	176 2 8	One purchase of 618 acres
Dunedin .....	16	14	1095	3	0	1095	15	0	1 0 0	78 1 0	
East Taieri .....	27	22	1099	3	0	1099	15	0	1 0 0	38 3 32	One purchase of 700 acres
West Taieri .....	23	12	1110	0	12	1565	6	0	1 8 2	123 11 14	
Waihola .....	27	9	1275	3	0	1275	15	0	1 0 0	141 3 0	One purchase of 500 acres, and one of 1323 acres
South Tokomairiro...	54	9	2398	0	0	2398	0	0	1 0 0	266 1 31	
North Tokomairiro..	1	1	50	0	0	50	0	0	1 0 0	50 0 0	One purchase of 500 acres, and one of 1323 acres
East Clutha.....	30	22	1150	0	0	1150	0	0	1 0 0	52 1 3	
West Clutha .....	10	7	410	0	0	410	0	0	1 0 0	58 2 11	
TOTAL.....	382	133	23089	0	19	30627	3	0			
Tautuku Bush.....	1	1	100	0	0	100	0	0	1 0 0		
GRAND TOTAL....	383	134	23189	0	19	30727	3	0			

Waste Land Board Office,  
Dunedin, 20th October, 1862.

W. H. CUTTEN,  
Chief Commissioner.

## RETURN

OF THE SALE OF TOWN LANDS IN THE PROVINCE OF OTAGO, FOR  
THE QUARTER ENDING 31ST DECEMBER, 1861.

TOWNS.	Number of ¼-acre Sections.	Number of Purchasers.	Acreage.			Amount realized.			Average price per Acre.			REMARKS.
			A.	R.	P.	£	s.	D.	£	s.	D.	
Oamaru .....	46	11	11	2	0	625	10	0	54	7	10	
TOTAL.....	46	11	11	2	0	625	10	0				

Waste Land Board Office,  
Dunedin, 20th October, 1862.

W. H. CUTTEN,  
Chief Commissioner.

## PROVINCE OF OTAGO, NEW ZEALAND.

## METEOROLOGICAL TABLE.

OCTOBER. 1862.	THERMOMETER.			BAROMETER.		DEPTH OF RAIN.	DIRECTION OF THE WIND.
	MAX.	MIN.	MEAN.	8 A.M.	5½ P.M.		
				Inches.	Inches.		
1	55.50	40.00	47.75	29.366	29.706	...	S. W.
2	47.00	31.00	39.00	29.600	29.458	...	N. W.
3	58.50	31.50	45.00	29.512	29.780	0.04	S. W.
4	54.00	36.50	45.25	29.850	29.750	...	S. W.
5	62.00	38.00	50.00	29.730	29.770	0.02	S. W.
6	54.50	40.50	47.25	29.634	29.590	...	N. E.
7	62.00	43.50	52.75	29.498	29.584	...	S. W.
8	58.00	38.50	48.25	29.722	29.676	0.65	S. W.
9	55.00	40.50	47.75	29.700	29.864	...	N. E.
10	60.00	41.00	50.50	29.972	29.896	...	N. E.
11	54.50	43.00	48.75	29.755	29.704	0.05	S. W.
12	52.00	37.00	44.50	29.670	29.619	0.30	S. W.
13	56.00	40.50	48.25	29.588	29.656	0.10	S. W.
14	46.00	33.00	39.50	29.904	30.000	0.08	S. W.
15	48.00	37.00	42.50	30.086	29.948	0.17	S. W.
16	58.00	44.50	51.25	29.920	30.050	...	S. W.
17	58.50	38.50	48.50	30.027	29.638	0.06	S. W.
18	61.00	38.50	49.75	29.395	29.324	...	N. W.
19	65.00	38.50	52.75	29.200	29.168	...	W.
20	52.50	40.50	46.50	29.006	29.166	0.01	S. W.
21	46.00	29.00	37.50	29.130	29.190	0.08	S. W.
22	48.50	29.00	38.75	29.284	29.396	0.15	S. W.
23	42.00	32.00	37.00	29.280	29.500	0.20	S. W.
24	46.50	38.00	42.25	29.700	29.772	...	S. W.
25	56.00	40.00	48.00	29.690	29.640	...	N. W.
26	69.00	40.50	54.75	29.612	29.602	...	S. W.
27	62.50	40.00	51.25	29.654	29.548	0.39	N. W.
28	59.50	44.50	52.00	29.776	29.850	0.16	S. W.
29	49.00	40.50	44.75	30.100	30.154	...	N. E.
30	51.00	44.50	47.75	30.234	30.172	...	N. E.
31	55.00	44.50	49.75	30.190	30.168	...	N. E.
Mean of Month	55.00	38.50	46.75				

The height of the Barometer is reduced to the Sea level at a temperature of 32° Fahrenheit. The observatory is about 3 miles from the centre of Dunedin.

A. H. ROSS,  
Registrar.

OTAGO GOVERNMENT  
TOWN LAND SALES.

SECTIONS in HAWKESBURY Township, will be sold at the Police Stations, Hawkesbury, on TUESDAY, the 18th NOVEMBER, at 12 o'clock.

Sections in HAMPDEN Township, will be sold at Mr Young's Store, Hampden, on THURSDAY, the 20th NOVEMBER, at 12 o'clock.

Sections in OAMARU Township, will be sold at Mr Hassel's Store, Oamaru, on SATURDAY, the 22nd NOVEMBER, at 12 o'clock.

Sections in PALMERSTON Township, will be sold at the Police Station, Hawkesbury, on WEDNESDAY, the 26th NOVEMBER, at 12 o'clock.

The Township of Palmerston is situate at the entrance of the Waihemu Valley, in the neighborhood of Puketapu, about 35 miles from Dunedin, 40 from Oamaru, and 8 from Waikouaiti. There is a good supply of Timber in the neighborhood, and Coal is obtainable at Vulcan Point, a distance of 6 miles. The town is intersected by the main road to the Dunstan diggings from Waikouaiti, and is situate in the centre of one of the finest agricultural districts in this Province. Limestone of a superior quality to any hitherto obtained, has lately been discovered. From its situation at the junction of the main North and South roads, with the road to the interior and the diggings; it is believed Palmerston will become the centre of a large traffic, and is destined to be one of the chief inland towns of Otago.

W. H. CUTTEN,  
Chief Commissioner.

Waste Land Board Office,  
Dunedin, 28th October, 1862.

TENDERS will be received at my office, Dunedin, until 4 o'clock p.m. on Monday, 17th November, 1862, for the supply of the undermentioned articles, in such quantities as may be required, at H.M. Gaol, Dunedin, until 31st March, 1863.

By order,  
THOMAS DICK,  
Provincial Secretary.

BEDDING.

Blankets, per pair  
Rugs, each  
Linen Ticking, per yard  
Linen Check, per do.  
Calico, per do.  
Linsay Woolsey, per do.  
Flannel, per do.  
Linen Thread, per lb. (black and white)

Stocking yarn, per lb.  
Needles, per packet  
Tape, per dozen

WEARING APPAREL, &c.

Blue Serge Shirts, per dozen  
Striped Cotton, do. do.  
Canvas Trousers, do. do.  
Mole skin Trousers, do.  
Ammunition Boots, per pair  
Cropp Leather, per lb.  
Kid Leather, do.  
Hemp, per lb.  
Flax, do.  
Awls, per dozen  
Sprigs per lb.  
Knives (shoemaker's), each

FUEL AND LIGHT.

Wood, per cord  
Oil (Colza), per gallon  
Wick, per lb.  
Sperm Candles, do.  
Globe Lamps, each

**TENDERS** will be received at the Office of his honor the Superintendent, until 4 o'clock of Friday, November 7th, for the construction of about Nine Culverts, to be erected on the Main North Road, in the neighborhood of the Township of Hampden.

Specifications and sketch of culverts to be seen, and forms of tender obtained, at the office of the Road Engineer, Dunedin.

By order,

THOMAS DICK,  
Provincial Secretary.

October 28th, 1862.

**CLARENDON JETTY.**

**TENDERS** will be received at my Office, Dunedin, until Friday, the 14th day of November, 1862, from parties willing to Lease the above Jetty for one year, from the date of accepting the tender. The lessee to keep the said Jetty in repair during the currency of the lease, and observe all rules and regulations issued from time to time by the Superintendent there anent. The Government will not be bound to accept the highest or any offer.

By order,

THOMAS DICK,  
Provincial Secretary.

**ASSISTED IMMIGRANTS** who arrived per ship Robert Henderson, on 6th October, 1861, and per ship Derwentwater, on 25th November, 1861, are hereby reminded that their bills for passage money are now overdue, and that payment must be made to me without delay.

COLIN ALLAN,  
Immigration Agent.

Immigration Department,  
November 1st, 1862.

**TENDERS** will be received at my Office Dunedin, until 4 o'clock, p.m., on Monday, 1st December, 1862, for the Supply of Rations and Medical Comforts for Prisoners in H.M. Gaol, Dunedin, from 1st January, 1863, to 30th June, 1863, inclusive.

By order,

THOMAS DICK,  
Provincial Secretary.

**CONDITIONS:**

1st.—All the articles to be of the best marketable quality of their several kinds, and delivered at the Prison at the expense of the contractor.

2nd.—Should the provisions supplied at any time not be of good quality, the gaoler shall have power to condemn them, and purchase in lieu thereof at the expense of the contractor.

3rd.—Each tender to be accompanied by a statement signed by two approved persons becoming securities for the due performance of the contract. Should the tender be accepted the penalty in each case will be £

4th.—No transfer of contract will be permitted without consent of his Honor the Superintendent.

5th.—It shall be in the power of either party to limit the duration of the contract by giving in writing a notice of three calendar months to the opposite party, and to end the contract at the expiration of that period.

6th.—The ration scale will be furnished on application at the gaol.