

NEW ZEALAND.



OTAGO PROVINCIAL GOVERNMENT GAZETTE.

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DUNEDIN, WEDNESDAY, MAY 15, 1867.

No. 481.

[WITH SUPPLEMENT.]

HIS Honor the Superintendent directs it to be notified that he has received and has accepted the resignation of

JOHN MOUAT, Esquire,

as a Member of Executive Council, Provincial Secretary, and Secretary for Public Works.

JULIUS VOGEL.

15th May, 1867.

HIS Honor the Superintendent directs it to be notified that he has appointed

GEORGE DUNCAN, Esquire,

to be Provincial Secretary and Secretary for Public Works for the Province of Otago.

JULIUS VOGEL.

15th May, 1867.

HIS Honor the Superintendent directs it to be notified that he has appointed

Foot Constable JOHN MORTON, No. 496,

to be Inspector of Slaughter Yards for the St. Bathans District, *vice* M'IVOR, discharged.

JOHN MOUAT,
Provincial Secretary.

PROCLAMATION.

Road District of Flag Staff formed.

By His Honor JAMES MACANDREW, Esquire, Superintendent of the Province of Otago.

WHEREAS by an Ordinance passed by the Superintendent and Provincial Council of the Province of Otago, intituled the "Otago Roads Ordinance, 1865," it is amongst other things enacted that, until otherwise provided, pursuant to the provisions of the said Ordinance, there should be sixty-one districts which should be named as specified in the Schedule to the said Ordinance annexed, marked B: And it is also by the said Ordinance provided, that it should be lawful

for the Superintendent, with the advice and consent of the Otago General Road Board, from time to time, by Proclamation in the *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.

And whereas it is expedient to form a new Road District, to be named the *Flag Staff Road District*;— Now therefore I, James Macandrew, Esquire, Superintendent of the Province of Otago, with the advice and consent of the Otago General Road Board, do hereby proclaim and declare that the area bounded as described in the Schedule hereto shall, from the day of the date hereof, be constituted a Road District, and shall be named the *Flag Staff Road District*.

SCHEDULE.

The "Flag Staff" Road District shall commence at Trig. Station "S," on the northern boundary line of Block V, Dunedin and East Taieri Survey District, and shall comprise that area bounded on the N. by portion of the northern boundary of said Block, and by northern boundary of Block IV, said Survey District; on the W. by western boundary of said Block IV., on the S. by the southern boundary of said Block to the S.E. corner of Section 8, said Block thence; by Sections 41, 40, 39, 37, 35, 33, 31, 30, 29, 27, 25 and 23, Waikari Survey District; on the E. and S.E. by Sections 59, 5 of 40, 10 of 40, 2 of 40, 58, 41, 42, 43, 44, 45, and by Bush Reserve, to N. W. angle of Section 8; thence by Section 1, Block V, Dunedin and East Taieri, to starting point.

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

JAMES MACANDREW,
Superintendent.

By His Honor's command,
JOHN MOUAT,
Provincial Secretary.

PROCLAMATION.

Boundaries of Waikari Road District altered and diminished.

By His Honor JAMES MACANDREW, Esquire, Superintendent of the Province of Otago.

WHEREAS by an Ordinance passed by the Superintendent and the Provincial Council of the Province of Otago, intituled the "Otago Roads Ordinance, 1865," it is amongst other things enacted, that until otherwise provided, pursuant to the provisions of the said Ordinance, there should be sixty-one Districts, which should be named as specified in the Schedule to the said Ordinance annexed, marked B: And it is also by the said Ordinance provided that it should be lawful for the Superintendent, with the advice and consent of the Otago General Road Board, from time to time, by Proclamation in the *Gazette*, to alter, vary, diminish, or enlarge the boundaries of any or all of such Districts: and whereas it is expedient to alter and diminish the boundaries of the Waikari Road District in manner and as described in Schedule hereto;—Now therefore I, James Macandrew, Superintendent of the said Province, with the advice and consent of the Otago General Road Board, do hereby proclaim and declare that the boundaries of the said Waikari Road District shall, from the day of the date thereof, be altered and diminished, and that the boundaries of the Waikari Road District shall henceforth be as described in the Schedule hereto.

SCHEDULE.

Waikari Road District—Commencing at Trig. Station S, Block V, Dunedin and East Taieri Survey Districts, and shall comprise all that area bounded on the west by the eastern boundary of Flagstaff Road District to the southern angle of Section 56, Block V, Dunedin and East Taieri Survey District; thence on the north by Sections 56, 57, 32, and 31, said Block V; thence on the west by Quarry Reserve and Section 50, Block VI, Dunedin and East Taieri; towards the south-west by Sections 160 and 149, Waikari Survey District, and by the Kaikorai Stream to District Road between Sections 9 and 10, Block IV, Upper Kaikorai; thence by Sections 9, 8, 7, 6, 5, 4, 3, 2, 1, Block IV, and Sections 8, Block III; on the west by Sections 8, 6, 4, and 2, Block III, and by Section 4, Block I, Upper Kaikorai; on the south by the Dunedin Town Belt to the Water of Leith Stream; on the west by the Water of Leith to the northern boundary of Block V, Dunedin and East Taieri; thence by northern boundary of said Block to Trig. Station S, to place of beginning.

Given under my hand, and issued under the Public Seal of the Province of Otago, this (LS) seventh day of March, one thousand eight hundred and sixty-seven.

JAMES MACANDREW, Superintendent.

By His Honor's command,
JOHN MOUAT, Provincial Secretary.

PROCLAMATION.

Road District of Havant formed.

By His Honor JAMES MACANDREW, Esquire, Superintendent of the Province of Otago.

WHEREAS by an Ordinance passed by the Superintendent and Provincial Council of the Province of Otago, intituled the "Otago Roads Ordinance, 1865," it is amongst other things enacted that, until otherwise provided, pursuant to the provisions of the said Ordinance, there should be sixty-one districts which should be named as specified in the Schedule to the said Ordinance annexed, marked B: And it is also by the said Ordinance provided, that it should be lawful for the Superintendent, with the advice and consent of the Otago General Road Board, from time to time, by proclamation in the *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.

And whereas it is expedient to form a new Road District, to be named the Havant Road District: Now therefore, I, James Macandrew, Esquire, Superintendent of the Province of Otago, with the advice and consent of the Otago General Road Board, do hereby proclaim and declare that the area bounded as described in the Schedule hereto shall from the day of the date hereof be constituted a Road District, and shall be named the "Havant" Road District.

SCHEDULE.

The Havant Road District commences at the southern angle of Section 10, Upper Harbour, West Survey District, and shall comprise all that area bounded on the north and west by the said Section X, and by Sections 4, 37, 39, 32, 31, 27, 28, 29, 30, and portion of 50, Block IX, North Harbor and Blueskin, to the Dunedin Town Belt; thence by the Dunedin Town Belt to Pelichet Bay; thence on the south and southeast, by the coast line of Upper Harbour, to the starting point at the southern angle of Section 10, Upper Harbor, west.

Given under my hand, and issued under the Public Seal of the Province of Otago, the (L.S.) seventh day of May, one thousand eight hundred and sixty-seven.

JAMES MACANDREW,
Superintendent.

By His Honor's command,

JOHN MOUAT, Provincial Secretary.

NOTICE.

Of certain Land in the Incorporated Town of Lawrence having been reserved for purposes of Public Recreation.

By His Honor JAMES MACANDREW, Esquire, Superintendent of the Province of Otago.

WHEREAS the Provincial Council of Otago have, under and by virtue of Section 62 of the "Otago Waste Lands Act, 1866," recommended the Land hereinafter described, should be reserved for purposes of Public Recreation for the Inhabitants of the Incorporated Town of Lawrence. And it is expedient that the said Land should be so reserved for those purposes. Now, therefore, I, James Macandrew, Esquire, Superintendent of the Province of Otago, in pursuance and exercise of the power vested in me in this behalf, by the "Otago Waste Lands Act, 1866," do hereby publish and declare, that I have made and dedicated the Land hereinafter described, a Reserve for purposes of Public Recreation for the Inhabitants of the Incorporated Town of Lawrence, henceforth to be known as the "Lawrence Recreation Reserve," that is to say:—

All that area in the Province of Otago, containing by admeasurement twenty (20) acres and twelve (12) poles more or less situate in the Town of Lawrence, being blocks numbered respectively fourteen (14) fifteen (15) eighteen (18) and nineteen (19) on the Map of the said Town: Bounded towards the north by Stranraer Street five hundred (500) links and two hundred and ninety-eight (298) links; also by Harrington Street five hundred (500) links and five hundred and seventeen (517) links; towards the east-north-east by Peel Street, one thousand and twenty (1020) links and one thousand and twenty (1020) links; towards the east by Corsewall Street, one thousand (1000) links and one thousand (1000) links; towards the South by Harrington Street five hundred (500) links and three hundred and ninety-eight (398) links, also by Thurso Street five hundred (500) links and seven hundred and seventeen (717) links; and towards the west by Ardrossan Street one thousand (1000) links and one thousand (1000) links, also by Corsewall Street one thousand (1000) links and one thousand (1000) links, as delineated on the Record Map of the said Town, deposited in the Survey Office, Dunedin.

Dated this 13th day of May, 1867.

JAMES MACANDREW, Superintendent.

CORPORATION OF PORT CHALMERS.—Tenders will be received at the office of the Town Clerk, until Monday next, May 20th, for fitting up "Weigh Bridge" near the Jetty.

Specifications to be seen at the office.

GEORGE L. ASHER,
Town Clerk.

In the Supreme Court of New Zealand, }
Otago and Southland District.

In the matter of the "Leases and Sales of Settled Estates Act 1865," and in the matter of the Trusts of the Will of MALCOLM GRAHAM, late of Dunedin, in the Province of Otago and Colony of New Zealand, Esquire, deceased, and of the real and personal Estate of the said Malcolm Graham, deceased, situate in the Province of Otago aforesaid.

NOTICE is hereby given, that an application will be made to the Supreme Court of New Zealand, sitting in Banco at Dunedin, in the Province of Otago, to authorise Charles Reid, of Dunedin, Commission Agent, and James Souness, the younger, of Dunedin, carpenter, the Executors and Trustees named in the Will of the said Malcolm Graham, deceased, to lease the real Estate of the said Malcolm Graham in accordance with and subject to the provisions of "The Leases and Sales of Settled Estates Act, 1865."

Dated this tenth day of May, 1867.

HENRY HOWORTH,

Solicitor for Charles Reid and James Souness,
the younger,

13a. 6d.

Princes-street, Dunedin.

In the Supreme Court of New Zealand, }
Otago and Southland District.

In the matter of the Petition of DUNCAN CAMERON, *alias* ROBERT REID, *alias* JOHN REID, of Dunedin, in the Province of Otago, Grocer and Butcher.

MONDAY, THE 6TH DAY OF MAY, 1867.

THE matters of this Petition coming on this day for the second hearing thereof and upon hearing Mr. Smythies of Counsel for the Bankrupt: It is ordered that George Brodie, of Dunedin aforesaid, Inspector in Bankruptcy, be, and is hereby appointed trustee of the estate and effects of the said Bankrupt: And it is further ordered that the said George Brodie shall stand possessed of all the said estate vested in him by the order of Mr. Justice Richmond, made upon the eighteenth day of January one thousand eight hundred and sixty-seven upon the trusts following (that is to say):—

1. To collect and get in such estate, and to receive the monies arising therefrom and to execute all necessary conveyances and assurances thereof.

2. To retain and pay all expenses properly incurred of and attending such sale, collection, and getting in.

3. To pay all poundage and fees payable under the Debtors' and Creditors' Acts now in force.

4. To pay all expenses properly incurred by Bankrupt in and about his Petition up to and inclusive of the second hearing, and also all costs and expenses in these matters which have been or shall be ordered by this Honorable Court, or by any Judge thereof, to be paid out of the Estate of the said Bankrupt, all such costs as aforesaid to be taxed by the Registrar of this Honorable Court.

5. To distribute the net residue of the said Trust monies between, amongst, and for the benefit of all the Creditors of the said Bankrupt who were his Creditors at the time of the presentation of his said Petition, and who shall duly prove the debts by affidavit within three Calendar months from the date of this Order, by way of *pro rata* distribution, subject to existing legal priorities, but so that the said Creditors shall not receive more than twenty shillings in the pound upon their said respective debts.

6. To pay the ultimate surplus (if any) of the said Trust monies to the Bankrupt.

And it is further ordered that the matter of the said Petition be further adjourned until the twenty-fourth day of June next.

By the Court,

ROBERT CHAPMAN,
Registrar.

15s.

I JAMES REID WILSON, West Taieri, hereby give notice, that the Partnership heretofore subsisting between myself and JOSEPH ROBERTSON, as General Storekeepers, was dissolved by mutual consent on Monday, 1st April, 1867, and that I do not hold myself responsible for any debts which may be, or have been, incurred since that date.

(Signed) JAMES REID WILSON.

Witness—John Harbison.

West Taieri, May 10, 1867.

5s.

LOST.—Fixed Deposit Receipt for three months, issued by Bank of New Zealand, Manuherikia, dated 8th July, 1865, and numbered 4-39, for the sum of £100 (four hundred pounds.) The public are cautioned against negotiating the same, as payment has been stopped.

3s.

NOTICE TO CREDITORS.

In the matter of the Petition of WILLIAM HENRY CLAYTON, of Dunedin, Architect, a Debtor.

NOTICE is hereby given, that His Honor Judge Chapman has extended the time limited for proving Debts in the Estate of the said Petitioner, William Henry Clayton, for one month, from the tenth day of May instant.

SMITH AND DEMPSEY,
Solicitors for Joseph Sykes Webb, the Trustee
of the said Estate.

5s.

(From the *New Zealand Gazette*, April 29, 1867. No. 25.)

THE following arrangements made in December, 1866, for carrying out the provisions of "The Steam Navigation Act, 1866," are published for general information, with corrections to include more recent arrangements.

J. M. BALFOUR,
Colonial Marine Engineer.

Wellington, 15th April, 1867.

1. Mr Nancarrow, appointed Official Inspector and Engineer Surveyor under the Act, will visit every port of the Colony at regular intervals of three months.

2. Other Inspectors or Engineer Surveyors have been appointed for particular groups of ports: such officers do not receive a fixed salary, but are paid for each inspection or other service on a regular scale.

3. At the ports where such additional Surveyors have been appointed, it has been arranged that they shall take the intermediate quarterly surveys, but in any case the permanent Engineer Surveyor will visit each port and survey every steamer at least once in each half-year.

4. The time for Mr Nancarrow's visits to each port has been arranged so as to suit the times when the steamers belonging to that port require to be surveyed, as nearly as possible; and he will lengthen or shorten the periods for which the next certificates are to be in force, so that they shall all fall in at the proper times in future.

5. Should the certificate of a steamer belonging to any port lapse before the period of the Inspector's visit, the Collector of Customs at that port is authorised to permit the vessel to run in the interim, on receipt of a written declaration signed by the master and engineer, that her hull, boilers, machinery, and equipments are in good condition.

6. The Postmaster-General has delegated the powers contained in section 34 of "The Steam Navigation Act, 1866," to the Collector of Customs for every port in so far as concerns that port so that in case of any reported damage to any vessel the Collector of Customs may call upon any of the Inspectors or Surveyors appointed under the Act, or "any other fit person," to report whether

7. Should a vessel be damaged to such an extent that she cannot be repaired in the port where she is or to which she is taken after the accident, the Collector of Customs is authorised to allow her to clear in ballast, and without passengers, for any specified port, for repairs, provided she be reported sufficiently seaworthy, in the absence of an official Inspector, by Lloyds' Surveyor, or by the Surveyor acting for the Underwriters, or in default of them, by two respectable shipmasters, after a proper examination.

8. Should the damaged vessel be capable of being repaired at the port where she is, and should the repairs be speedily executed, the Collector of Customs, in the absence of an official Inspector, is authorized to allow her to run as before on a receipt of a declaration under the hand of the master, the chief engineer, and the engineer, if any, by whom the repairs have been made, that the damage has been thoroughly repaired, and that the steamer is in all respects, in a seaworthy condition in accordance with the Act; and (if she be a sea-going vessel) that her compasses have been examined and that their deviations are known.

9. Should the repairs be more extensive it is probable that the port will be visited by an official Inspector (if none be resident) before their completion; but should it seem probable that this will not be the case in any special instance, the circumstances are to be reported by the master to the Marine Engineer, by whom some special arrangement will be made.

10. Any person wishing a license to examine and adjust compasses must forward an application for the same together with the description of the method adopted by him, and copies of any testimonials he may possess, to the Marine Engineer, who will as delegate for the Postmaster General, issue a license to the applicant, provided he be satisfied after personal examination should he see fit, that the candidate fully understands and is competent to undertake the operation. But should there be no proper mooring dolphin and other conveniences for swinging vessels in any port, the Marine Engineer may refuse to issue any license for that port till such be provided.

11. At ports where there is no person licensed to swing vessels for compass correction, and no proper conveniences, the vessel may be allowed to proceed to sea after repairs, provided the master of the vessel have swung her himself under the superintendence of the Harbor Master, who shall certify to the fact; but in that case she will require to be re-swung at first port she arrives at where there are proper conveniences.

12. Masters and engineers of steam vessels shall, as a rule, be examined by a regularly gazetted officer of the Marine Department only, who shall hold an appointment as examiner from the Marine Engineer. But the Marine Engineer may, in certain cases, authorise in writing the calling in of any local nautical officer for the purpose of examining masters of steamers which ply only or mainly on local waters.

13. No steamer can ply in New Zealand unless the master and engineer hold New Zealand certificates of competency; but should they already hold Board of Trade certificates, or satisfactory certificates from other Colonies, New Zealand certificates may be issued to them without further examination; but such officers will require to produce satisfactory proofs of sobriety and good conduct, and to pay the usual fee.

14. According to the Act Masters' and Engineers' certificates are only valid for the vessel for which they are issued, but the fact of their holding old certificates may be taken as presumptive evidence that they are

competent to serve in other vessels until an opportunity has occurred for re-examining them (should that be considered necessary); but any master or engineer of good character who has been removed from one vessel to another of a similar class and engaged in a similar trade, will receive a fresh certificate from the Marine Department without charge. Where, however, any master or engineer has been promoted to the charge of a vessel or engines of a different class, or engaged in a different trade, and the difference is of such nature that it is deemed advisable to re-examine the said master or engineer, he will in that case be called upon to pay for his new certificate.

15. "River," and "Sea-going Passenger Certificates," will be issued by the Marine Department, as formerly by the Marine Board, on receipt of the legal declarations.

16. In case of accidents involving the suspension of a certificate or an intermediate survey the period of currency of the certificate will not be changed, and such intermediate survey will not be charged against the steamer, no steamer being liable to be charged for more than two surveys per annum, if she be a low pressure boat, as defined by the Act, or for more than four surveys per annum if she be a high pressure boat, except when she has been wrecked, abandoned, and sold before repair, in which case she will be treated after repair as a new boat.

THE following Regulations as to the examinations of Masters and Engineers of Steam Vessels plying in New Zealand waters, are printed for general information, and for the guidance of the several examining officers appointed under the provisions of "The Steam Navigation Act, 1866."

JAMES M. BALFOUR,
Colonial Marine Engineer.

Wellington, 15th April, 1867.

A.—General Rules.

1. Masters and chief engineers of all steam vessels must have been examined and must have received a certificate of competency from the Marine Engineer, as delegate for the Postmaster General (clause six of "The Steam Navigation Act, 1866") otherwise no such steam vessel will be allowed to ply.

2. A fee of one pound one shilling is payable for such certificate of competency by the person to whom it is issued on receipt of the same.

3. Masters or engineers who already possess British Board of Trade certificates or satisfactory certificates from other colonies, may be granted New Zealand certificates without further examination; but such officers will require to produce satisfactory proofs of sobriety and good conduct and to pay the usual fee.

4. No certificate of competency shall be valid except for so long as the master or engineer to whom it has been issued continues in the same steam vessel.

5. Should however any master or engineer of good character be removed from one steam vessel to another of a similar class and engaged in a similar trade, he will receive a fresh certificate from the Marine Department without being re-examined and free of charge.

6. When however any master or engineer has been promoted to the charge of a vessel or engines of a different class, or engaged in a different trade, and the difference is of such a nature that it is deemed advisable to re-examine the said master or engineer, he will in that case be called upon to pay the statutory fee.

7. Testimonials of character, sobriety, experience, ability, and good conduct on board ship will be required of all applicants, and without them no candidate will be examined.

B.—Qualifications for Masters' Certificates.

8. The master of a river steamer must be twenty years of age, and have been not less than two years on board a similar or sea-going steamer. He must write a legible hand, and understand the first four rules

of arithmetic. He must know and be able to explain the rule of the road, and be conversant with the Harbor Regulations of the port for which he is examined. He must describe and show that he thoroughly understands the application of the Government Regulations as to Light and Fog Signals.

For all river steamers which are required to carry a compass, the master must show that he understands its use and is able to take bearings and correct them for variation and deviation, and prick them and the ship's course off on the chart. He must know the marks on the lead line, and be able to heave the log.

9. The master of a river steamer licensed to ply within extended limits must be twenty years of age, and must have been three years at sea, and have served not less than one year as mate. He must write a legible hand, and understand the first four rules of arithmetic. He must know the rule of the road, be conversant with the Harbor Regulations of the port or ports to which his certificate is intended to apply, and must describe and show that he thoroughly understands the application of the Government Regulations as to Lights and Fog Signals. He must understand the compass thoroughly, be able to take bearings therewith and correct them for variation and deviation, and be able to lay down his position on a chart by such corrected bearings. He must be able to explain deviation and variation in general terms, and show how they are to be allowed for in laying off a course. He must know the marks on the lead line, and explain how log lines are marked to suit any glass, and understand how to heave the log.

He must be able to work a day's work complete, including the bearings and distances of his ports of departure and destination, by Mercator's method. He must understand the use of a quadrant or sextant, be able to observe with it and read off the observed angle; he must also understand the construction of the instrument sufficiently to be able to tell whether it is in good adjustment or not. He must be able to find his latitude either by a meridian altitude or by double altitudes of the sun.

In seamanship he must give satisfactory answers as to the rigging and unrigging of vessels of the class he is examined for, the stowing of holds, &c. and as to the steps he would take to promote the safety of his vessel or to save the lives of his passengers and crew in any emergency the examiner may choose to suggest. He must also prove himself well acquainted with those portions of the coast he will require to navigate, including the soundings and strength and set of the tides, and show that he can shape a course from the chart, making due allowance for tides, leeway, and other disturbing elements.

10. The master of a sea-going steamer must be twenty-one years of age, and have been five years at sea, of which he must have served at least one as first or only mate. He must write a legible hand, and understand the first four rules of arithmetic and the application of logarithms to nautical problems. He must know the rule of the road, and describe and show that he thoroughly understands the application of the Government Regulations as to Lights and Fog Signals. He must understand the compass thoroughly, be able to take bearings therewith and correct them for variation and deviation, and be able to lay down his position on a chart by such corrected bearings. He must be able to explain variation and deviation in general terms, and to be showed how they are to be allowed for in laying off a course. He must also be able to ascertain the combined variation and deviation of his compasses from altitudes and azimuth of the sun. He must know the marks of the lead line, and understand how to mark a log line to suit any glass. He must be able to find the time of high water at any port from its establishment, and be able to reduce soundings taken at any time to low water.

He must be able to work a day's work complete, including the bearings and distances of his ports of departure and destination, by Mercator's method, and to lay down his position thus found on a chart. He must understand the use of a sextant thoroughly, and be able to determine and apply its index error, and to understand whether it be in proper adjustment.

He must be able to understand his latitude by meridian and double altitudes of the sun, and by observation of a star, and be able to compare and rate chronometers, and to find his longitude by them by the usual rule and to verify the same by Somner's method.

He must be able to lay down his position on the chart as thus ascertained as well as by dead reckoning, and to deduct the set and velocity of currents by any difference between the positions thus found.

He must give satisfactory proofs of his knowledge of general seamanship, and will amongst other things be examined as to the rigging and unrigging of vessels, the stowing of holds, the shifting of large spars and sails, the management of a vessel in stormy weather, securing cables, and casting a ship when on a lee shore. He will be examined as to his competence to construct rafts, and as to his resources for the preservation of passengers and crew in the event of a wreck.

He must also be acquainted with the lights and leading lights on the coasts and in the harbours which he is accustomed or intends to navigate, as well as with the soundings, tidal currents, &c.

In all cases satisfactory testimonials of character, sobriety and good conduct on board ship must be produced before the candidate can be examined.

C.—Qualifications for Engineers' Certificates.

11. The engineer of a river steamer must be twenty-one years of age.

He must have served an apprenticeship to an engineer, or prove that for not less than three years he has been employed in some factory or workshop on the making or repairing of engines, and must also have been in charge or driver of a steam engine for at least one year; or

He must have been in charge of a steam engine at work for not less than three years.

He must be able to give a description of boilers, and the methods of staying them, together with the use and management of the different valves, cocks, pipes, and connections.

He must understand how to correct defects from accident, decay, &c., and the means of repairing such defects.

He must understand the use of the barometer, thermometer, and salinometer.

He must state the causes, effects, and usual remedies for incrustation and corrosion.

He must be able to state how a temporary or permanent repair could be effected in case of derangement of any part of the machinery, or of a total break down.

He must be able to pass a creditable examination as to the details of the different working parts of the engine for which he is being examined, together with the use of each part.

He must write a legible hand, and understand the first four rules of arithmetic.

12. The engineer of a sea-going steamer must be twenty-two years of age.

He must have served an apprenticeship to an engineer, or prove that for not less than three years he has been employed in some factory or workshop on the making and repairing of engines, and must also have served not less than two years at sea in the engine room; or

He must have served at least four years at sea in the engine room, of which at least one must have been served as second engineer.

He must write a legible hand, and understand the first five rules of arithmetic and the use of decimals, also the mensuration of superficies and solids, and the extraction of the square root.

He must be able to give a description of boilers, and the method of staying them, together with the use and management of the different valves, cocks, pipes, and connections.

He must understand how to correct defects from accidents, decay, &c., and the means of repairing such defects.

He must understand the use of the barometer, thermometer, hydrometer, and salinometer.

He must state the causes, effects, and usual remedies for incrustation and corrosion.

He must be able to state how a temporary or permanent repair could be effected in case of derangement of any part of the machinery or total break down.

He must be able to pass a creditable examination as to the various constructions of screw and paddle engines in general use; and as to the details of the different working parts, external and internal, with the use of each part.

He must be acquainted with the principles of expansion, and able to prove, or at least to illustrate, the use of the expansion gear.

He must be able to explain the method of testing and altering the setting of the slide valves, and of testing the fairness of the paddle and screw shafts, and of adjusting them.

He must be generally conversant with surface condensation and super-heating.

He must be able to calculate safety valve pressures, and the strength of the boiler, and the strain on the stays at any pressure.

He must be able to take off and calculate indicator diagrams.

He must be able to make rough sketches of any part of the machinery, with figured dimensions fit to work from.

(From the *New Zealand Gazette*, April 30, 1867. No. 27.)

G. GREY, Governor.

A PROCLAMATION.

WHEREAS by "The Land Registry Act, 1860," it is enacted that the Governor shall, from time to time, as he shall think fit by proclamation in the *New Zealand Gazette*, constitute throughout the Colony of New Zealand, or in any part thereof, Registrars' Districts for the purposes of that Act, and such districts abolish, and the boundaries of any district define and alter, and also declare by what local name each such district shall be designated. And whereas by a proclamation dated the nineteenth day of May, one thousand eight hundred and sixty-six, a certain district was defined and constituted, and was called the District of Dunedin. And whereas it is expedient to abolish the said district with a view to the constitution of a new district, to include the whole of the Province of Otago:

Now therefore, I, Sir George Grey, the Governor of the said Colony, in pursuance and exercise of the powers conferred on me by the said recited Act, do hereby abolish the said District of Dunedin, and do hereby constitute a new district for the purposes of the said Act, and define the same to be all that portion of the said Colony of New Zealand known as the Province of Otago; and I further declare that the district above defined shall be designated

THE DISTRICT OF OTAGO.

This proclamation shall take effect on and after the first day of June, one thousand eight hundred and sixty-seven.

Given under the hand of His Excellency Sir George Grey, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, at the Government House, at Wellington, and issued under the seal of the said Colony, this twenty-ninth day of

April, in the year of our Lord one thousand eight hundred and sixty-seven.

E. W. STAFFORD.

GOD SAVE THE QUEEN!

G. GREY, Governor.

IN virtue of the powers conferred on me by "The Land Registry Act, 1860," I do hereby appoint that registration under the said Act shall commence in the district of Otago, as the said district is defined in a proclamation bearing even date herewith, upon the first day of June, one thousand eight hundred and sixty-seven.

Given under the hand of His Excellency Sir George Grey, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, at the Government House, at Wellington, this twenty-ninth day of April, one thousand eight hundred and sixty-seven.

E. W. STAFFORD.

G. GREY, Governor.

IN pursuance and exercise of the power and authority in me vested in this behalf, I, Sir George Grey, the Governor of the Colony of New Zealand, do hereby make the following regulation, and do direct that the same shall be in force within each Gaol of the Colony, from and after the date of its publication in the *New Zealand Gazette*.

Given under the hand of His Excellency Sir George Grey, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, at Wellington, this twenty-ninth day of April, in the year of our Lord one thousand eight hundred and sixty-seven.

E. W. STAFFORD.

Each prisoner shall be provided with a Bible and Prayer Book, approved by the religious denomination to which the prisoner belongs.

Colonial Secretary's Office,
Wellington 27th April, 1867.

HIS Excellency the Governor has been pleased to appoint

ALFRED WILLIAM SMITH, Esq.,

to be District Registrar of Land for the District of Otago, in the Province of Otago.

W. E. STAFFORD.

Colonial Secretary's Office,
Wellington, 26th April, 1867.

IT is hereby notified that writs issued for the election of Members of the Provincial Council of the Province of Otago, have been returned with certificates to the effect that

For the District of Manuherikia:

David Forsyth Main;

For the District of Waikari:

Mr. Henry Driver;

For the District of North Harbour:

James Green and Hugh McDermid;

For the District of Green Island and Caversham:

James McIndoe and William Barr;

For the District of Peninsula:

James Seaton;

For the District of Lindis :

Henry France, of Oamaru ;

For the District of Oamaru (Country District) :

David Hutcheson ;

For the District of Oamaru (Town District) :

Herbert Amelius Julius ;

For the District of Gold Fields :

James Clark Brown, John Mouat, and Thomas Luther Shepard ;

For the District of Dunstan :

William Fraser ;

For the District of Wakatipu :

Matthew Hay ;

For the District of Waikouaiti :

Robert Mitchell ;

For the District of Waihola :

Alexander Mollison, of Waihola Park, Waihola, freeholder ;

For the District of Tokomairiro :

Thomas Muir, freeholder, Tokomairiro ; Henry Clark, freeholder, Tokomairiro ; Robert Murray, freeholder, Tokomairiro ;

For the District of Tuapeka :

John Hughes ;

For the District of Clutha :

James William Thompson, Donald Henderson, Francis Wallace Mackenzie ;

For the District of Matau :

William Alfred Mosely ;

For the District of Dunedin.

George Duncan, William Hunter Reynolds, George Turnbull, Julius Vogel, John Sibbald, John Millar, Bryan Cecil Haggitt ;

For the District of the Lakes :

Charles Edward Haughton, Esq. ;

For the District of Port Chalmers :

Thomas Tayler, of Port Chalmers, Esq. ;

For the District of Taieri :

Robert Miller Robertson, George Shand, Arthur John Burns, Donald Reid,

have been duly elected.

E. W. STAFFORD.

Colonial Secretary's Office,
Wellington, 29th April, 1867.

THE following extract from the London *Gazette* of the 19th February, 1867, is published for general information.

E. W. STAFFORD.

[EXTRACT.]

Foreign Office, 15th February, 1867.

THE Queen has been pleased to approve of M. Guiseppe Biagi, as Consul-General at Melbourne, with jurisdiction over Victoria, South Australia, Tasmania, and New Zealand, for His Majesty the King of Italy.

General Post Office,
Wellington, 26th April, 1867.

IN virtue of the powers delegated to the Postmaster-General by His Excellency the Governor, the following appointments have been made in the Postal Service of the Colony.

JOHN HALL.

* * * * *

OTAGO.

John McLaren to be Postmaster at Bluespur, from 1st February, 1867.

William Murray to be Postmaster at Maungatua.

Robert Johnston to be Postmaster at Palmerston.

John Milne Shearer to be Postmaster at Waikara, from 1st April, 1867.

Adam McKenzie to be Postmaster at Long Valley, from 1st March, 1867.

Thomas Tilley to be Postmaster at Portobello.

* * * * *

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 may commence at any time, but must terminate not later than 31st December, 1867

PRIVATE ADVERTISEMENTS will be charged at the rate of 6d. per line. Late Advertisements and table matter, 1s. per line, first insertion.

THE GAZETTE (with Supplement) is published every Wednesday morning, and Notices for Insertion must be received at the Publisher's Office not later than 2 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.

RETURN of the NUMBER, TONNAGE, and CREWS of VESSELS CLEARED OUTWARDS at the several Ports of NEW ZEALAND, during the Quarter ended the 31st day of DECEMBER, 1866.

Printed under the Authority of the Provincial Government of Otago, by Mills, Dick & Co., of Dunedin, Otago, New Zealand, Printers to the said Provincial Government for the time being.

PORTS.	DESTINATION.						BRITISH.						FOREIGN.						TOTALS.						Corresponding Quarter, 1865.													
	United Kingdom.		British Possessions.		Foreign Countries and Whale Fishery.		With Cargoes.		In Ballast.		Totals.		With Cargoes.		In Ballast.		Totals.		With Cargoes.		In Ballast.		Totals.															
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.											
Auckland	2		19	16	12	1	32	11090	457	15	4067	155	47	15157	612	1	453	15	2	302	15	3	755	30	33	11543	472	17	4369	170	50	15912	642	48	18805	722		
Onehunga			3	3			3	439	21	3	509	20	6	948	41										3	439	21	3	509	20	6	948	41					
Russell																																						
Kaipara			3				3	435	22				3	435	22										3	435	22											
Mongonui			1				1	262	10				1	262	10										1	262	10											
Hokianga			1				1	216	8				1	216	8										1	216	8											
New Plymouth			2	3			2	182	12	3	1070	38	5	1252	50										2	182	12	3	1070	38	5	1252	50	8	176	7		
Wanganui			1	3			1	129	7	3	398	22	4	527	29										1	129	7	3	398	22	4	527	29	7	894	44		
Wellington	1		3	15	4	1	8	6304	527	16	4707	156	24	11011	683									8	6304	527	16	4707	156	24	11011	683	15	4648	150			
Napier				5					4	534	30	4	534	30			1	499	19	1	499	19																
Nelson			13	11			13	4797	309	11	2552	96	24	7349	405										13	4797	309	11	2552	96	24	7349	405	25	8076	522		
Lyttelton			7	14	2		9	2098	78	14	4117	126	23	6215	204										9	2098	78	14	4117	126	23	6215	204	4	6188	174		
Timaru				1					1	134	7	1	134	7																								
Hokitika			33	13		1	33	8357	633	14	2231	160	47	10588	793										33	8357	633	14	2231	160	47	10588	793	44	9322	684		
Okarito																																						
Greymouth			14	4			14	3505	262	4	324	21	18	3829	283										14	3505	262	4	324	21	18	3829	283					
Westport				1					1	67	5	1	67	5																								
Oamarn				1					1	202	8	1	202	8																								
Dunedin			10	21		8	10	3431	134	26	9006	282	36	12437	416			3	1272	36	3	1272	36	10	3431	134	29	10278	318	39	13709	452	32	12585	582			
Molyneux																																						
Invercargill			2	1			2	279	15	1	148	8	3	427	23										2	279	15	1	148	8	3	427	23	4	381	24		
Bluff Harbour			5	5			5	2409	200	5	2357	178	10	4766	378										5	2409	200	5	2357	178	10	4766	378	6	2788	236		
Chatham Islands			1				1	120	8				1	120	8										1	120	8											
Totals...	3		118	117	18	11	138	44053	2703	122	32423	1312	260	76476	4015	1	453	15	6	2073	70	7	2526	85	139	44506	2718	128	34496	1382	267	79002	4100					
Corresponding Quarter, 1865	3		80	91	14	22	91	32433	1950	105	30958	1187	196	63391	3137	6	1530	88	8	2799	100	14	4329	188	97	33963	2038	113	33757	1287					210	67720	3325	

COMPARATIVE RETURN of the NUMBER, TONNAGE, and CREWS of VESSELS CLEARED OUTWARDS from NEW ZEALAND for the YEARS 1866 and 1865.

1866.	41	...	389	403	76	77	480	171064	10186	450	116081	4785	930	287145	14971	26	8188	621	30	11646	368	56	19634	989	506	179252	10807	480	127727	5153	986	306979	15960		
1865.	27	...	233	361	54	108	292	117204	6147	425	141947	4936	717	259151	11083	22	7020	392	44	1	49	616	66	23869	1008	314	124224	6539	469	158796	5552	783	283020	12091	