



S O U T H L A N D
P R O V I N C I A L G O V E R N M E N T
G A Z E T T E.

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[Vol. 1.]

WEDNESDAY, JUNE 24, 1863.

[No. 47.]

Superintendent's Office,
Southland, 17th June, 1863.

IT is hereby notified that I have granted exemption from pilotage charges, at the outer anchorage at Bluff Harbour, under the conditions of clauses 10 and 12 of the Harbour Regulations, as published in the "New Zealand Gazette" of 22nd February, 1861, to the s.s. "Aldinga," so long as the said steam vessel continues under the command of Captain J. STRAET.

J. A. R. MENZIES,
Superintendent.

Superintendent's Office,
Southland, 18th June, 1863.

IT is hereby notified that I have granted exemption from pilotage charges at the Port of Invercargill, under the conditions of clauses 10 and 12 of the Harbour Regulations, as published in the "New Zealand Gazette" of 22nd February, 1861, to the s.s. "Titania," so long as the said steam vessel continues under the command of Captain W. A. JARVEY.

J. A. R. MENZIES,
Superintendent.

Superintendent's Office,
Southland, 16th June, 1863.

IT is hereby notified that J. M'NAY has been suspended from the office of Pilot at the Port of Riverton from this date.

J. A. R. MENZIES,
Superintendent.

Superintendent's Office,
Southland, 17th June, 1863.

IT is hereby notified that I have provisionally appointed

W. BENDALL

to be Pilot at the Port of Riverton.

J. A. R. MENZIES,
Superintendent.

Superintendent's Office,
Southland, 4th June, 1863.

IT is hereby notified that W. CALVERT has been dismissed from the office of Turnkey of the Gaol at Invercargill.

H. A. GILLER,
Clerk to Superintendent.

Superintendent's Office,
Southland, 22nd June, 1863.

IT is hereby notified that a writ issued for the election of one Member of the Provincial Council of the Province of Southland, for the district of Waihopai, has been returned with a certificate to the effect that

Mr. SAMUEL BEAVEN
has been duly elected.

J. A. R. MANNING,
Superintendent.

[Republished from the *New Zealand Gazette*,
4th June, 1863.]

Circular from Secretary of State respecting
Management of Hospitals and
Lunatic Asylums.

Colonial Secretary's Office,
New Plymouth, 8th May, 1863.

THE following circular, with its enclosures, transmitted by the Right Honourable the Secretary of State to the Governors of Crown Colonies, is published for general information.

ALFRED DOMETT.

Colonial Office,
19th February, 1863.

The Duke of Newcastle presents his compliments to Sir George Grey, and begs to enclose, as concerning a matter of general interest, a copy of a Circular respecting the management of Lunatic Asylums and Hospitals, addressed to the Governors of all Colonies in which the Government is not responsible.

To Sir George Grey, K.C.B.,
&c., &c., &c.

Downing-street,
1st January, 1863.

Some serious evils and defects which have been recently disclosed in the Public Hospital at Kingston in Jamaica, and the want of order and cruelties of long standing which have been detected in the Lunatic Asylum at the same place, have suggested to me the expediency of making enquiry into the state of similar institutions in other Colonies. With this view I have obtained the assistance of the College of Physicians and of the Commissioners in Lunacy in determining the topics to which enquiry should be directed, and I have drawn up a series relating to Public Hospitals, and one relating to Lunatic Asylums. I request you to fill up the forms under each head with the fullest information that you may be enabled to afford.

I have, &c.,
NEWCASTLE.

Hospitals.

1. The laws or written regulations relating to Hospitals, specifying the class of persons for which the Hospital was established, and the nature of the diseases most commonly admitted.

2. The site, the aspect, the elevation above the sea, the character of the soil, and other circumstances of the surrounding neighbourhood.

3. The water supply, the sewerage, and the position and state of latrines.

4. The structure of the buildings, including adaptations to climate and arrangements for ventilation, coolness, and warmth. Baths.

5. The internal dimensions of the several wards, the number of beds in each, the distance between the beds, and the number of cubic feet allotted to each patient; also, what provisions are made by separation, or otherwise, for preventing the spread of diseases commonly held to be contagious.

6. The number of medical men, distinguishing those who reside within the walls, and stating which of them are allowed to engage in private practice, and specifying the proportion which the number of medical men bears to the average number of patients.

7. The like numbers and proportions in regard to day nurses and night nurses respectively, distinguishing those who reside

8. The arrangements for which patients remain in the Hospital.

9. The diet-table.

10. The proportion borne to the average number of patients by the number who die annually, and by the number annually discharged, cured, or convalescent.

11. The arrangements as to out-patients.

12. The arrangements respecting stores and accounts.

13. The arrangements for visitation and inspection by superior civil authorities, and whether and how often the Hospitals are visited and inspected by the Governor himself; and whether the visits are periodical or occasional; and if occasional, whether they are visits after notice given or visits of surprise, or both.

14. Whether periodical reports and returns are furnished to the Governor of the state of the Hospitals, and of the statistical details connected with them, including the cause of death, and the number of post-mortem examinations.

Lunatic Asylums.

1. The laws and regulations relating to

Lunatic Asylums, shewing the general constitution and mode of government, the rules as to admission and discharge, with copy of order or certificate for admission, the powers of the Resident Medical Officer, and of the Visiting Physician (if any), whether the Medical Officer is allowed to practise out of the Asylum, and, if the Medical Officer be non-resident, what is the length and frequency of his daily or other attendance, and in whom the immediate management and care of the patients is vested.

2. The income, showing the sources whence derived, and the weekly or other rates of payment for maintenance.

3. Arrangements as to stores and accounts.

4. The site, specifying elevation and aspect, and total quantity of land, distinguishing ground occupied by buildings and airing courts, gardens, or land under spade cultivation, or otherwise available for out-door occupation.

5. The sewerage and drainage, and position and state of the latrines.

6. The water supply, specifying sources, quality, and amount.

7. Baths and lavatories.

8. Internal structure, showing the cubical contents of the day-room and corridors used by patients, associated dormitories, and single sleeping-rooms respectively, and number of chairs, seats, or

arrangements for ventilation, coolness, and warmth.

9. The arrangements for the classification, distribution, and separation of the patients by day and by night respectively.

10. The arrangements for exercise, employment, and recreation.

11. The dietary.

12. Practice as to mechanical restraint and seclusion respectively; to what extent and for what reasons employed; and in case of restraint, by what means, by whose authority, and what records thereof kept.

13. The numbers of patients for which the Asylum was built, specifying of what class, and distinguishing the sexes and the number actually accommodated at a time, and the largest and smallest numbers that have been accommodated at one time within the last five years.

14. The numbers of officers, and of day attendants or nurses and night attendants or nurses respectively, distinguishing the sexes, and showing the proportion which the attendants of each sex bear to the patients of the same sex; and stating whether all or what numbers of the officers and attendants of each sex reside within the walls, and their salaries, wages,

and allowances, and whether or not boarded.

15. The average time for which patients remain in the Asylum, calculated on a period of five years.

16. The average number of patients annually admitted, calculated on a period of five years.

17. The proportion borne to the average number of patients in the Asylum by the number who die annually and by the number, annually discharged, cured or convalescent, calculated on a period of five years.

18. The causes of death during the last five years.

19. What registers and records (medical or other) are kept.

20. What provision for religious services.

21. The arrangements for visitation and inspection by superior civil authorities, whether and how often the Asylum is visited and inspected by the Governor himself, and whether the visits be periodical or occasional, and if occasional, whether they be visits after notice given or visits of surprise, or both.

22. Whether periodical reports and returns are furnished to the Governor of the state of the Asylum, and of the statistical details connected with it.

Despatch from Secretary of State, as to collection of Aërolites for the British Museum.

Colonial Secretary's Office,
New Plymouth, 20th May, 1863.

THE following Despatch, with its enclosures from the Secretary of State for the Colonies, is published for general information.

ALFRED DOMETT.

Downing, Street, Feb. 9th 1863.

SIR, I transmit to you a copy of a letter from the Deputy Principal Librarian of the British Museum, expressing the desire of the Trustees of that Institution to obtain, as an accession to their present collection of Aërolites, such specimens as may in future come into possession, or be procurable by the public functionaries in the British Colonies. I also transmit to you copies of the papers referred to in the enclosed letter, and I should be glad if you would make the contents of these papers known in the Colony under your Government, in such manner as may be best calculated to forward the views of the Trustees, and also

that you would render any assistance in your power in furtherance of the same object.

I have, &c.,

NEWCASTLE.

Governor Sir George Gray.

Mr. Winter Jones to the Duke of Newcastle.

British Museum, Jan. 26, 1863.

My Lord Duke,—I have the honour to acquaint your Grace, that the Trustees of the British Museum have had under consideration the advantageous results which might be expected in accessions to the fine collection of Aërolites now in the Museum, were measures taken to obtain for the National Institution such Aërolites as may in future come into the hands of, or be procurable by, the public functionaries in the British Dominions Abroad, and Her Majesty's Representatives in Foreign Countries. With this object, the papers of which I have the honour to enclose copies, were drawn up, and a large number of them has been forwarded to the Foreign Office, by direction of the Trustees, to be transmitted to the British Ambassadors, Ministers, Consuls, and other Official Persons in foreign countries.

I am now directed to submit to your Grace the request of the Trustees, that copies of the enclosed papers (which they will be happy to supply), may be transmitted to the Governors and Commanding Officers of the various British Colonies and Dependencies, with instructions to make the contents thereof generally known in their respective governments, and to transmit for the British Museum such Aërolites of importance as they may be able to procure, as well as to forward the views of the Trustees in this respect in any other way that may seem to them fit.

I have, &c.,

J. WINTER JONES,

Deputy-Principal Librarian.

His Grace the Duke of Newcastle, K.G.,
&c., &c., &c.,

GENERAL ASSEMBLY.

Acts left to their operation by Her Majesty.

Colonial Secretary's Office,
New Plymouth, 28th May, 1863.

THE following Acts passed by the General Assembly of New Zealand, in the sessions held in the twenty-fourth, twenty-fifth, and twenty-sixth years of the reign of Her Majesty Queen Victoria, intituled

"An Act to simplify the law relating to the Transfer of Landed Property in New Zealand,"

"An Act for giving effect to Regulations under the 'Land Registry Act, 1860,' and for amending the said Act."

"An Act for Correcting Surveys of Land."

"An Act to further amend the 'Land Registry Act, 1860.'"

having been laid before the Queen in conformity with the provisions of the Constitution Act, Her Majesty has been graciously pleased to leave the same to their operation.

ALFRED DOMETT.

GENERAL ASSEMBLY.

Acts of the General Assembly which Her Majesty has not been advised to Disallow.

Colonial Secretary's Office,
New Plymouth, 28th May, 1863.

THE following Acts passed by the General Assembly of New Zealand, in the session held in the twenty-sixth year of the reign of Her Majesty Queen Victoria, intituled

"An Act to continue the Arms Act, 1860,"

"An Act to Amend the Joint Stock Companies Act, 1853,"

"An Act to Amend the Election Petitions Act, 1858,"

"An Act to Amend the Bills of Sale Registration Act, 1856,"

"An Act to facilitate the remedies on Bills of Exchange, Promissory Notes, Cheques, and other Contracts in writing by the prevention of frivolous or fictitious defences in actions thereon,"

"An Act for better securing Trust Funds, and for the Relief of Trustees,"

"An Act to Amend the Law Practitioners Act, 1861,"

"An Act to alter and extend certain Provisions of the Protection of certain Animals Act, 1861,"

"An Act to Amend the Law relating to the Miners Franchise,"

"An Act to Amend the Representation Act, 1860,"

"An Act to define and extend the Powers of the Judges of the Supreme Court to provide for the more speedy administration of justice in certain cases and to amend the Law relating to the administration of the Estates of Deceased Persons,"

"An Act to Amend the Native Reserves Act, 1856,"

- "An Act to Amend the Public Reserves Act, 1854,"
- "An Act to continue Delegations of Powers from the Governor notwithstanding a change of Governor,"
- "An Act for establishing a Court of Appeal,"
- "An Act for the Naturalization of certain persons in the Colony of New Zealand,"
- "An Act to apply certain sums out of the Ordinary Revenue and other monies to the service of the year ending the thirtieth day of June, one thousand eight hundred and sixty-three,"
- "An Act for Amending the Law relating to Juries,"
- "An Act for regulating the Sale of Land for Non-payment of Rates,"
- "An Act for the Extension of the Jurisdiction of Resident Magistrates in Civil Cases in certain places,"
- "An Act for the Relief of Debtors and for the better security of Creditors,"
- "An Act to Amend an Act called the Native Districts Regulation Act, 1858,"
- "An Act to Amend an Act called the Native Circuit Courts Act, 1858,"
- "An Act for Amending the Interpretation Act, 1858, and for defining the time when Acts of the General Assembly shall come into operation."

having been laid before the Queen in conformity with the provisions of the Constitution Act, His Excellency the Governor has been informed by the Secretary of State that her Majesty will not be advised to exercise her power of disallowance with respect to those Acts.

ALFRED DOMETT.

Enquiries respecting George Davies.

Colonial Secretary's Office,
Auckland, 28th May, 1863.

ENQUIRIES having been made respecting the person named below, who is supposed to have died at Otago, any one who can give any information concerning such a person is requested to communicate the same to this office.

READER WOOD,
In the absence of Mr Domett.

Christian and Surname—George Davies.
If known by any other name—Sometimes omitted the vowel "e" in Surname, writing it, "Davis."

Trade or Occupation—Mariner.
General Personal Appearance—Fair.
Usual residence before coming to the Colony—Saundiesfoot, Pembrokeshire.
Age—Forty-nine years.
Married or Single—Single.
Name of ~~the vessel~~ ~~in which he sailed~~, and date of sailing—Mifford Haven, about 1830 or 1832.
When last heard of, and at what place—Waikouaiti, Otago, 9th September, 1858.

Colonial Secretary's Office,
Auckland, 3rd June, 1863.

THE following Notice to Mariners received from the Government of Victoria, is published for general information.

READER WOOD,
In the absence of Mr Domett.

NOTICE TO MARINERS.

Rock in Bass' Straits.
A rock awash having been reported to exist in Bass' Straits, about five or six miles to the E.N.E. of the Crocodile Rock, search for which has hitherto been unsuccessful, navigators are cautioned to keep a good look-out when in the neighbourhood of its assigned position.

The undermentioned bearings have been given as the position of this supposed danger:—

Devil's Tower, E. by S. $\frac{1}{2}$ S., distant four miles.

Curtis Island, S. $\frac{1}{2}$ E.

Rodondo Island, W.N.W.

Crocodile, W.S.W., distant between five and six miles.

The westernmost of the Monceurs Islands, just on with the westernmost land of Wilson's Promontory.

CHARLES FERGUSON,
Chief Harbour Master.

Department of Ports and Harbours,
Williamstown, 9th April 1863.

Colonial Secretary's Office,
Auckland, 3rd June, 1863.

THE following Notice to Mariners, received from the Government of South Australia, is republished for general information.

READER WOOD,
In the absence of Mr Domett.

SOUTH AUSTRALIA.

NOTICE TO MARINERS.

No. 4.—ST VINCENT GULF.

Treasury, Adelaide,

14th April 1863.

The following Nautical description by

Commander Hutchinson, R.N., of the Red Buoy placed on the north end of the Semaphore Spit, is republished for general information.

ARTHUR BLYTHE,
Treasurer.

RED BUOY, SEMAPHORE SPIT.

The red buoy placed on the north end of the Semaphore Spit, is in eighteen feet low water springs.

Its position is as follows:—Jetty end E. S. E. one and one-third miles, touching north side of hotel. Light vessel N. $\frac{1}{4}$ E., two miles.

The Jetty end can be approached within half-a-mile in seventeen feet water, taking care not to bring it to bear to the eastward of E. S. E. Vessels passing to the southward should keep the buoy a little to the eastward of the bearing of Light vessel.

[The bearings are magnetic.]

JOHN HUTCHINSON,*

Commander, R.N.,

Admiralty and Colonial Surveyor.

Adelaide, April 11, 1863.

SOUTH AUSTRALIA.

NOTICE TO MARINERS.

Sailing Directions for MacDonnell Bay, near Cape Northumberland.

Variation, $6^{\circ} 19'$ East. High water at full and change at three hours. Rise and fall, five feet.

MacDonnell Bay is formed by the indentation and trend of the coast line to the eastward of Cape Northumberland, and may readily be distinguished by the lighthouse standing on the summit of the Cape.

Cape Northumberland Lighthouse is in latitude $38^{\circ} 8' S.$, longitude, $140^{\circ} 38' E.$ The lighthouse is twenty-eight feet in height, and stands on the summit of the rocky headland, which is 103 feet above high water mark.

The light, which is catoptric and revolving, consists of three faces, and exhibits alternately, every minute, a white, red, and green light, on an arc visible from seaward from N. $74^{\circ} E.$ to N. $66^{\circ} W.$, round by south.

The white light may be seen from the deck of a moderate-sized vessel about 18 miles.

The red light will be distinguished from a distance of 15 miles.

The green light will not generally be distinguished beyond a range of 8 miles.

During warm weather and northerly winds, when there is much refraction, the white light will be frequently observed at a great distance.

Vessels approaching from the eastward, and bound past Port MacDonnell, should not bring the white or red light to bear to the westward of W.N.W., and when the green light becomes visible on that bearing, they should steer more southerly, in order to give the reef which stretches to the eastward of Cape Northumberland a wide berth. Vessels from the northward should never sight the red or white light on a bearing more southerly than E. $\frac{1}{2}$ S., and on seeing the green light should immediately alter the course, so as to give the reefs running parallel to the coast, at a distance of a mile, an offing. In bad weather, with the wind hanging from the southward, it will be advisable to give the Cape such an offing as will enable a ship to pass the lighthouse without seeing the green light; and should the weather be flick, or it be blowing hard, it will be prudent not to sight the red light, which, under such circumstances, will not be seen at the distance first given. The coast to the north-westward of the Cape soon becomes low, and owing to the heavy ocean swell which sets directly on the shore, should be very carefully avoided.

The land about Cape Northumberland may be known from the offing by day by two remarkable mountains near each other. Mount Gambier, the northernmost, is peaked, and bears from the Cape N. by E. four (4) leagues; Mount Schanck, the other, is flat topped, and bears N.N.E. $\frac{1}{2}$ E. nine or ten miles from the same Cape.

Sailing Directions—Port MacDonnell.

Vessels bound into Port MacDonnell by day should give Cape Northumberland a good offing, taking care not to bring the cape to bear to the westward of N.W. by N. until Mount Schanck bears N. by W., when a course may be shaped for the anchorage, which will then bear N.W.; stand boldly on, carefully observing the breakers on the reefs. On this course the water will shoal rapidly from ten (10) fathoms to six (6), and as the beach is approached, to three (3) fathoms on a rocky bottom; generally, in the latter depth, the soundings will be very regular; as, although the ground is rocky, the patches appear to be composed of limestone flats covered slightly with seaweed.

Before thus closely approaching the coast, strangers should hoist the signal for a pilot, who will, if the weather be not too bad, come off.

Should the pilot not be able to board, it is recommended to obtain an offing until the weather moderates.

At night, except under the charge of the pilot, it is not prudent to enter the bay; and masters of vessels should keep

the light bearing from N. N. W. to N. N. E., taking care not to come under twenty-five (25) fathoms water, which will place a ship about five (5) or six (6) miles from the Cape. Masters of vessels acquainted with this port will find no difficulty in entering it by observing the following directions:—

On approaching from seaward, keep Point Douglas, a headland to the W. N. W. of Cape Northumberland, well open of the latter, and Mount Gambier more than the length of Mount Schanck open to the eastward of the latter before standing in, after which steer for Mount Schanck until the mooring-buoys are made out. By keeping the eastern set, bearing between N. W. $\frac{1}{2}$ W. and W. N. W., they may be safely approached, when the Harbour-Master will, if possible, come off and moor the ship.

Masters of vessels are requested to carefully observe if any of the signals hereinafter mentioned are made from the flag-staff near the jetty.

In the event of all the moorings being occupied, vessels entering the bay must anchor; and should be kept in such a condition, as to ballast and trim, as will enable them to seek an offing in event of bad weather coming on.

Although the moorings now laid down are of the heaviest description, and fully competent to hold any vessel that can enter Port MacDonnell, it must be remembered that, during heavy south-west gales, the sea rolls in over the outlying reefs, and breaks in the bay very heavily. On these occasions vessels will ride very uneasily, and be cut off from communication with the shore.

The responsibility of remaining in the bay after the bad weather signal has been made, must devolve on the commander of a ship, although fast to the moorings.

It is obvious, from the nature of the bottom, that no vessel can be considered safe in bad weather from the westward, if at her own anchors, although their weight may be in excess of the prescribed scale.

The following Moorings are now placed at Port Macdonnell:—

One set	<p>One 165 fathoms of 3 inch mooring-chain Two 18 fathoms of 2½ inch bridles Two anchors of 4 tons</p>	Two buoys, 18 feet water.
One set	<p>One 147 fathoms of 1½ inch mooring chain Three 15 fathoms 1½ inch bridles Two anchors of 3½ tons</p>	Three buoys —outer buoy 17 feet water, inner buoy 18 feet water.
One set	<p>One 60 fathoms of 1½ inch mooring-chain One 7 fathoms of ¾ inch bridle One anchor of 1½ tons</p>	One buoy, 10 feet water.

The anchors are placed in holes blasted in the rocky bottom.

Commanders, masters, and others in charge of vessels are hereby required, when using the moorings laid down at the outports in this Province, to observe the following directions:—

In fine weather, when there is little sea, a line may be made fast to the large buoy; but on no account must a vessel hang to the buoy longer than is absolutely necessary to moor the vessel to the bridle—the buoy chains not being intended to moor by, the buoys being placed solely for the purpose of indicating the position of the moorings, and assisting vessels in picking up the mooring bridles.

In the event of the weather being such as would render it improper to take hold of the large buoy, ships must let go an anchor, clear of the direction of the mooring-chain in the bottom.

At those outports where Harbour Masters are stationed, or where pilots take charge of vessels, the direction and position of the mooring anchors and chains will be duly pointed out, and instructions given to masters of vessels in mooring and unmooring.

Having brought the ship near the mooring buoy, a small black wooden buoy will be seen, to which a small chain is attached to which is shackled the mooring-bridle lying on the bottom. Having hauled up upon the small chain, and brought the large link or shackle on the end of the bridle to the hawse shackle on the ship's cable; should an anchor be down, lift it; and, if necessary, or so instructed, shackle on the second chain, unshackle the small buoy, and veer away cable as requisite, observing that as the bridles are in short lengths, a ship should ride with as much range as locality or the state of the weather may require, where she is simply riding to her own anchors.

In unmooring, the small buoy chain must be carefully secured before slipping, and the large buoy be used under the same conditions as expressed in the first section of these regulations.

It will be obvious to commanders and masters of vessels, that no confidence can be felt in using the large buoy for securing ships to, when it is remembered that the constant friction of that portion of the chain touching the bottom so wears the stoutest chains, that a very few months shakes out the studs, and renders them quite unfit to hold on by in any weather likely to cause a strain on the chain.

The Board take every precaution in keeping the moorings in a perfect state of efficiency, and will hold commanders,

masters, and other persons in charge of vessels, liable for all expenses in the event of the moorings being injured, in addition to the penalties imposed under the following clause:—

Persons not complying with these regulations, render themselves liable to a penalty of not less than £5, nor exceeding £20, on such offence being proved before one or more of Her Majesty's Justices of the Peace, in addition to any expenses to be incurred by the Board in refitting, replacing, removing, or repairing any moorings injured or displaced by any vessel making use of the same, contrary to the provisions of these regulations.

The Harbour Master has coir springs for the use of vessels in bad weather. Since the publication of the previous directions for this port the township has considerably increased; a convenient jetty, with trucks and cranes, has been constructed in the most sheltered part of the bay.

The Custom-House, Court House, and Police Station will be found conveniently situated near the jetty.

The Head-Keeper of the Lighthouse acts as Harbour Master and Pilot, and the Sub-Collector of Customs as Shipping Master.

The Telegraph has also been extended to the township.

Convenient bonded and free stores have been established; and provisions, water, and ship's stores may be procured at the township at current rates. A steamer runs between Port Adelaide and Port MacDonnell every fortnight.

A life-boat and an efficient boat's crew, together with Dinnett's rocket apparatus for saving life, has been established at this port.

The following signals are established at this port. The flagstaff at which the signals will be displayed, is situated on the base of the jetty.

From Shipping to Signal Stations on Shore.

SIGNALS.	WHERE SHOWN.	BY DAY.	BY NIGHT.
Harbour Master	At Peak	Union Jack	One flash or blue light; red above green light.
Pilot	At Fore		Two flash or blue lights.
Police	At Peak	Wheft, or No. 1 Pendant	<i>In Harbour.</i> —Two lights horizontal at Peak. <i>In the Roads.</i> —Two lights horizontal— one flash light.
Shipping Master	At Fore	No. 1 Pendant	
Water tank	At Main	No. 8	
Custom House Officer	"	Ensign	
Health Officer	"	No. 9	Two blue or flash lights; two vertical lights.
Medical Assistance required...	At Peak	No. 1	Two lights horizontal; two flash or blue lights.
Provisions	At Main	No. 7	
Ship's agent	At Peak	No. 3	
Distress	Ensign Union down	Guns; blue or flash light, or rockets alternately, until reply is made.
Ship calling for orders	At Main	Telegraph flag	...

By day will be answered from Shore by Numerical Pendant. By night, by flash light.

From Signal Station on shore to Shipping.

Gale approaching from north	Below Ensign or Jack	No. 1	Two horizontal lights.
Ditto, north-west	"	No. 3	Two horizontal lights; one flash light.
Ditto, west	"	No. 5	Two vertical lights.
Ditto, south-west	"	No. 6	Two vertical lights; one flash or blue light.
Ditto, south	"	No. 7	One rocket.
Ditto, south-east	"	1st distinguishing Pendant	Two horizontal lights; one rocket.
Send down top-gallant-masts and yards, and let go second anchor.	Above Ensign	No. 6	One flash or blue light; one rocket.
Proceed to sea. Not safe to remain at anchorage	Blue and white flag	Two rockets or two guns.
Anchorage unsafe	Blue flag	One gun; one flash light (repeated, if necessary).

Marine Board Offices, Port Adelaide,
13th April, 1863.

(Signed) B. DOUGLAS,
President.

Colonial Secretary's Office,
Judicial Department,
Auckland 1st May, 1863.

IT is hereby notified that a Registry of Deeds under the Ordinance of the Governor and Legislative Council, Session 2, No. 9, has been established at Invercargill, for the District comprising the Province of Southland.

READER WOOD,
In the absence of Mr. Domett.

J. S. Johnston, Esq., appointed a Registrar of the Supreme Court

Colonial Secretary's Office,
Judicial Department
Auckland, 25th May, 1863.

HIS Excellency the Governor has been pleased to appoint
JOHN SMITH JOHNSTON, Esq.,
at Invercargill, in the Province of Southland, to be a Registrar of the Supreme Court of New Zealand.

READER WOOD,
In the absence of Mr. Domett.

Notice of Bonding Warehouses at the Port of Invercargill.

CUSTOMS

NOTICE is hereby given that the Buildings hereinafter particularized and

described, have been duly approved and appointed in accordance with the 11th section of "Customs Regulation Act, 1858," to be Warehouses for the securing of Goods under Bond for the payment of Duties of Customs;—

First.—A wooden building belonging to Charles Alexander Ross, situated on section 1, block 8, in the Town of Invercargill.

Second.—Part of an iron building belonging to Mr. John McDonald, situated on section 11 block 2, in the town of Invercargill.

Third.—A wooden building belonging to Messrs. Maning and Whitton, situated on section 16, block 3, in the town of Invercargill.

Fourth.—An iron building belonging to Messrs. Maning and Whitton, situated on section 17, block 3, in the town of Invercargill.

Fifth.—An iron building belonging to William Miller, situated on section 13, block 1, Dee-street, in the town of Invercargill.

Sixth.—An iron building belonging to Messrs. Buttner and Hallenstein, situated on section 24, block 1, in the town of Invercargill.

A. J. ELLES,
Deputy Commissioner.

13th May 1863.

