

NEW ZEALAND



OTAGO

PROVINCIAL GOVERNMENT

GAZETTE.

Published by Authority.

VOL. IX.

DUNEDIN, WEDNESDAY, MAY 10, 1865.

No. 363.

PROCLAMATION.

North Taieri Road District abolished, and Silverstream and East Taieri Road Districts altered, and diminished; and Abbotsford, Salisbury, Breadalbane, and Owhiro Road Districts formed.

By His Honor JOHN HYDE HARRIS, Superintendent of the Province of Otago.

WHEREAS by an Ordinance passed by the Superintendent and Provincial Council of the Province of Otago, intituled the "Roads Ordinance Amendment Ordinance, 1862," it is among other things enacted in the 12th Section thereof, that for the purposes of the said Ordinance, the said Province, except as is therein excepted, may from time to time be divided into districts; and until otherwise provided, pursuant to the provisions of the said Ordinance, there shall be twenty-five districts, which shall be named and bounded as in the Schedule to the said Ordinance annexed; and it is also in the said 12th Section provided that it shall be lawful for the Superintendent, with the advice and consent of the General Road Board, from time to time, by proclamation in the *Government Gazette*, to alter, vary, diminish, or enlarge the boundaries of any or all of such districts, and to increase the number of districts by forming and naming new districts, or by dividing any district into two or more districts.

And whereas in the said Schedule, the Silverstream Road District, therein named, is described as comprising all that area bounded on the north by the boundary of the Hundreds; on the east and south, by Wakari and Kaikorai Districts; on the south and west, by a direct continuation of the line halving Blocks IV.

and IX., Taieri Districts, from the Chain Hills to Culling's Creek; thence by Culling's Creek and its western source to station L, on Boulder Hill.

And whereas in the said schedule, the North Taieri Road District, therein named, is described as comprising all that area bounded on the north by Boulder Burn, and its middle Branch to Station L, on Boulder Hill; on the east, by Silverstream District; on the east and south, by a direct continuation of the line halving Blocks XXI., XXII., and XII., extending from the centre of Block IX. to the Taieri River; and on the West by the Taieri River.

And whereas in the said Schedule, the East Taieri Road District is described as comprising all that area bounded on the north by North Taieri and Silverstream Districts; on the east and south, by the watershed of the Chain Hill Ranges and the Trunk Road; and on the west by Scrogg's Creek Village Reserve and the Taieri River.

And whereas it is expedient to abolish the North Taieri Road District, and to alter and diminish the boundaries of the Silverstream and East Taieri Road Districts, and to form four new Road Districts, to be called respectively the Abbotsford, Salisbury, Breadalbane, and Owhiro Road Districts.

Now therefore, I, John Hyde Harris, Superintendent of the said Province, with the advice and consent of the said General Road Board, do hereby proclaim and declare that the said North Taieri Road District shall, from the day of the date hereof be abolished: and that from the day of the date hereof, the said Silverstream and East Taieri Road Districts shall be altered and diminished. And that henceforth

The SILVERSTREAM ROAD DISTRICT shall comprise all that area, bounded towards the north by the northern boundaries of blocks III. and IV., Dunedin

and East Taieri Survey District; towards the west, by block II., Dunedin and East Taieri Survey District; towards the south-west, by section 50, irregular block, and sections 11 and 5, block IX, and section 11, block V, Taieri Survey District; towards the south-east, by sections 4, 3, 2, and 1, block V, and sections 6, 5, 4, 3, 2, and 1, block XIII, Taieri Survey District; towards the South, by the Dunedin to West Taieri Road, to the southern angle of section 8, block IV, Dunedin and East Taieri Survey District, and thence to the south-eastern angle of the last said section; and towards the east, by block V, Dunedin and East Taieri Survey District. And that henceforth

THE EAST TAIERI ROAD DISTRICT shall comprise all that area, bounded towards the north-west by a line through the centre of blocks XI, XII, and XIX, Taieri Survey District; towards the south-west, by section 3, block XIX, Taieri Survey District, the Waiputaki Lagoon Reserve, sections 67 and 10, irregular block, and sections 13 and 3, block XX, Taieri Survey District; towards the south-east, by the Main South Road; and towards the north-east and north by the Saddle Hill to West Taieri Road.

And I do hereby, with the like advice and consent, proclaim and declare, that from the day of the date hereof there shall be Four New Road Districts, to be called respectively, the Abbotsford, Salisbury, Breadalbane, and Owhiro Road Districts. And that

THE ABBOTSFORD ROAD DISTRICT shall comprise all that area, bounded towards the north-west by a line drawn through the centre of blocks XIII, V, and VI, Taieri Survey District; towards the west, by the Main South Road, and the Saddle Hill to West Taieri Road; towards the south-east by the Main South Road; towards the east, by section 75, Lower Kaikorai Survey District, part of section 63, and sections 41, and 40, block VI, Dunedin and East Taieri Survey District; and towards the north-east, by sections 34, 24, 22, 8, and 1, block VI, Dunedin and East Taieri Survey District. And that

THE SALISBURY ROAD DISTRICT shall comprise all that area bounded towards the north by the northern boundary of block II, Dunedin and East Taieri Survey District; towards the west by the Taieri River and sections 11, 12, 14, and 26, block I, Dunedin and East Taieri Survey District, section 57, irregular block, sections 10 and 4, block XVI, and section 10 block XI, Taieri Survey District; towards the south-west and west by the Saddle Hill to West Taieri Road; towards the south-east by sections 6, 5, 4, 3, 2, 1, block VI, and sections 6 and 5, block V, Taieri Survey District; towards the east by block III, Dunedin and East Taieri Survey District; and towards the north-east by section 49, irregular block, Taieri Survey District, and sections 10 and 4, block IX, and section 10, block V, Taieri Survey District. And that

THE BREADALBANE ROAD DISTRICT shall comprise all that area bounded towards the north and west by the Taieri River; towards the south-east by section 40, River sections, Taieri Survey District, sections 8, 7, 6, 5, 4, 3, 2, 1, block XIX, Taieri Survey District, sections 6, 5, 4, 3, 2, 1, block XII, Taieri Survey District, and sections 6, 5, 4, block XI, Taieri Survey District; towards the north-east and north by section 9, block XI, Taieri Survey District, sections 3 and 9, block XVI, and section 56, irregular block, Taieri Survey District, and sections 26A, 24, 15, and 16, block I, Dunedin and East Taieri Survey District. And that

THE OWHIRO ROAD DISTRICT shall comprise all that area, bounded towards the north-west by sections 11, 12, 13, 14, 15, and 16, block XIX, and section 41, River sections, Taieri Survey District; towards the west by Taieri River and Greyton Township; towards the south-east by the Main South Road; towards the

north-east by section 2, block XXX, sections 63, 64, 65, and 66, irregular block, and sections 12 and 2 block XX, and section 11, irregular block Taieri Survey District.

Given under my hand, and issued under the Public Seal of the Province of Otago, at (L.S.) Dunedin this fifth day of May, one thousand eight hundred and sixty-five.

J. HYDE HARRIS,
Superintendent of Otago.

By His Honor's command,

THOMAS DICK,
Provincial Secretary.

PROCLAMATION.

Caversham, Green Island, Kaikorai, and Wakari Road Districts, altered and diminished; and Mornington, Roslyn, Balmacewan, and Corstorphine Road Districts, formed.

By His Honor JOHN HYDE HARRIS, Superintendent of the Province of Otago.

WHEREAS by an Ordinance passed by the Superintendent and Provincial Council of the Province of Otago, intituled the "Roads Ordinance Amendment Ordinance, 1862," it is among other things enacted in the 12th section thereof, that for the purposes of the said Ordinance the said Province, except as is therein excepted, may, from time to time, be divided into districts; and until otherwise provided, pursuant to the provisions of the said Ordinance, there shall be twenty-five districts, which shall be named and bounded as described in the Schedule to the said Ordinance annexed; and it is also in the said 12th section provided that it shall be lawful for the Superintendent, with the advice and consent of the General Road Board, from time to time to alter, vary, diminish, or enlarge the boundaries of any or all of such districts, and to increase the number of districts, by forming and naming new districts, or by dividing any district into two or more districts.

And whereas in the said Schedule the Caversham Road District therein named is described as comprising all that area bounded on the north by Kaikorai District and the Town of Dunedin; on the east by the Anderson's Bay District; on the south, by the Ocean; and on the west, by the line of western boundaries of Sections 21 to 32, Ocean Beach District, and a direct continuation of that line from the Ocean to Block VI., Town District, and running along the western boundary of Section 39 of that Block to the Trunk Road.

And whereas in the said Schedule the Green Island Road District therein named is described as comprising all that area bounded on the north by Kaikorai District; on the east, by Caversham District; on the south, by the Ocean; and on the west, by Kaikorai and Abbott's Creeks.

And whereas in the said Schedule the Kaikorai Road District therein named is described as comprising all that area bounded on the north by the Wakari District; on the east, by the Town of Dunedin, and by that road, inclusive thereof, leading from Maclaggan-street to Look-out Point; on the south, by the Trunk Road, Abbott's Creek, to its junction, thence by the watershed of the ranges to Station G 2; and on the west, by the watershed of the ranges leading over Abbott's Hill to Wakari District.

And whereas in the said Schedule the Wakari Road District therein named is described as comprising all that area bounded on the north by the boundary of the Hundreds; on the east, by the North-East Valley District and the Town of Dunedin; on the south, by

Sections 9 and 28, Block IV., Upper Kaikorai, inclusive of them; and Kaikorai Stream, to its southern source; thence by the watershed of the ranges to Station F, Flagstaff Hill.

And whereas it is expedient to alter and diminish the boundaries of the said Caversham, Green Island, Kaikorai, and Wakari Road Districts, and to form four new Road Districts, to be called respectively the Mornington, Roslyn, Balmacewan, and Corstorphine Road Districts: Now therefore I, John Hyde Harris, Superintendent of the said Province, with the advice and consent of the Otago General Road Board, do hereby proclaim and declare that the said Caversham, Green Island, Kaikorai, and Wakari Road Districts shall from the day of the date hereof be altered and diminished, and that henceforth

THE CAVERSHAM ROAD DISTRICT shall comprise all that area bounded towards the north by Sections 46, 58, 59, 63, 64, 65 and 99, Block VI., and Section 4, Block VII., Town Survey District, and the Main South Road to the Cemetery Reserve; towards the west by Section 45, Block VI., Town District; towards the south by the Main South Road; towards the south-west by Section 28, Block VII., Town Survey District; and a direct line from thence to the east angle of Section 23, Ocean Beach Survey District; thence towards the north-west by Sections 23, to its west angle; thence towards the south-west by the road line from Section 77, Ocean Beach Survey District, to the Ocean; towards the south-east and south, by the Ocean; towards the east, by Sections 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 65 and 86, Block VII., Town Survey District, and Block VII., Peninsula Survey District. And that henceforth

THE GREEN ISLAND ROAD DISTRICT shall comprise all that area bounded towards the north by the Main South Road; towards the west, by Abbott's Creek; towards the north-west, by the River Kaikorai; towards the south, by the Ocean; towards the east and south, by Section 82, Lower Kaikorai Survey District; Sections 8, 21, 88, 87, 86, 85, 84, 115, 127, 126, and 125, Green Island Bush Survey District; and a line from the western angle of Section 125, to the Ocean, at the western angle of Section 155, Green Island Bush Survey District. And that henceforth

THE KAIKORAI ROAD DISTRICT shall comprise all that area bounded towards the north by the Dunedin to West Taieri Road; towards the south-west and west, by part of Block XIII., Taieri Survey District, and Sections 4, 7, 17, 18, 19, 21, 33, 39, 62, and part of 63, Block VI., Dunedin and East Taieri Survey District, and Section 76, Block V., Lower Kaikorai Survey District; and that line continued to the Main South Road, towards the south and south-east, by the Main South Road; towards the east, by Sections 42, 46, 47, 57, 56, 55, 54, 53, 52, and 51, Block VI., Town Survey District; and a continuation of the same line to the eastern angle of Section 18, Block V., Kaikorai Survey District; and by Block IX., Dunedin and East Taieri Survey District; and towards the north-east and east, by the Kaikorai Stream, and Sections 161, 49, 48, 47, 46, 45, 44, 43, and 42, Wakari Survey District. And that henceforth

THE WAKARI ROAD DISTRICT shall comprise all that area bounded towards the north by the northern boundary of Block V., Dunedin and East Taieri Survey District; towards the west, by Block IV., and Section 50, Block VI., Dunedin and East Taieri Survey District; towards the south, by Section 160, Wakari Survey District, and the Kaikorai Stream; towards the south-east, by a road line bounding Sections 10 to 17, Block IV., and Sections 8 and 7, Block III., 11 and 4, Block II., and 7, Block VIII., Kaikorai Survey District; towards the east, by the Water of Leith.

And I do also, with the like advice and consent, proclaim and declare that from the day of the date hereof there shall be Four New Road Districts, to be named respectively the Mornington, Roslyn, Balmacewan, and Corstorphine Road Districts. And that

THE MORNINGTON ROAD DISTRICT shall comprise all that area bounded towards the north-west by part of Block V., Lower Kaikorai Survey District, and Sections 50, 49, and 48, Block VI., Town Survey District; towards the south, by Sections 42, 41, 38, 37, 34, 33, 31, 30, 27, 26, 23, 22, 19, 18, 11, 10, 9, 8, 7, 6, and 5, Block VI., Town Survey District, to Section 4, Block VI., Town Survey District; thence towards the south-west, by Section 5, Block VI., Town Survey District, to the Main South Road; thence towards the south, by the Main South Road, to the Dunedin Town Belt; towards the east, by the Dunedin Town Belt; and towards the north-east, by the boundary line between Sections 86 and 87, Block VI., Town Survey District, and a continuation of that line to the southern angle of Section 6, Block V., Lower Kaikorai Survey District. And that

THE ROSLYN ROAD DISTRICT shall comprise all that area bounded towards the north-west by Sections 10, Block III., and 17, 16, 15, 14, 13, 12, 11, and 10, Block IV., Upper Kaikorai Survey District, and Sections 1, 2, 3, 4, 5, and 6, Block V., Lower Kaikorai Survey District; towards the south-west, by a direct line from the southern angle of Section 6, Block V., Lower Kaikorai Survey District, to the Dunedin Town Belt, at the southern angle of Section 87, Block VI., Town District; towards the south-east, by the Dunedin Town Belt; and towards the north-east by Section 5, Block I., and Sections 3, 5, and 7, Block III., Upper Kaikorai Survey District. And that

THE BALMACEWAN ROAD DISTRICT shall comprise all that area bounded towards the north-west by part of Block XI., Dunedin and East Taieri Survey District, Sections 3 and 12, Block II., and Section 9, Block III., Upper Kaikorai Survey District; towards the south-west, by Sections 8, 6, 4, and 2, Block III., and Section 4, Block I., Upper Kaikorai Survey District; towards the south-east, by the Dunedin Town Belt; and towards the north-east, by the Water of Leith, and by part of Block X., North Harbor and Blueskin Survey District. And that

THE CORSTORPHINE ROAD DISTRICT shall comprise all that area bounded towards the north by the Main South Road; towards the west and north, by Section 83, Lower Kaikorai Survey District, and Sections 7, 22, 23, 24, 25, 83, 116, 117, 118 and 119, Green Island Bush Survey District, and a line from the south-west angle of Section 119, to the Ocean, at the western angle of Section 155, Green Island Bush Survey District; towards the south, by the Ocean; towards the east, by Section 25, Block VII., Town Survey District, and a direct line from thence to the east angle of Section 23, Ocean Beach Survey District; thence towards the south and east, by Sections 24, 25, 26, 27, 28, 29, 30, 31, and 32, Ocean Beach Survey District, and a continuation of that line to the Ocean.

Given under my hand, and issued under the Public Seal of the Province of Otago, at (L.S.) Dunedin, this fifth day of May, one thousand eight hundred and sixty-five.

J. HYDE HARRIS,
Superintendent of Otago.

By His Honor's command,

THOMAS DICK,
Provincial Secretary.

PROCLAMATION.

By His Honor John Hyde Harris, Superintendent of the Province of Otago.

I, JOHN HYDE HARRIS, Superintendent of the Province of Otago, do, by virtue, and in exercise of the powers vested in me in this behalf, by the "Hawksbury Roads Lands Ordinance 1864," proclaim and declare that all those roads and all those por-

tions of roads situate and being in the Hawksbury Hundred, in the Province of Otago, mentioned and referred to in the said "Hawksbury Roads Lands Ordinance 1864," and which are particularly described in the Schedule hereto, shall, from and after the day of the date hereof, cease to be public roads or thoroughfares, and shall no longer form part of the roads in the said Hawksbury Hundred.

SCHEDULE ABOVE REFERRED TO.

Roads and portions of Roads in the Hawksbury Hundred declared to be no longer Public Roads.

43 chains 50 links in length, 1 chain wide; from the Northern Trunk Road at Waikouaiti Bridge to the Northern Trunk Road; bounded on the north-west by land the property of John Jones, Esq., on the south-east by Application 246.

2 chains 50 links in length, 1 chain wide; from Northern Trunk to old North Road; bounded on the south-west by the property of John Jones, Esq., south-east by Application 246.

6 chains 10 links in length, 1 chain wide; from old North Road to Northern Trunk; bounded on both sides by the property of John Jones, Esq.

33 chains in length, 1 chain wide; from Northern Trunk to old North Road; bounded on both sides by the property of John Jones, Esq.

8 chains in length, 1 chain wide; from Waikouaiti River to Mill Track; bounded on both sides by the property of John Jones, Esq.

54 chains in length, 1 chain wide; from Waikouaiti River to south-west angle of old purchase of Mr. John Jones adjoining section 1, block V. Hawksbury; bounded by parts of sections 1, 2, and 3, block V. Hawksbury.

7 chains in length, 50 links wide; from road on section 3, block V. Hawksbury to boundary of sections 4 and 5, block V. Hawksbury; bounded by parts of section 3, block V. Hawksbury.

22 chains in length, 50 links wide; from Waikouaiti River to southern boundary of Grant of 168 acres to Mr. John Jones; bounded by parts of section 1, block V. Hawksbury.

40½ chains in length, 50 links wide; from District Road on section 31, block V. Hawksbury to District Road at section 35, block V. Hawksbury; bounded by parts of sections 31, 32, 33, 34, and 35, block V. Hawksbury.

Given under my hand, and issued under the public Seal of the Province of Otago at Dunedin this sixth day of May one thousand eight hundred and sixty-five.

J. HYDE HARRIS,
Superintendent.

By His Honor's command,

FREDERICK J. MOSS,
Secretary for Public Works.

NOTICE

Of Closing Portion of Northern Trunk Road.

WHEREAS it is intended to stop up those portions of the Road leading from Dunedin, through North-East Valley, Blueskin, and Moeraki, commonly called the "Northern Trunk Road," which are described in the Schedule hereunder written marked A, and which are also delineated on the map or plan mentioned and referred to in the "Northern Trunk Road Lands Ordinance, 1864," copies of which map or plan are deposited at each of the Public Schools at the places specified in the Schedule hereunder written marked B.

Now therefore I, John Hyde Harris, Superintendent of the Province of Otago, by virtue and in exercise of the powers vested in me in this behalf by the "Northern Trunk Road Lands Ordinance, 1864," do hereby give notice that all persons objecting to the stopping up of the said portions of the said Road, or any of them, are required to set forth a statement in writing of any well grounded objection they may have to the stopping up of the said portions of the said Road, and to leave such statement addressed to me at my office in Dunedin, within sixty days from the date hereof, otherwise such objections will not be considered by me.

SCHEDULE A.

Description of Portions of Road to be stopped up.

NORTH-EAST VALLEY.

13 chains, 50 links wide from New North-East Valley Road, at its junction with District Road, between Sections 39 and 41, North-East Valley, to Old North-East Valley Road at South-Eastern angle on Section 45, North-East Valley; boundaries, South-East, Sections 42, 44, and part of 46; North-West, Sections 41 and 43, North-East Valley.

BLUESKIN.

52 chains, 55 links, 1 chain wide from boundary line between Sections 38 and 36, Block II, North Harbor and Blueskin to Northern Trunk Road on Section 37, Block II, North Harbor and Blueskin; boundaries, both sides Sections 36 and 37, Block II, North Harbor and Blueskin.

MOERAKI.

8 chains, from 80 links downwards wide from District Road between Blocks I and II, Moeraki, to Intersection with Northern Trunk Road; boundaries, West, Northern Trunk Road; East, Section 8, Block II, Moeraki; 17 chains, 80 links; 1 chain wide from Northern Trunk Road, Section 29, Block I, Moeraki, to District Road between Blocks I and II, Moeraki; boundaries, West, Section 32; East, Section 29, Block I, Moeraki.

SCHEDULE B.

NORTH-EAST VALLEY
BLUESKIN
MOERAKI.

Dated at Dunedin, the tenth day of May, one thousand eight hundred and sixty-five.

J. HYDE HARRIS,
Superintendent.

Provincial Secretary's Office,
Dunedin, 24th April, 1865.

THE following Rules and Regulations have been submitted to the Superintendent and Executive Council, in terms of the "Cemeteries Reserves Ordinance, 1864," and are published for general information.

THOMAS DICK,
Provincial Secretary.

GREEN ISLAND CEMETERY.

Rules and Regulations, made in pursuance of Section V. of the "Cemeteries Ordinance, 1864," for the management of the Public Cemetery at Green Island.

1. The said Managers shall divide a portion of the Cemetery into three Classes, viz.:—

2. CLASS I., being ground of which the perpetual and exclusive right may be acquired, with the privilege of enclosing the ground, and of erecting

headstones or other monuments thereon. A portion of ground of this Class shall be staked off along the present fence, into Lots of 8 feet by 10, each having a frontage to the road around the Cemetery. These Lots shall be sold, one Lot for £1 10s., and two Lots for £2 10s.

3. CLASS II., being ground of which the perpetual and exclusive right may be acquired; but the purchaser shall not have right to enclose the same, or to erect a monument thereon, other than a flat stone laid horizontally, with inscription, or marked out by corner stones with initials or figures; provided that these horizontal or corner stones do not rise more than six inches above the surface of the adjoining ground. A portion of land of this Class shall be staked off into Lots for single graves, 8 feet by 6, having a frontage to the road, and directly opposite the Lots of the 1st Class. The price of each Lot shall be—for one Lot, 15s.; two Lots, £1 5s.

4. CLASS III., being a portion of ground which has been set aside for the interment of such persons as are not purchasers of, and have not acquired, a right to private ground. On ground of this Class no monuments or memorials whatever shall be allowed, and no grave shall, under any circumstances, be opened for any new interment sooner than after the expiry of Five Years from the time of the first or last interment, as the case may be.

GENERAL REGULATIONS.

5. All graves to be six feet deep, but in the event of the purchasers of private ground desiring a greater depth, an extra charge of 3s. shall be made for every foot more than 6 feet deep.

6. The Managers shall provide all necessary furniture and attendance for properly conducting interments.

7. Any purchasers of private ground, in which no interment shall have taken place, may transfer his or her interest in said ground to any other person, upon payment being made to the Clerk for the time being, of a fee of 5s. for such transfer.

8. A Plan of the Cemetery shall be prepared, showing particularly the Lots so laid off, together with the numbers thereof.

9. The Clerk for the time being shall keep a Book, in which he shall enter, from time to time, the number of every Lot sold, the name of the purchaser thereof, together with the date of the sale of the same, and shall keep a Record of the Burials in the Cemetery.

10. The Clerk for the time being shall receive the purchase-money for the sale of such Lots, and shall give a receipt for the same, which receipt shall be held conclusive evidence of the purchase and selection of the Lots mentioned therein.

11. In all cases of intended interment the person having the management or control of the same shall apply to the Clerk for the time being for warrant for such interment, which warrant the said Clerk is hereby authorised to grant upon payment to him of the following fees, viz. :—

In 1st Class Private or Purchased Ground—

	Above 10 years of Age.	Under 10 years of Age.
Digging Grave	£0 15 0	£0 7 6
Attendance and Dressing		
Ground	0 7 6	0 4 0
Warrant	0 1 0	0 1 0
Recording	0 1 0	0 1 0
	£1 4 6	£0 13 6

In 2nd Class Private or Purchased Ground—

	Above 10 years of age.	Under 10 years of age.
Digging Grave	£0 10 0	£0 5 0
Attendance, &c.....	0 5 0	0 3 6
Warrant	0 1 0	0 1 0
Recording	0 1 0	0 1 0
	£0 17 0	£0 10 0

In the 3rd Class, or Public Ground, the same Fees will be charged as in 2nd Class Purchased Ground.

12. The said warrant, when received by the Gravedigger, shall be sufficient authority to him for such interment.

13. The moneys arising from the sale of such lots, and the said Fees, shall (after deducting thereout all necessary expenses incurred, and to be incurred) be expended in improving the Cemetery.

14. The Manager shall publish a statement once a year, showing the amounts received and paid by them on account of the Cemetery.

15. The said Record Book shall be open for the inspection of the public, on paying a fee of 1s. for each inspection.

For and by authority of the Manager,

WILLIAM MARTIN.

SUPREME COURT, OTAGO AND SOUTHLAND DISTRICT.

NOTICE is hereby given that a Sitting of the said Court, for the despatch of Criminal and Civil business, will be holden at the Court House, Dunedin, on Thursday the 1st day of June next at 10 o'clock in the forenoon, at which place and time all persons under Recognizance to appear as Prosecutors, Defendants, or Witnesses, are hereby required to give their attendance.

ROBT. CHAPMAN,
Registrar.

Supreme Court Office,
Dunedin, 5th May, 1865.

N.B.—Witnesses in Regina v. Jarvey for Murder, need not attend until Monday 12th June next.

THE Partnership hitherto existing between the undersigned David Proudfoot and Benjamin Armitage, carrying on business in the Colony of New Zealand as Contractors under the style or firm of "Proudfoot & Armitage," expired on the first day of March, by effluxion of time. Accounts due by the firm are to be furnished, addressed to the undersigned at the Shamrock Hotel, Dunedin; and persons indebted to the firm are requested to Pay their Accounts forthwith to prevent Legal Proceedings.

DAVID PROUDFOOT.
BENJ. ARMITAGE.

Dunedin, May 4th, 1865.

Witness to the Signatures of David Proudfoot and Benj. Armitage,

W. J. DEMPSEY,
Solicitor,
9s. Stafford-street, Dunedin.

FOUND on the 3rd day of May, 1865, by William Barr, Kaikorai, one brown Cow, branded FL on off rump, and like AT on off ribs, and one white

AT
heifer Calf, no brand, owner unknown, for trespassing on William Barr's growing crops, and in default of being released, the above cattle will be sold at the public pound at South Dunedin, on Friday the 2nd day of June, 1865, at 12 o'clock noon.

JOHN BARR,
Poundkeeper of the South Dunedin Pound.

(From New Zealand Gazette, April 25, 1865, No. 13.)

ORDER IN COUNCIL,

*Suspending the operation of certain provisions of the
"Arms Act, 1860."*

G. GREY, Governor.

At the Government House at Wellington, the
first day of April, 1865.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the "Arms Act, Continuance Act 1861," it is provided that it shall be lawful for the Governor by an Order in Council, to be published in the Government Gazette, from time to time to suspend or relax the operation of any of the provisions of the said Act, or any part of any such provisions, and either for a limited time or without any limit of time, and either as regards the whole Colony, or any district thereof to be defined in any such Order in Council; and either generally or in favour of any person or persons specifically, or any class of persons, and subject to any regulations or conditions which may be in any such Order in Council expressed; but so far only as such provisions may prevent or interfere with the sale or purchase of arms, ammunition, gunpowder, lead, caps, or shot, for mining, sporting, or any useful or harmless purpose, and no further, or otherwise anything in this Act contained to the contrary notwithstanding: Provided also that it shall be lawful for the Governor in Council, by any further Order in Council, to be published as aforesaid, from time to time to rescind any such Order :

Now, therefore, His Excellency Sir George Grey, K.C.B., the Governor of New Zealand, by and with the advice and consent of the Executive Council of the said Colony, doth hereby order and declare that the provisions relative to the sale and disposal of arms and ammunition for sporting purposes, and no further or otherwise, in the said in part recited Act contained, shall be and the same are hereby suspended in the case of certain Aboriginal inhabitants of New Zealand residing within the Provinces of Canterbury, Otago, and Southland; that is say, in the case of such Native Assessors only as shall produce a License authorising the purchase of such arms and ammunition as aforesaid, signed either by the Civil Commissioner of the district, or by such other person as shall be duly authorised in that behalf by the Minister for Native Affairs for the time being.

FORSTER GORING,
Clerk of Executive Council.

*A. J. Burns, Esq., elected to House of
Representatives.*

Colonial Secretary's Office,
Wellington, 19th April, 1865.

IT is hereby notified that a Writ, issued for the election of a Member of the House of Representatives for the Electoral District of Bruce, has been returned with a certificate to the effect that

ARTHUR JOHN BURNS, Esq.,
has been duly elected.

FRED. A. WELD.

Bills (Otago) assented to.

Colonial Secretary's Office,
Wellington, 3rd April, 1865.

THE following Bills, passed by the Provincial Council of the Province of Otago, intituled—

"Tokomairiro District Roads Lands Ordinance, 1864,"

"Caversham and Green Island Districts Roads Lands Ordinance, 1864,"
"Medical Practitioners' Ordinance, 1864,"
"Education Reserves Ordinance, 1864,"
"Education Reserves Management and Leasing Ordinance, 1864,"
"Otago Provincial Representation Ordinance, 1864,"
"Port Chalmers Municipal Estate Ordinance, 1864,"

which Bills were reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

FRED. A. WELD.

*Further Notice to Provincial Auditors, under
"Provincial Audit Act, 1861."*

Colonial Secretary's Office,
Wellington, 20th April, 1865.

IN reference to a Notice published in the *Government Gazette*, at Wellington, dated January 9th, 1865, which directs the Provincial Auditors appointed under the "Provincial Audit Act, 1861," to forward their returns "for the future to the Office of the Auditor of Public Accounts, Wellington, notice is hereby given that the above mentioned Accountants will be required, from the date of this present Notice, to forward their quarterly statements and balance-sheets to the Office of the Colonial Secretary.

FRED. A. WELD.

Appointing Revising Officer.

Colonial Secretary's Office,
Wellington, 18th April, 1865.

HIS EXCELLENCY the Governor has been pleased to appoint the following gentlemen to be Revising Officers for the Electoral Districts specified opposite their names:—

* * * * *
ALFRED WILLIAM SMITH, Esq.—Wallace, Bruce, Hampden, Dunedin and Suburbs North, Dunedin and Suburbs South.

FRED. A. WELD.

REVISED SAILING DIRECTIONS FOR PORT PHILLIP.

(From the *Victoria Gazette*.)

THE following Sailing Directions for Port Phillip, including the Ports of Melbourne and Geelong, are published for general information in lieu of those published at page 467 of the *Government Gazette* of 1861, which are hereby cancelled.

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

Department of Trade and Customs,
Melbourne 24th February, 1865.

APPROACHING THE PORT FROM THE WESTWARD.

Vessels bound to Port Phillip from the westward usually make the land about Moonlight Head or Cape Otway. Moonlight Head lies about W. by N. $\frac{1}{2}$ N. seventeen miles from Cape Otway. It is a dark looking cliffy headland, about 200 feet high. Immediately behind the Head, and at about right angles with the coast, the back land forms a high and well timbered ridge, running far inland, and sloping down to the N.W. and S.E.

From Moonlight Head the coast-line falls back a little, and continues high and rocky for about eight miles, when the land becomes lower, and a sandy

beach of several miles in extent commences. The land behind the beach is lower than that to the eastward or westward of it, and rises to the N.E. into high and heavily timbered hills, which may be seen in fine weather from seawards upwards of fifty miles. After passing the sandy beach, and about two miles west of the Cape, is a small bay open to the south, but not safe for anchorage. The small rivers Aire and Johanna empty their waters in the bight between Moonlight Head and Cape Otway, the first River distant five, the latter nine, miles from the Cape.

Cape Otway, the north-west point of the western entrance to Bass's Strait, is about 250 feet high, of a dark brown color with patches of coarse sandstone, undulating grass hummocks, and openly timbered. It is marked by a lighthouse colored white, a flagstaff, and an electric telegraph station; the latter is in hourly communication with the capitals of the three colonies; it is shut out by a small hummock from the view of vessels approaching from the westward until they are abreast of the Cape.

The land trends from the Cape in an E.N.E. direction towards point Franklin, which is low and sandy, with a reef stretching about half a mile from it to the S.E. This point forms the south-western side of the small river Parker, at the mouth of which the Victorian end of the Tasmanian electric telegraph cable is secured, and where the lighthouse stores are landed. As there is usually a heavy surf on at the mouth of the Parker it is dangerous for small vessels to attempt a landing there.

From Point Franklin the coast is steep and high, bounded by dark colored abrupt cliffs well wooded on the top, trending in a north-east direction to Apollo Bay, where shelter can be found from gales between N.W. and S.S.W. This Bay is about a mile and a-half deep, situated immediately under the summit of the Otway ranges, and to the N.E. of Point Bunbury, on which two conspicuous beacons are placed to mark the Henty Reef. A reef, nearly covered at high water, extends about three cables' length in a S.E. direction from Point Bunbury.

Cape Paton lies about N.E. by E., nine miles from Apollo Bay; it is a bold steep dark looking headland, wooded to the water's edge, from which the coast, of the same abrupt character, trends in a N.E. direction to Loutit Bay, closed in on its S.W. side by a high bold head. The bay is formed something like Apollo Bay by a projecting reef stretching a quarter of a mile to the S.E., from a low grassy point, it affords shelter from winds between N.W. to S.S.W.

From Loutit Bay the coast trends about N.E. by E. six miles to Split Point, which is of a redish-brown color, and forms like three cliffs or heads close together with dark ravines between; the point is bare of trees, and has a small islet of a similar color close to the shore lying N.E. from it. From thence to Sandy Point, where the Otway ranges terminate, consists of bold projecting points with sandy bays between, and grassy plains rising inland, bare of trees, with clumps of shrub here and there. From Sandy Point the coast runs low and forms a deep bight, in which a bold, isolated, saddle-shaped hummock appears, known as Flinders Point or Barwon Head; from thence to Point Lonsdale the coast continues of the same low, sandy character.

Telegraphic Intelligence.—In passing within signaling distance of Cape Otway, vessels, whether bound to Port Phillip or not, are recommended to show their numbers and communicate any public intelligence they may be in possession of.

A sunken reef lies off Cape Otway about one and a half miles in a S.E. to S.S.W. direction; the screw steamer *Black Bird*, drawing thirteen feet, recently struck upon this reef. It is advisable to round the Cape at a distance of not less than four miles; and when the lighthouse bears W. by N. $\frac{1}{2}$ N. six miles, steer N.E. fifty-six miles to Port Phillip entrance.

Keep an offing until daylight.—Strangers, if when abreast of Split Point, find there is not sufficient daylight to take them to pilot's waters, should bring the ship under easy sail and stand off and on shore till daylight, not shoaling their water to less than twenty fathoms.

Henty Reef.—In running for Port Phillip be careful to avoid a sunken rock with not more than eighteen feet over it, which lies about two miles off shore, near Apollo Bay, and thirteen miles from Cape Otway.

Four beacons on the mainland mark the position of this rock; two on Cape Bunbury, bearing from each other S.E. $\frac{1}{2}$ S., and N.W. $\frac{1}{2}$ N., the inner one painted white, the outer red; two on Point Hayley, situated about nine miles N.E. from Cape Otway, bearing from each other E. $\frac{1}{4}$ N., and W. $\frac{1}{4}$ S., the inner one painted white, the outer black.

The position of the rock is marked by the intersection of two lines drawn through these beacons.

This danger is known as Henty's Reef, is steep too, having ten fathoms all round within a cable's length of its shoalest part. As the sea only breaks on the reef in bad weather, vessels should give it a good berth in passing.

Caution not to Heave to.—On no account should a vessel be hove-to when waiting for daylight near the Heads. Several vessels that have done so have drifted into danger; two (the *Sacramento* and the *Earl of Charlemont*) were lost—one on Point Lonsdale, the other on Point Flinders—from this cause, combined with inattention to the lead and state of the tide.

Current.—Should Cape Otway be rounded early in the evening, with a fresh southerly breeze, it is necessary to beware of over-running the distance, as the current, after a prevalence of westerly or southerly gales, is often found to set strong along the land to the N.E.

APPROACHING THE ENTRANCE FROM THE SOUTH-WEST.

If the weather be at all clear after passing Split Point, high land will be seen opening out on the star-board bow: this is Arthur's Seat, rising inland over the waters of Port Phillip, with a steep declivity to the N.W., but sloping gradually with an even outline to the S.E. Proceeding onward, the land about Cape Schanck will be seen more to the eastward, making at first like a long low island, and also trending to the S.E.; and as you near the entrance Flinders Point will open out on the port bow, which is an isolated, saddle-shaped, scrubby hill, about 150 feet high, and is an excellent mark for the port, there being no high land at this part of the coast near it. Care should be taken in thick or hazy weather not to mistake Flinders Point for Port Phillip Heads, which, in several instances, has led to vessels going ashore.

APPROACHING THE HARBOR FROM THE EASTWARD.

Vessels steering for the Heads from the southward and eastward usually make the land about Cape Schanck, which cannot be mistaken, from the bold precipitous character of the coast. The opening into Western Port to the N.E., and the unbroken trending of the coast in a N.W. direction, thence to Port Phillip Heads. The extremity to Cape Schanck is distinguished by a marked isolated basaltic rock, called the Pulpit; it and a small reef awash lies off the Cape three cables' length in a S.E. direction. There is a fixed and flashing white light upon the highest part of the Cape, the tower of which is painted white. Vessels having passed Cape Schanck should keep a good offing in running down towards the entrance until they open out the Shortland's Bluff lighthouses, which are not seen before bearing N. $\frac{1}{2}$ E., owing to the high

land of Point Nepean intervening, nor when near the Heads; bring the Point Lonsdale lighthouse to the westward of N.W. before opening out the high lighthouse to the west of the obelisk.

Flinders Point Reef.—A detached reef lies about a mile in a S.W. by W. direction from Flinders Point, with deep water just to the southward of it.

Point Lonsdale.—Point Lonsdale forms the western side of the entrance to Port Phillip, and bears from Flinders Point E. $\frac{3}{4}$ N. 6 miles, and W. 2 miles from Point Nepean; it is neither so high or well marked in outline as the latter, but can now easily be distinguished by a light and look-out house, telegraph station, and tidal flagstaff, near its south-east extremity. The light and look-out house is a wooden building, 40 feet high, painted in alternate horizontal bands of red and black, each ten feet deep, commencing with red at the top.

Point Nepean.—Point Nepean terminates the peninsula which slopes gradually W.N.W. from Arthur's Seat; it forms the eastern side of the entrance, is higher than Point Lonsdale, and consists of a series of sandy hummocks slightly covered with low bushes. A small rocky islet, upon which there is a cone-shaped red beacon, lies W. two and a-half cables' length from Nepean Point.

Shortland's Bluff.—Shortland's Bluff is situated inside the Heads, about two and a quarter miles N.E. $\frac{1}{2}$ E. from Point Lonsdale; it is well marked by two lighthouses, an obelisk, electric telegraph station, and flagstaff, the lighthouses are 1056 feet apart, and bear from each other S. 33. W. and N. 33. E. The Obelisk stands a little to the eastward of the low lighthouse, it is 50 feet high, colored lower half white upper half red, and is the leading mark to clear the Corsair and Lightning rocks.

High lighthouse.—The high lighthouse exhibits a fixed bright white light, visible from seaward to vessels in the offing from about E. by N. to N., but vessels close in with the Lonsdale land will not see the light except from N.E. by E. to N. The light is visible within the Heads from S.W. by W. to about N.E. by E., i.e., from the Swan Spit lighthouse round southerly to Lonsdale Bight.

The tower is built of bluestone, and remains its natural color. The centre of the light is one hundred and thirty feet above high-water level, and visible at a distance of seventeen miles, allowing ten feet for the height of the eye, and at lesser distances according to the state of the atmosphere.

Low light.—Fixed red and white. The low lighthouse tower is painted white.

The centre of the light is ninety feet above high-water level.

The white light is visible at a distance of fourteen miles, and the red light at a distance of ten miles, and at lesser distances according to the state of the atmosphere.

The low light shows white from about N.E. by E. to N.E., and from N.N.E. to W. by N.; and red from about N.E. to N.N.E.

These bearings, it will be observed, show the low light to be white from Point Lonsdale to a safe berth clear of the reef; thence red to a safe berth clear of the Corsair Rock; thence white to a line passing from the lighthouse through the south channel to the southward of the Pope's-eye and black buoys, and to the northward of the white buoys, so that vessels caught after dark with light winds or adverse tide in the south channel will be aided in their passage through by a bearing of the light.

The change of color from red to white is intended to warn vessels approaching Points Lonsdale and Nepean Reefs to haul to the eastward or westward, as the case may be, to get into the stream of red light which will lead them clear of both reefs.

The two lights in one is the safest course for vessels of heavy draught entering between the Heads.

Swan Spit Light.—The Swan Spit lighthouse is built on piles on the S.W. end of the spit, in fifteen feet at low water, two hundred and fifty fathoms off shore.

There are two small sand knolls outside of the lighthouse, with not more than twelve feet of water over them, bearing respectively from the lighthouse E.N.E. and S.E. by E., distant the former 65, the latter 50 fathoms.

Vessels must not approach the lighthouse nearer than seventy fathoms, outside of which distance there is a clear channel of one-third of a mile, with three, four, and five fathoms water.

This light shows white from about E.N.E. to N.E. $\frac{1}{2}$ E., and from N.E. $\frac{3}{4}$ N. to N. by W. $\frac{1}{2}$ W., and red from N.E. $\frac{1}{2}$ E. to N.E. $\frac{3}{4}$ N., and N. by W. $\frac{1}{2}$ W. to S. $\frac{1}{2}$ W.

These bearings show white from the Queenscliffe jetty round to a safe berth clear of No. 1 black buoy; thence red to a safe berth clear of the Royal George white perch buoy; thence white to the chequered buoy on Nicholson's Knoll; thence red across the Symonds and Loelia's Channels, and up the West and Cole's Channels.

Temporary lighthouse on Point Lonsdale.—Fixed red and green.—A temporary fixed harbor light is exhibited on Point Lonsdale, to guide vessels clear of the Lightning and Lonsdale Rocks. This light is colored green to seaward and red towards the harbor and Point Nepean, and illuminates an arc of about fifty degrees of the horizon, and is visible, the green light at a distance of about four miles, the red light about seven miles, within the following bearings:—

Green light from about N.W. $\frac{1}{2}$ W. to N.W. by N.

Red light from about W. $\frac{1}{2}$ N. to N.W. $\frac{1}{2}$ W.

These bearings are magnetic and are given from the ship, not from the lights.

PILOT WATERS.

Pilots.—The pilot vessels cruise from three to twelve miles outside the Heads, borrowing on either shore according to the weather.

Pilot Flag.—Pilot vessels carry by day a red and white flag in horizontal stripes, white uppermost, at the mainmast head, at between sunset and sunrise exhibit a bright light at the foremast head, and shew in the waist a flash-light every quarter of an hour.

Signal for a pilot.—Vessels steering for the port are bound to show the usual flag for a pilot when within four leagues of the entrance, and if the pilot vessel be in sight, they must wait a reasonable time to allow a pilot to board. Vessels which miss the pilot schooner will be boarded by a pilot from a whaleboat when they are inside Point Lonsdale; but all ships should, if possible, take pilots outside the Heads. All vessels trading between this and any other Australian port are exempt from pilotage, provided the master holds a certificate from the Victoria Pilot Board that he is competent to pilot his vessel. Such vessels, on arriving within four leagues of the entrance, must have a large white flag hoisted at the mainmast head, to be kept flying until past Swan Point, under a heavy penalty, which is rigorously enforced, in order to prevent the pilot's time being unnecessarily taken up running after ships which do not require their services.

Tidal signals.—The following tidal signals are exhibited daily at Point Lonsdale flagstaff between sunrise and sunset, and the signal-keeper has instructions, if he sees ships approaching the Heads, and running into danger, to warn them by means of Maryatt's signals. Strangers therefore should watch these signals.

Flood-tide signals.—A blue flag will be hoisted half-mast high when the tide begins to flow in the

middle of the entrance between Point Lonsdale and Point Nepean; it will be kept flying all the first quarter of the flood tide.

The second quarter, a *blue* flag at the mast-head.

The third quarter, a *red* flag half-mast high.

The last quarter, a *red* flag at the mast-head.

Ebb tide signals.—During ebb tide the signals are as follows, viz. :—

The first quarter, a *blue* flag half-mast high, with a ball underneath.

The second quarter, a *blue* flag at the mast-head, with a ball underneath.

The third quarter, a *red* flag half-mast high, with a ball underneath.

The last quarter, a *red* flag at the mast-head, with a ball underneath.

Irregularity of tides.—By attention to these signals, the true state of the tide, which cannot always be ascertained by the usual process of finding the time of high-water, will be known, the strength and duration of the tide being so much influenced by the wind and weather.

Causes of wreck at the Heads.—A careful inquiry into the casualties which have occurred at the entrance of this port has shown that in nearly every case they have taken place in consequence of the vessels either attempting to enter the Heads at night without a pilot or against a strong ebb tide, which it must be remembered runs partly athwart the entrance with great force, frequently at the rate of seven knots an hour, causing a high, confused, tumbling sea, which in southerly or westerly gales often breaks from point to point. A shipmaster must not suppose that because he has a fine fair wind outside the Heads he can always force his ship against the ebb. To this error is attributable the loss of several ships. The wind, although fresh outside, frequently falls light just as a vessel gets in the tide-ripple between the Heads, when she becomes unmanageable; and even with a strong breeze vessels often sheer athwart the tide, which hereabouts forms a series of strong irregular edies.

Entrance to Port Phillip.—The entrance to Port Phillip is between Points Lonsdale and Nepean, bounded by reefs off each point, and two outlying sunken dangers, the Lonsdale and Lightning Rocks. The former on the west, the latter on the east side of the fairway, leaving a clear navigable channel of half a mile between them, with five fathoms close to the Lonsdale Rock and from seven to nine fathoms in mid channel, and close over towards the Lightning Rock; but ships of heavy draught should endeavour to keep in mid-channel, as the strong tide-ripple causes them to plunge several feet below the level of the water.

Lonsdale Reef.—Lonsdale Reef extends S.E. from the Point three cables' lengths, is about one cable length broad. The greater part dries at low water.

Lonsdale Rock.—Lonsdale Rock lies S. 56dg. E. six cables' length from the tidal flagstaff; it is a small pinnacle rock, having only eighteen feet water over it, with four and five fathoms close to. There is a navigable channel, one hundred and fifty fathoms wide, between the end of the reef and the rock for vessels in daylight drawing under fourteen feet.

Nepean Reef.—Nepean Reef extends from the point to the rocky islet; thence W. four and a half cables' lengths to the Corsair Rock. The reef dries at low water to the islet, the remainder is covered with from one to three fathoms water. A small detached ten-foot rock lies about one hundred and fifty feet N.N.E. from the Corsair; several pinnacle rocks have recently been found to exist between the latter and end of Nepean Reef, which completely blocks up the narrow channel hitherto supposed to exist there.

Corsair Rock.—The Corsair Rock may be considered as the outer end of Nepean Reef; it is twenty feet in diameter, having eleven feet water over it; the thwart mark is the cone-shaped *red* beacon on the rocky islet on with Point Nepean *white* beacon bearing E. and W.

Lightning Rocks.—These recently discovered dangers consist of two rocky patches nearly one hundred fathoms apart, and bear about N.W. by W. and S.E. by E. from each other; a line passing through the Lonsdale lighthouse and tidal flagstaff leads over the centre of both patches.

The eastern patch is about fifteen fathoms in extent, having not more than twenty-nine feet over its shoalest part with seven and eight fathoms close to, and lies eight-tenths of a mile S.W. by W. from the red beacon on Neapean dry rock, and about one mile and four-tenths S.E. by E. from Point Lonsdale flagstaff.

The western patch upon which the *Lightning* struck is the most dangerous, being situated nearer the fairway, and having only eighteen feet over the head of the shoalest part. Shortly after this danger was discovered, about five feet was knocked off the head of one of the rocks by blasting.

The western path lies about nine-tenths of a mile W.S.W. from the red beacon on Neapean dry rock, and about one mile and one-tenth S.E. by E. from the Lonsdale flagstaff.

To avoid these dangers, all vessels, whether bound in or out, except those of a very moderate draught, should endeavour to keep to the westward of them both.

Victory Shoal.—Victory Shoal lies nearly midway between the low lighthouse and Point Lonsdale, about half a mile off shore, in a line with Shortland's Bluff and tidal flagstaffs. It is a rocky patch about a cable's length in extent, with ten feet over it, and three and four fathoms a little outside. But the whole of Lonsdale Bight is shallow, foul ground, and should be avoided by all vessels.

Royal George Sand.—Royal George Sand lies on the eastern side of the entrance to the West Channel; its western end is about a mile S.W. by W. from the Swan Spit lighthouse, and a mile and a half east from the upper lighthouse. The eastern end is separated from Symond's Spit by a seventeen feet channel, two cables wide. The knoll is marked by two *white* buoys bearing from each other W. by S. and E. by N., least water eleven feet about midway between the buoys, which lie in sixteen feet.

Pope's-eye Bank.—This shoal or sand is about a mile long, and two cables in width, having two feet on the northern and three fathoms on the southern end, which lies a mile and a half S.W. by S. from Swan Spit lighthouse, and nearly the same distance S.E. by E. from the upper lighthouse. The S.W. end of the Pope's-eye is marked by a *red* buoy, the Royal George buoy about S.S.W.

Nicholson's Knoll.—Nicholson's Knoll is a small sand ridge off the Quarantine ground, with three fathoms over it, and five, six, and seven fathoms close to. This ridge is of recent formation, and lies in a north and south direction, is about a cable's length in extent; it is marked by a *chequered black and white* buoy moored on the middle of it. The flagstaff on eastern end of the Quarantine ground bearing S. by W. $\frac{3}{4}$ W., and upper lighthouse bearing N.W. by W. $\frac{1}{2}$ W., places you on the ridge.

Inside the Heads.—Inside the Heads for the first two and a half miles the bay is free from other dangers; above that distance it widens to the north and east, and for ten miles is covered with sandbanks, through which there are several channels, three only being buoyed, namely, the South, West, and Cole's Channels; the others are narrow and intricate.

South Channel.—The South Channel is nine miles long, free from dangers, varying from one to a quarter of a mile in breadth; soundings very irregular, varying in the centre from seven fathoms at the western end to twelve and twenty fathoms off Point King, and decreasing to four and half fathoms at the eastern end, shoaling gradually from the middle to three fathoms at the sides, then suddenly to two fathoms and less. It is marked by thirteen buoys, eight *black* on the port hand, and five *white* on starboard, the former marked with odd, the latter with even numbers, commencing from seaward; the first and last *black* buoys and the easternmost or Capel Sound *white* buoy are each surmounted by a staff and ball.

West Channel.—The West Channel is five miles long and about half a mile broad, free from dangers, with an even bottom having from three to four fathoms through it, shoaling suddenly towards both sides. This channel is most used, and is marked by a lighthouse, lightship, and fourteen buoys. The lighthouse is built on piles in fifteen feet water on the Swan Spit. The lightship is moored in seventeen feet, at the north end of the channel, is painted *red*, has two masts, and shows two fixed *white* lights. There are five *black* buoys on the port hand with odd numbers, and eight *white* buoys on the starboard hand with even numbers. The first *white* buoy on the Royal George bank and the large cone buoy [No. 12], on the N.W. elbow of the bank which forms the east side of the channel, are surmounted by a staff and ball.

Cole's Channel.—Cole's Channel is the westernmost, is three miles long and about one quarter of a mile broad, with thirteen feet in the fairway, shoaling gradually to the shore, but suddenly towards the bank which separates it from the West Channel. The entrance to this channel is above Swan Island; it is but little used. There are two *red* buoys on the starboard hand.

MARKS TO CLEAR THE DANGERS AT THE ENTRANCE AND SHOALS INSIDE THE HEADS.

To clear Lonsdale Reef.—Vessels drawing under fourteen feet may, in the day time, pass between Lonsdale Reef and the Rock by keeping Swan Point a little open east of Shortland's Bluff; and to pass to the eastward of these dangers, keep Swan Point beacon open east of Shortland's Bluff until the lighthouse on Point Lonsdale opens well out clear of the tidal flagstaff.

To clear the Lightning Rocks.—Keep the high lighthouse open to the westward of the Obelisk until you open Lonsdale Lighthouse well out to the northward of the tidal flagstaff when bound inwards, and well out to the southward when bound out.

To clear the Corsair Rocks and adjacent dangers.—Keep the south end of a two-storied building (situated close to the high lighthouse) open to the westward of the Obelisk until you open the white beacon on Point Nepean well out to the northward of the red beacon when bound inwards, and well out to the southward when bound outwards.

To clear Victory Shoal.—Keep Swan Spit lighthouse open east of Shortland's Bluff.

To clear Royal George Knoll.—Keep Swan Spit lighthouse to the eastward of N.E. by E. until the outer end of Queenscliff jetty bears W. by S.

To clear Pope's-eye Bank.—To pass to the westward of the southernmost end of the Pope's-eye do not bring Swan Spit lighthouse to the northward of N. by E. $\frac{1}{2}$ E.

To clear the bank between Shortland's Bluff and Swan Spit light.—Keep the Lonsdale lighthouse open of Shortland's Bluff.

To clear Nicholson's Knoll.—To pass to the northward, keep the rocky islet a little open of Point Nepean. To pass to the southward, shut in the rocky islet with Point Nepean; when the eastern flagstaff of the Quarantine ground bears S.W. by S. you are above the knoll.

DIRECTIONS FOR ENTERING BETWEEN THE HEADS.

Waiting the turn of tide.—It is advisable for vessels waiting the turn of tide outside the Heads to keep Point Lonsdale shore abroad, where the tide runs fairer, and in bad weather small vessels incur less danger from tide ripple and will have smoother water.

Proper time to enter the Heads.—Should a pilot not have been taken on board outside the Heads, and the last quarter ebb signal be up, or it be flood tide, steer, when within three leagues of the entrance, to bring the high lighthouse on Shortland's Bluff to bear N.E. by N., upon which line of bearing, as you approach the Heads, the low lighthouse will be seen to seaward of the upper one, when steer as follows:—

Fair wind and flood tide.—With a fresh fair wind and flood tide, keep the two lighthouses in one until you bring the rocky islet off Point Nepean open to the westward of that point, when you are in clear of the reefs.

Scant wind and flood tide.—With a scant or light wind (easterly) and flood tide, do not shut Swan Point beacon in with Shortland's Bluff.

Entering against ebb tide.—Directions for the West Channel.—Entering the Heads with the ebb tide, steer, when within two miles of the Heads, to get the low lighthouse about a point open east of the high one, until you draw near Point Lonsdale, when haul as close round the reef as practicable, taking care, however, if your draught is over fourteen feet, not to shut Swan Island beacon in with Shortland's Bluff, nor on any account to shut in Swan Point with the Bluff, until you are clear of the reefs, and have the rocky islet off Point Nepean open to the westward of that point, when, if bound through the West Channel, steer N.E. $\frac{1}{4}$ E. for the first *white* buoy, which is surmounted by a staff and ball, and lies on the E. side of the S.W. end of the West Channel, giving Shortland's Bluff a berth of two cables' length in order to avoid a ledge which runs about that distance S.E. of it; the *white* perch buoy and the *red* buoy on the Pope's-eye shoal are to be left on the starboard hand, and, when within a cable's length of the former, haul a little to the northward to pass between it and the Swan Spit lighthouse, taking care not to keep Point Lonsdale lighthouse to the westward of Shortland's Bluff until you bring Swan Island beacon on with the Swan Spit lighthouse, to which give a berth of three-quarters of a cable's length in passing; then steer about N.N.E., keeping the lightship a little on the starboard bow until past No. 12 *white* buoy which has a staff and ball, when bring the lightship on the port bow, passing her to the eastward; and if bound to Hobson's Bay, steer N. by E. $\frac{1}{4}$ E. for Gellibrand's Point lightship; if to Geelong, steer N. by W. for Prince George buoy, and follow the directions for that port.

Vessels under fifteen feet draught may enter the West Channel between the Royal George and Pope's-eye sands by keeping about midway between the *white* perch buoy and the *red* buoy until Swan Island beacon comes on with the *white* cask buoy bearing N.W. by N., when steer for the Swan Spit lighthouse leaving the cask buoy on the port hand.

With a scant wind against ebb tide.—Vessels with a scant wind proceeding up channel against the ebb must not stand too close over towards the east bank, as they are liable to be horsed on it, especially at the north end of the channel.

Vessels working in between the Heads standing to the westward must keep Swan Island beacon open of Shortland's Bluff until Point Lonsdale lighthouse is well open of the tidal flagstaff, when vessels of light draught may stand more in shore, keeping Swan Point a little open of Shortland's Bluff, making due allowance, however, for the set of the flood tide; and above the Bluff, standing to the westward, do not shut in the Lonsdale lighthouse with the low lighthouse until you are a cable's length above the pile lighthouse, when, do not stand inside the line of buoys.

South Channel inwards.—If bound through the South Channel, after clearing the Heads, steer along the south side of the Bay, with Flinders Point kept just open of Point Lonsdale, in from nine to eleven fathoms, until Point King bears S. by E., leaving the red buoy on the Pope's-eye Shoal on the port hand; and when the white buoy off Point King comes on with that point keep the flagstaff on Observatory Point a large sail's length open to the southward of a small knob on the top of the western ridge of Point Nepean, which mark leads up in mid-channel until the white cliff bears S. by E., when bring the flagstaff just open to the southward of the knob until the easternmost white buoy comes on with a white tower on the top of Arthur's Seat, which will lead through the channel, leaving the perch white buoy on the starboard hand, and when to the eastward of it, keep it open of Observatory Point flagstaff astern until the easternmost black buoy is on with Mount Martha, then steer E. by N. for the latter buoy, leaving it on the port hand, when, if bound to Hobson's Bay, steer N. $\frac{3}{4}$ W. twenty-seven miles; or, if bound to Geelong, N.W. $\frac{1}{2}$ W. fourteen miles for the black buoy off Prince George's Bank. [See Sailing Directions for Geelong.]

Beating up the South Channel.—Vessels beating through the South Channel must be guided by the lead, not standing into less than four fathoms on either side, nor within the line of buoys; and when past the east white buoy there is plenty of room between the middle ground and the shore, which may be approached within half a mile into five fathoms, and when clear of the middle ground, and to the northward of Mount Martha, you can stand to the westward until the northernmost land of Indented Head comes on with Station Peak.

DIRECTIONS FOR THE GUIDANCE OF VESSELS NAVIGATING THE ENTRANCE TO PORT PHILLIP AT NIGHT.

Vessels from the southward and eastward will see the high light (fixed white) on a N. $\frac{1}{2}$ W. bearing, and the white low light (fixed white and red) on a N. $\frac{1}{2}$ E. bearing, as they proceed to the N.W. to bring the two lights in one, the low light will change its color from white to red on a N.N.E. $\frac{1}{2}$ E. bearing.

Vessels from the southward and westward sighting the high light to the eastward of N.E. by E. should, to avoid the Barwon light, haul out to the eastward to open the low light, which will be first seen white on a N.E. by E. bearing, and as they proceed to bring the two lights in one the low light will change its color from white to red on a N.E. $\frac{1}{2}$ E. bearing.

A reference to the chart will show that, as hitherto, the best and safest course between the Heads is to keep the two Shortland's Bluff lights in one line on a N.E. by N. and S. W. by S. bearing; but should the wind become scant and the vessel compelled to make a tack when in the vicinity of the Corsair Rock or the Point Lonsdale Reef, these dangers will be avoided by vessels of light draught so long as the Shortland's Bluff low red light is kept in sight. Vessels so circumstanced must be careful to go about, or haul towards mid-channel before the low light changes from red to white.

Point Lonsdale light.—The light (fixed red and green) on Point Lonsdale has been established to warn vessels, entering or departing at night, of the vicinity to, and when they are clear of, the Lonsdale and Lightning Rocks.

Vessels steering from sea to Port Phillip, and near the entrance, will first see the Point Lonsdale green light on a N.W. by N. $\frac{1}{4}$ N. bearing, and so long as they have it full in view they are to seaward of the Lonsdale and Lightning Rocks; when the two colors, red and green, begin to blend, it indicates vicinity to the line which passes on a N.W. by W. bearing from the light over these dangers.

When the Lonsdale red light opens out full, vessels are inside of them, and when they shut it in on a W. $\frac{1}{2}$ N. bearing, they are inside of the Corsair Rock.

Vessels steering towards the West Channel will avoid the reef off Shortland's Bluff, and the bank between it and the Swan Spit, and also clear the Royal George Sand, when in their vicinity, by not opening out the white light on Swan Spit, but keeping the red light in sight until within three cables' length of it, when they will be above the Royal George buoy, and should haul to the eastward, and open the white light, giving the lighthouse a berth of three-quarters of a cable's length in passing.

Vessels navigating the South Channel are reminded that the low light on Shortland's Bluff now shows white from sea up the South Channel to the east end of Capel Sound.

Vessels below Capel Sound white perch buoy will be aided in their passage up or down the South Channel, and avoid the north sand, by not shutting the light in, it being masked on a west by north bearing.

With a view of keeping the fairway to the West Channel clear, vessels of light draught are recommended, when anchoring off Shortland's Bluff, to bring up as close over towards the shore as possible on the N.W. side of the fairway, indicated at night by the Swan Spit light changing from red to white on a N. E. $\frac{1}{2}$ E. bearing, and by day the Swan Spit lighthouse just opens E. of No. 1 black buoy.

Vessels of heavy draught should anchor on the S.E. side of the fairway, which is indicated at night by the Swan Spit light changing from red to white on a N.E. $\frac{3}{4}$ N. bearing, and by day the Swan Spit lighthouse just opens W. of No. 2 white perch buoy.

Masters of vessels about to anchor at night off Shortland's Bluff are requested to note that the low light shuts in on a W. by N. bearing.

After passing the West Channel lightship steer N. by E. $\frac{1}{2}$ E. for the lightship off Gellibrand's Point, which point forms the western side of Hobson's Bay. A long shallow flat sand stretches out a mile and a half from the eastern shore; its western end is marked by a white upright buoy with a perch in five fathoms bearing N.E. by N. from the lightship. The water shoals gradually from the buoy to high water mark; to the southward and eastward of the buoy the bank trends away in the direction of the Red Bluff between St. Kilda and Brighton.

The best anchorage in Hobson's Bay is in four fathoms, the old lighthouse from S. to S.W. moor with open hawse to the southward, laying the heaviest anchor out to the westward during the winter months, and to the eastward during the summer months.

Beating up from West Channel lightship to Hobson's Bay, Gellibrand's Point.—Vessels beating up from the lightship to Hobson's Bay, must not stand into less than five fathoms on either side, nor approach the western shore nearer than three miles until Station

Peak comes on with Point Cook; when in, standing to the westward, do not bring the lightship to the eastward of N.E. $\frac{1}{2}$ N., nor until you are at the northward of it approach Gellibrand's Point within a mile. The bottom, that distance off shore from Wilson's Point to Gellibrand's Point, is rocky, with patches having not more than eight feet over them.

East side of Port Phillip Bay.—“*Anonyma*” Shoal.—The east side of the Bay is clear of danger, and may be approached within a mile from Arthur's Seat right up to the Red Bluff, off which a rocky shoal lies at the distance of a mile, with only four feet water over it, and three fathoms within a cable's length all round to within a quarter of a mile of the beach. A chequered beacon has been placed on the shoal, between which and Hobson's Bay do not stand into less than three fathoms.

River Yarra.—The mouth of the Yarra is on the west side of Hobson's Bay; the fairway is marked by *black* beacons on the port and *red* on the starboard hand. A new entrance has recently been cut from Hobson's Bay into the river about two cable's length N.E. of its mouth. This entrance is marked by a *black* cone-shaped buoy with staff and ball, moored in fourteen feet water at the N.W. angle of Hobson's Bay, which kept in one with two *black* dolphins, each surmounted by a staff and ball, bearing W. by N. $\frac{1}{2}$ N., mark the port side of the channel, the starboard side being marked by *red* dolphins. This cut is 270 fathoms long, and 30 fathoms wide; least water, ten feet at low water.

Tidal signals, River Yarra.—The height of water in the Yarra is now shown by a self-acting tide-gauge, erected on the outer red dolphin at the entrance to the river.

To assist persons on board vessels at a distance in ascertaining the height of water shown by the self-acting tide-gauge, six projecting arms are fixed on its south side, the upper edge of each arm coinciding with the lower part of each figure on the face of the tide-gauge, which commences with the ten feet mark.

N.B.—The top of the indicator, as it is moved up or down by the tide, shows on the face of the gauge the height of water over the shoalest part of the fairway.

DIRECTIONS FOR GEELONG.

Inner Harbor of Geelong—Point Wilson Shoal.—Ships bound to Geelong should steer from the West Channel lightship N. by W. six miles for the *black* buoy, which lies in seven fathoms at the north end of Prince George's Bank. When abreast of this buoy, and the extreme end of Indented Head bearing S $\frac{1}{4}$ W., steer W. $\frac{1}{2}$ S. until Point Richards bears S. by E., off which a shoal lies due north about three quarters of a mile, with not more than ten feet on its northern end, which is marked by a *black* buoy bearing from Point Richards N. $\frac{1}{2}$ E. in $4\frac{1}{2}$ fathoms of water; when the latter is on with Point Richards haul up S.W. by W. for the *white* perch buoy on the southern part of Point Wilson shoal, which may be passed on either side unless the vessel's draught of water exceed fourteen feet; in that case round the buoy as close as practicable, leaving it on the starboard hand. The course is then W. for the anchorage off Port Henry, about a mile off shore in four fathoms, with the middle of the town of Geelong just open clear of Point Henry; but if bound into the inner harbor, steer, when you have the town open, to bring the beacon on the Bird Rock to bear N.W. by N., which will lead you down into three fathoms to the entrance of the ship channel, when the water shoals gradually to sixteen feet within a few fathoms of the *white* buoy, which must be left on the starboard hand; then steer for the lightship, keeping

it just on the starboard bow until close to; pass her on the port side, then haul up for the *red* bouy, and bring it half a point on the starboard bow, leaving it and all the *red* dolphins on the starboard hand, and *black* buoy and dolphins on the port hand. From thence a course may be steered S.W. by S. three and a half miles to the anchorage at three cables' length to the northward of the wharves, in four fathoms water. This ground being soft mud mixed with sand and clay, a long scope of chain is required in strong winds to prevent the ship's driving.

Tidal Signals, Geelong.—The following Tidal Signals are exhibited on board the Geelong lightship, to indicate the depth of water on the bar:—

	Feet.
One <i>blue</i> flag	10
One ball	10 $\frac{1}{2}$
One ball, <i>blue</i> flag over ..	11
One ball, <i>blue</i> flag under ..	11 $\frac{1}{2}$
Two balls	12
Two balls, <i>blue</i> flag under ..	12 $\frac{1}{2}$
Two balls, <i>blue</i> flag over ..	13
Two balls, <i>red</i> flag under ..	13 $\frac{1}{2}$
Two balls, <i>red</i> flag over ..	14
Two balls, <i>red</i> flag between ..	14 $\frac{1}{2}$
One <i>red</i> flag	15

Directions for the New Channel into Corio Bay and Geelong Harbor.—The artificial channel across the extensive sand-bank which fronts Corio Bay has been deepened to eighteen feet at low water.

The channel is about one mile and two-tenths long, in an E. by N. and W. by S. direction, and is 132 feet wide at bottom, sloping 165 feet at the surface at its narrowest part.

Entering from sea, the edges of the channel are marked by white beacons on the starboard hand, and black beacons on the port hand.

About half a mile S.E. from the east end of the main channel a passage eighteen feet deep at low water, about a cable's length in a N.W. and S.E. direction, and half a cable wide, has been dredged across the neck of sand which forms the south-eastern side of the deep basin lying to the eastward of the bar. This passage is marked by four buoys, two black on port side, and two white on starboard side.

The easternmost white buoy is cone-shaped, and, as a distinguishing mark, is moored broad end down; it swims nearly upright, and is surmounted by a staff and ball; the other three are cask buoys.

The foregoing sailing directions for Geelong will be sufficient to guide navigators to the upright white cone buoy at the S.E. end of the outer cut; passing which, steer direct for the Bird Rock beacon, taking care to keep it a little open to the westward of a gap in the trees N.W. of the rock, until you begin to bring the line of black beacons in one, which marks the new channel, when haul sharp up and pass through, keeping midway between the two lines of beacons.

As the tides, both flood and ebb, set across the entrance of the new channel, care must be taken that the vessel is kept under good command, and not horsed over on either bank.

Vessels drawing twenty feet can, by choosing a proper time of tide, and employing steam, pass through this channel into Corio Bay up to the wharfs.

The height of water in the new channel can always be ascertained by adding eight feet to the height in the old channel as indicated by the tidal signals hoisted on board the lightship.

Vessels intending to proceed from sea to Geelong, and requiring the harbor pilot, would save time by

sending a telegram from the Heads (stating draught of water) to the harbor master, who would have a pilot ready to board the vessel off Point Henry.

Masters of vessels, pilots, and others using the channel, are specially cautioned to keep in remembrance its very limited width, and to use every precaution to avoid collision with other vessels, or the buoys, or beacons.

To prevent accidents, although there is width enough for ordinary vessels to pass each other from opposite directions in this channel, it is advisable not to do so. Persons in charge of vessels are recommended, when they see another vessel entering the channel from an opposite direction, to await outside either entrance until she has passed through.

Vessels beating between the West Channel lightship and Geelong.—Vessels bound to Geelong having a contrary wind between the lightship and Prince George's bank buoy should not stand into less than five fathoms, nor bring the lightship to the westward of S. by E. $\frac{1}{2}$ E. until they open out Station Peak clear of Indented Head, keeping Leading Hill open of the south Red Bluff until they are to the north of the buoy, between which and the red buoy off Point Richards do not stand into less than five fathoms, not bringing Point Richards to the westward of W. by S. Between Point Richards and Point Henry do not stand into less than four fathoms on the south side, nor less than five fathoms when standing to the north, keeping a good mile from the former and three miles from the latter shore.

Point Wilson Shoal.—A rocky bank, upwards of a mile in width, stretches due south from Point Wilson about three miles, with very irregular soundings, varying from ten feet to three fathoms; the white buoy on the southern end lies in four fathoms, with sixteen feet within a ship's length to the northward of it.

Course between Hobson's Bay and Geelong.—Vessels bound to Geelong from Hobson's Bay, whose draught of water exceeds fourteen feet, should steer S.W. $\frac{1}{2}$ S. twenty-four miles from a fair berth off Gellibrand's Point lightship for Point Wilson white buoy, bringing Point Henry to bear W. $\frac{1}{2}$ S. before Station Peak bears N.W. by W., when follow the directions already given above.

Point Henry to sea by West Channel.—Vessels leaving Point Henry for sea by the West Channel should steer E. for Point Wilson buoy, and from thence keep about a mile off shore until Point Richards bears south by east, when haul up E. $\frac{1}{2}$ N. for the black buoy off Prince George's bank; a round hill, visible between the two highest hummocks of Station Peak, kept just open to the northward of the highest, will carry you clear of the bank. After passing the buoy, steer S. by E. six miles for the lightship.

Point Henry to sea by South Channel.—If bound to sea from Geelong by the South Channel, steer after passing Prince George's buoy S.E. $\frac{1}{2}$ E. twelve miles for the easternmost black buoy, which is surmounted by a staff and ball, when follow the directions given for South Channel outwards.

Best time to leave Hobson's Bay.—Vessels bound to sea by the West Channel will generally clear the Heads the same day by leaving Hobson's Bay two or three hours before daylight, when there is frequently a moderate land or northerly wind. A S. by W. $\frac{1}{4}$ W. course from a fair berth off the lightship leads down to the West Channel lightship; after passing which steer for Swan Spit lighthouse, leaving the black buoys on the starboard and the white buoys on the port hand

until you pass the lighthouse, when haul to the S.W., keeping Point Lonsdale a little open of Shortland's Bluff, leaving the Royal George buoy (white) on the port hand; after passing which, and the Pope's-eye (red buoy), the shoals are cleared, when a course may be steered for the extreme part of Shortland's Bluff, giving it in passing a berth of two cables' length, and in passing out between the Heads bring the opposite marks on which are given for entering.

SOUTH CHANNEL OUTWARDS.

Vessels bound to sea from Hobson's Bay by the South Channel should steer from a fair berth off Gellibrand's Point S. $\frac{3}{4}$ E. twenty-seven miles, for the easternmost black buoy off the middle ground, taking care to have the white cliffs bearing S.W. by W. before the top of Arthur's Seat bears S.S.E.; and after passing the black buoy on the middle ground, haul up for the south white cliff until you bring the easternmost white buoy open to the northward of the Observatory Point flagstaff; then keep away for the latter buoy, leaving it on your port hand, when a W. $\frac{1}{2}$ N. course will take you down mid-channel, keeping the easternmost white buoy on with the top of Arthur's Seat astern, and the knob on Point Nepean open to the northward of the flagstaff on Observatory Point, leaving the black buoys on the starboard and white on the port hand, and when to the westward of Point King steer to pass midway between Observatory Point and the lighthouse, bringing the latter to bear in one N.E. by N., with which marks on be guided by the state of tides in proceeding to sea.

Vessels leaving Hobson's Bay with strong southerly winds, especially during the summer months, when these winds prevail, will sooner get to sea by working down the east side of Hobson's Bay, and going through the South Channel, where, having smooth water, they will be enabled to lead through the channel right out to sea; whereas by beating down the middle of the bay, and taking the West Channel, more swell is experienced, and a large vessel would possibly have to anchor off the lightship, waiting for a shift of wind.

Caution.—No stranger should anchor close to the Heads, except it be to save the vessel from going ashore, although the coasters sometimes, to avoid being carried by the tide inside the Heads in a calm, anchor about a mile outside, where the bottom is sandy, and occasionally in the bight between Point Flinders and Point Lonsdale.

Anchorage Inside the Heads.—The waters of Port Phillip Bay spread over a surface of upwards of eight hundred (800) square miles, three quarters of which are available for anchorage, the depth nowhere inside the lighthouses exceeding fifteen (15) fathoms; below them the bottom is rocky and the ground foul, with very irregular soundings. Off Point Nepean there are several deep holes, with thirty, forty, and fifty-five fathoms water, and eight and ten fathoms close to.

Anchorage off the Lighthouse.—Vessels detained inside the Heads by contrary winds or tide may, during northerly or westerly winds, anchor with the high lighthouse bearing W., distant about a mile and a half, in from six to seven fathoms. The bottom below the above bearings is rocky. At night, keep the Spit light to the eastward of the West Channel lightship.

Anchorage in Southerly Gales.—With a southerly gale haul over under Point Nepean, abreast of the Quarantine Station, between Observatory Point and Point King, in from ten (10) to fourteen (14) fathoms, a mile off shore.

Not to anchor in the Channels.—Capel Sound.—It is not advisable in bad weather to anchor in either the South or West Channel, on account of the tide and loose nature of the bottom; but in S.W. gales

small vessels will find good shelter under Swan Spit in three and a half ($3\frac{1}{2}$) fathoms, the upper lighthouse just shut in with Swan Point, about half a mile off shore; and vessels bound up and caught in the South Channel with a northerly or N.W. gale will find anchorage in Capel Sound, by bringing the White Cliff to bear S.W., and the top of Arthur's Seat east, in from five (5) to seven (7) fathoms sandy bottom, but if daylight permits it would be better to run back to the anchorages off the lighthouses.

Northern end of West Channel.—Ships detained with southerly gales at the north end of the West Channel, will find good anchorage by bringing the lightship to bear S.W., just shutting in Station Peak with Indented Head.

Hobson's Bay.—Hobson's Bay is capable of affording shelter to upwards of eight hundred (800) sail. The holding ground is excellent, the depth from three (3) to five (5) fathoms over a bottom of stiff clay and mud.

Point Henry.—The best anchorage at Point Henry is with the hospital open clear of the Point, in four (4) fathoms of stiff clay and mud, about three-fourths ($\frac{3}{4}$) of a mile off shore.

Port Phillip Bay.—Vessels navigating the bay above the channel may, if necessary, ride with good ground tackle in any part of it, there not being a greater depth than fifteen (15) fathoms all over the bay, and the holding ground good; but the north side is preferable, as the wind usually veers from north round westerly to S.W., making it the weather shore.

Lead to be always kept going.—In these directions it is taken for granted that when a ship is under weigh in pilot waters the lead will always be kept going; no man can be held blameless who neglects so valuable a guide.

TIDES IN PORT PHILLIP BAY.

The tides are so much influenced by the prevailing winds that only an approximate time of high water at full and change can be arrived at, which, with observations made at the undermentioned points, are as follows:—

High water at full and change.	H. M.	Vertical rise and fall.	
		Spring. Feet.	Neap. Feet.
High water, on the beach at Point Lonsdale	10 50	7	4
High water, mid-channel between Point Lonsdale and Point Nepean ..	1 50		
High water, lightship, West Channel ..	2 10	4	3
High water, east end of South Channel	2 25	4	3
High water, Bird Rock, Geelong ..	2 30	3	2
High water, Point Gellibrand and mouth of River Yarra	2 31	3	2

Flood tides at the Heads—Swan Point, West Channel, and South Channel.—The flood tide comes from the southward and eastward, increasing in strength as it nears the Heads, setting right into the entrance across and through the opening in the reefs with great force, spreading towards Shortland's Bluff and Point King, and decreasing in strength as it enters the channels, setting towards Swan Point, and through the West Channel in an oblique direction, tending towards the Duck Ponds and Indented Head, and

above the lightship to the N.W. across Prince George's Bank, spreading from thence towards Geelong Bay, Point Cook, and Hobson's Bay. In the South Channel, the flood sets to the E.N.E. across the middle ground through the Pinnacle Channel and spreads along the eastern shore towards Hobson's Bay.

Set of Ebb Tide in the Bay. Set of Tide at the Heads.—Rate of Tide at the Heads.—Current in Hobson's Bay.—The ebb tide sets out of Hobson's Bay towards the S.E. for a few miles, when it takes a more southerly direction towards Prince George's Bank; thence tending through the various channels in an oblique direction, the stream from Simon's Channel joining and turning that of the West Channel below the Royal George buoy, setting away towards the bight between Shortland's Bluff and Point Lonsdale; thence out through between the Heads with great force, the body of the tide setting athwart the entrance towards Point Nepean, and away to the S.E., along the land and into the bight between Nepean Point and Cape Schanck. Between the Heads the tide runs from five (5) to seven (7) knots; in the West and South Channels between two (2) and three (3) knots, and about a knot and a half in the bay above the channels. In Hobson's Bay, during the winter months, there is always a surface current running out, owing to the freshes which run down the river; this current frequently sets along both sides of the bay at the rate of two (2) knots. The tide is weak in Geelong Bay, except in the Ship Channel, where it sets two and a half knots across the bar, and becomes weaker as it spreads over Corio Bay.

Influence of the Wind upon the Tides.—The prevailing winds have a great effect upon the tides, both as regards their height and the time of high water.

A gale from N.N.W., N., and N.E., will keep back the flood tide for an hour, or even an hour and a half later than the time by calculation, and also decrease the height of the tide.

Winds from W. to S.S.W. considerably increase the height of the tide.

CHARLES FERGUSON,
Chief Harbor Master.

SUBSCRIPTIONS will be at the rate of £1 per annum, or 5s. per quarter, payable in advance to the Publisher. Single copies of the Gazette not to exceed 6d. Subscriptions can commence at any time, but must terminate not later than 31st December, 1865.

PRIVATE ADVERTISEMENTS will be charged at the rate of 6d. per line. Late Advertisements, 1s.

THE GAZETTE is published every Wednesday morning, and Notices for Insertion must be received at the Superintendent's Office not later than 2 o'clock p.m. on the Tuesday preceding. Advertisements received after that hour will be charged 1s. per line. Any irregularity in the receipt of those Gazettes which are given gratis by the Government should be reported at once to the Provincial Secretary.