



Government Gazette

OF

WESTERN AUSTRALIA.

[Published by Authority.]

No. 9.]

PERTH: TUESDAY, FEBRUARY 22.

[1881.

No. 823.—C.S.O.

*Colonial Secretary's Office,
Perth, 21st February, 1881.*

HIS Excellency the Governor in Council has been pleased to re-appoint Sir LUKE SAMUEL LEAKE, Kt., to be a Member of the Central Board of Education of the Colony.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 821.—C.S.O.

Re NOTICES OF APPEAL TO SUPREME COURT.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

HIS Excellency the Governor has been pleased to direct that in all cases where Notice of Appeal shall have been given against the decision of a Government or Resident Magistrate, in which either of the parties shall be a Government Officer or in any way employed by Government, and shall appear in such capacity, and in all cases where it shall appear to such Government or Resident Magistrates that the Government is in any way concerned or interested, such Government or Resident Magistrates are required to forward, together with a note of the evidence given, a short statement of the case and of the question at issue between the parties, or where a case is required to be stated for the decision of the Supreme Court, to forward a copy of such case to the Office of the Colonial Secretary, so that the same may be laid, should it be deemed necessary, before the Law Officers of the Crown.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 822.—C.S.O.

*Colonial Secretary's Office,
Perth, 21st February, 1881.*

HIS Excellency the Governor directs the publication of the following Despatch, with enclosure, for general information.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

CIRCULAR.

Downing Street, 22nd December, 1880.

SIR,—I have the honor to transmit to you, for information and publication in the Colony under your Government, a copy of an Order of the Queen in Council of the 20th of November last, exempting from remeasurement in this Country, ships of the Russian Empire and of the Grand Duchy of Finland, the measurement whereof, after the 20th of December, 1879, and the 1st of June, 1877, respectively, has been ascertained and denoted in the Registers and other National papers of such ships.

I have, &c.,
KIMBERLEY.

The Officer Administering the
Government of Western Australia.

AT THE COURT AT BALMORAL,
The 20th day of November, 1880.

Present,

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by "The Merchant Shipping Act Amendment Act, 1882," it is enacted that whenever it is made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships for the time being in force under the principal Act have been adopted by the Government of any foreign country, and are in force in that country, it shall be lawful for Her Majesty by Order in Council, to direct that the ships of such foreign country shall be deemed to be of the tonnage denoted in their certificate of registry or other national papers, and thereupon, it shall no longer be necessary for such ships to be re-measured in any port or place in Her Majesty's dominions, but such ships shall be deemed to be of the tonnage denoted in their certificates of registry or other papers, in the same manner, to the same extent, and for the same purposes, in, to, and for which the tonnage denoted in the certificate of registry of British ships is to be deemed the tonnage of such ships:

And whereas it has been made to appear to Her Majesty, that the rules concerning the measurement of tonnage of merchant ships now in force under "The Merchant Shipping Act, 1854," have been adopted by the Governments of Russia and the Grand Duchy of Finland, with the exception, as regards Russian steam ships, of a slight difference in the mode of estimating the allowance for engine room, and such rules are now in force in those countries, having come into operation at the following dates, viz.: in Russia on the 20th day of December, 1879, and in the Grand Duchy of Finland on the 1st day of June, 1877:

HER MAJESTY is hereby pleased, by and with the advice of Her Privy Council, to direct as follows:

1. As regards sailing ships; that merchant sailing ships of the said Russian Empire, the measurement whereof after the said 20th day of December 1879, has been ascertained and denoted in the registers and other national papers of such sailing ships, testified by the date thereof, and merchant sailing ships of the said Grand Duchy of Finland, the measurement whereof has after the said 1st day of June 1877, been ascertained, denoted, and testified as aforesaid, shall be deemed to be of the tonnage denoted in such registers and other national papers in the same manner and to the same extent and for the same purpose, in, to, and for which the tonnage denoted in the certificate of registry of British sailing ships is deemed to be the tonnage of such ships:
2. As regards steam ships; that merchant ships belonging to the said Russian Empire which are propelled by steam or any other power requiring engine room, the measurement whereof shall, after the said 20th day of December, 1879, have been ascertained and denoted in the registers and other national papers of such steam ships, testified by the dates thereof, and that merchant steam ships belonging to the said Grand Duchy of Finland, the measurement whereof has after the said 1st day of June, 1877, been ascertained, denoted, and testified, as aforesaid, shall be deemed to be of the tonnage denoted in such registers or other national papers in the same manner, and to the same extent, and for the same purpose, in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships: provided, nevertheless, that if the owner or master of any such Russian steam ship desires the deduction for engine room in his ships to be estimated under the rules for engine room measurement and deduction applicable to British ships instead of under the Russian rule, the engine room shall be measured and the deduction calculated according to the British rules.

C. L. PEEL.

No. 816.—C.S.O.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

HIS Excellency the Governor has been pleased to appoint District Medical Officer T. H. LOVEGROVE, M.R.C.S., to be Public Vaccinator for the Rural District of Wellington.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 820.—C.S.O.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

HIS Excellency the Governor directs it to be notified that he has received a Return to the Writ issued by him on 15th January, 1881, for the Election of Members of the District Board of Education for the Electoral District of Kojonup; and that by the Return endorsed on such Writ it appears that

Rev. JOSEPH WITHERS, Mrs. CATHERINE LARSEN, Mrs. MARY HALE, Mr. JOHN DEARLE, and Mr. JOHN WATKIN, were duly elected for the Electoral District of Kojonup.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 817.—C.S.O.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

BY an Order in Council, bearing date the 17th February, 1881, His Excellency the Governor has been pleased to declare that from and after this date the goods or substance known as "Dynamite" shall be deemed to be specially dangerous within the meaning of "The Dangerous Goods Act, 1871."

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 819.—C.S.O.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

HIS Excellency the Governor has been pleased to approve the undermentioned appointment:—

Mr. W. G. JOHNSON to be Auditor for the Swan District Roads Board, for the year 1881.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 818.—C.S.O.

*Colonial Secretary's Office,
Perth, 19th February, 1881.*

HIS Excellency the Governor directs it to be notified, that on the recommendation of the Greenough Roads Board, the Road running through the field of Mr. Henry Kemp has been closed.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

No. 808.—C.S.O.

CHINESE IMMIGRANTS.

*Colonial Secretary's Office,
Perth, 4th February, 1881.*

WITH reference to notification No. 767 of 28th December, 1880, His Excellency the Governor directs it to be further notified that persons resident in the Country are allowed to make applications to the Resident Magistrate of the district in which they reside for such Chinese Servants as they may require, which applications will be transmitted by the Magistrate to this office.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

*Department of Public Works,
Perth, 18th February, 1881.*

TENDERS (endorsed "Tender for Refreshment Room, Perth Railway Station") will be received at this Office until noon of Wednesday, the 2nd March, from persons willing to rent the Refreshment Room, Perth Railway Station, for the supply of Wines, Spirits, Beers, Refreshments, &c., &c.

The room to be kept open every day (except Sundays), from 8 a.m. until the departure of the last train.

Persons tendering must also furnish the Commissioner of Railways with a tariff of the prices they purpose charging for Refreshments, &c., &c.

Further particulars may be obtained on application at the Commissioner of Railways' Office.

NOTE.—The successful tenderer will be required to provide himself, at his own expense, with a License under "The Wines, Beer, and Spirit Sale Act, 1880," the certificate for which will be issued to him on application to the Police Magistrate, Perth.

The Government do not bind themselves to accept the highest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

No tender will be entertained unless on the prescribed form.

JAS. H. THOMAS,
Commissioner of Railways.

No. 815.—C.S.O.

Colonial Secretary's Office,
Perth, 19th February, 1881.

HIS Excellency the Governor directs the publication of the following Notices to Mariners for general information.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

NOTICE TO MARINERS.

Hydrographic Notice.

[No. 34.]

PACIFIC OCEAN.

NOTICE NO. 51.

SOUTHERN AND WESTERN PARTS.

The following information relating to reefs and dangers in the South-west Pacific, has been derived from the reports of officers of H.M. ships employed on the Australian station, and other sources, 1879-80.

[All bearings are Magnetic. Variation in 1880.
Friendly islands 9° 49' Easterly. Samoa islands 8° 50' Easterly.]

Reported Breakers.*a*—Mr. Ringe, commanding the German barque *Jupiter* on the voyage between Newcastle (New South Wales) and Tahiti, reports having passed breakers during the night of December 3rd, 1878, in latitude 36° 37' S., long. 150° 15' W. The breakers were observed in two places, each of which had a diameter of about 30 yards, and appeared to be a quarter of a mile apart.

Maria Theresa reef.—Recent investigation in connexion with the position of the breakers just referred to, goes to show that Maria Theresa reef is situated in lat. 37° S., long. 151° 13' W.

Edith or Somme bank.*b*—H.M. surveying schooner *Alecity*, Lieutenant W. U. Moore, searched in vain for the Edith or Somme bank in lat. 30° 53' S., long. 178° 5' E. The swell during the day was from the south-east, and 6 to 7 feet above the mean level of the sea. Satisfactory observations were obtained for latitude and longitude, the weather was bright and clear, and discoloured water would probably have been detected at a distance of 2 miles.

La Rance shoal.—H.M.S. *Wolverene*, April 9th, 1879, sounded in 33 fathoms, rock, in lat. 24° 59' S., long. 174° 46' W., and after steering N. 11° E. (true) for 2 miles, sounded again in 39 fathoms, coral. The position of these soundings is about 70 miles south-eastward of the doubtful position of La Rance shoal, the existence of which, such soundings tend to confirm.

Kremhilda rock was said to have been seen in 1877, by a vessel of that name, in lat. 24° 50' S., long. 174° 0' W.

Vibilia rock in lat. 31° 50' S., long. 178° 20' E., was reported to have been seen in that position, by a schooner of that name, in 1877. *c*

Reported reef.—Captain Bröcker, commanding the ship *Carl and Auguste*, passed a reef which he places in lat. 19° 3' S., long. 174° 9' W. This reef, extending about 3 miles N.N.E. and S.S.W., has an extensive sand bank upon it, and may be identical with Accou Jago islet, formerly reported to be situated in lat. 19° 0' S. long. 173° 52' W. Also, high breakers were seen in lat. 19° 10' S. long. 174° 6' W. which Captain Bröcker considered to be the Campion shoal. *d*

Zephyr shoal. *e*—Mr. Carmichael, master of the schooner *Louisiana*, passed over a reef to which he assigns the position of lat. 15° 57' S., long. 176° 50' W., sounding thereon in 15 fathoms. The reef appeared to extend about 5 miles S.W. of the position given, and in some parts seemed to have less than one fathom of water over it. Good sights were obtained.

H.M.S. *Pearl* in 1876 found a depth of 5½ fathoms in lat. 16° 0' 20" S., long. 177° 6' W., which position bears S. 50° E. (true), distant 4½ miles from the position of Zephyr shoal as originally reported by Mr. Wilson (1875).

It seems probable that these different authorities are dealing with the same extensive reef; the lat. and long. of H.M.S. *Pearl*, being considered the most trustworthy, will be retained for the present as the accepted position of Zephyr reef.

SAMOAN ISLANDS.—UPOLU.—Coral bank.—The commander of the German war vessel *Albatross* examined and determined the position of the coral bank, discovered by the missionary barque *John Williams*, about 4 miles northward of the inner shores of Apia bay, to be in lat. 13° 45' 24" S., long. 171° 43' W. (approx.).

From the centre of the bank the following bearings were taken:—

Apolima island (centre)	S. 73° W.
Tofua mountain	S. 5½° W.
French Mission College above Apia ...	S. 7° W.

The bank is of small extent and the discolouration of the water over it scarcely perceptible, the soundings ranging from 9 to 13 fathoms.

MARSHALL ISLANDS.—Catherine Island.—Captain Carosso, commanding the British ship *Hawkesbury* when on a voyage between Sydney and Shanghai, passed within 3 or 4 miles of Catherine island of the Admiralty charts, and found it to consist of fourteen islands connected by a reef, the whole extending about 20 miles N.W. and S.E., or between lat. 8° 57' N. and 9° 12' N., and long. 163° 52' E. and 166° 5' E. This group is the most westerly of the Marshall islands, and in the track of vessels between Australia or New Zealand and China. The islands at the time were inhabited, two native canoes coming off towards the *Hawkesbury*, but the breeze springing up that vessel did not delay to communicate.

CAROLINE ISLANDS. *f*—*Susanne* reef.—Captain J. O. Löser, commanding the German brig *Susanne*, reports that at 10 h. a.m. of September 17th, 1876, broken water, which, upon closer investigation, proved to be a reef having a few black rocks above water, was observed in lat. 7° 7' N., long. 149° 13' E. The reef extended ½ miles N.N.W. and S.S.E., and the breadth was estimated at half a mile. The position of the *Susanne* at noon of the same day was in lat. 7° 8' N., long. 149° 11' E., Enderby island bearing N.N.E., distant 13 miles.

Uranic bank.—The same authority reports the Uranic bank to be more extensive than has hitherto been supposed, he having sailed for 12 miles on an E. by S. ½ S. course over it, obtaining soundings varying from 7 to 31 fathoms; the position started from being at a distance of 7 miles E.N.E. of Pozoat island, or in lat. 7° 22' N., long. 149° 25' E.

BREAKERS. *g*—Captain W. A. Barnaby, commanding the barque *Quickstep*, of New York, reports, that on a passage from Batavia to Manila, on the afternoon of Feb. 15th, 1877, he saw what appeared to be a shoal, the sea breaking over it in white foam, extending E.N.E. and W.S.W. for about 1½ miles, and apparently about an eighth of a mile wide.

The position assigned to these breakers as carried forward from the noon position was lat. 4° 18' N., long. 138° 21' E.

Hydrographic Office, Admiralty, London,
13th November, 1880.

a From Nachrichten für Seefahrer, No. 1 of 1880; also, No. 41 of 1879. See Admiralty Charts:—Pacific Ocean, Nos. 2683, 788, 789. Also, Tonga or Friendly islands, No. 241; Samoan islands, No. 1730; Marshall islands, No. 683; Caroline islands, No. 880; and Pacific, N.W. sheet No. 781. Hydrographic Notices, Pacific Ocean, Nos. 1 to 50.

b See former search by same vessel described in Hydrographic Notice, Pacific Ocean, No. 44 of 1878.

c Reports as to Kremhilda and Vibilia rocks, from information issued by Commodore A. H. Hoskins, H.M.S. *Wolverene*, December 1877.

d Nachrichten für Seefahrer, No. 34 of 1879.

e See Hydrographic Notice, No. 4 of 1878; No. 40 of S.W. part of Pacific Ocean.

f Information as to *Susanne* reef and Uranic bank from Nachrichten für Seefahrer, No. 40 of 1877.

g From United States Hydrographic Notice, No. 18 of 1877.

Hydrographic Notice.

[No. 37.]

NEW ZEALAND PILOT.

NOTICE NO. 7.

The following information, relating to portions of New Zealand, has been derived from Notices issued by the New Zealand Government, and from the Remark books of officers of Her Majesty's ships employed on the Australian Station.

[All Bearings are Magnetic. Variation in 1880.]
Poverty bay, 143° Easterly. *Queen Charlotte sound*, 153° Easterly.
Hokianga, 14° „ *Otago* „ „ 17° „

NORTH ISLAND—EAST COAST.*a*

AUCKLAND HARBOR.*b*—**Depot point.**—The buoy off Depot flat is moored in 4½ fathoms, and the reef which dries, extending from Depot point, is marked by a pole beacon.

Britomart point.—A railway wharf extends 1½ cables in a northerly direction from this point.

RANGITOTO ISLAND.*c*—On the west side of Rangitoto island, between the beacon and the black buoy lying 8 cables S.S.E. from it, the depth of water to a distance of about a quarter of a mile off shore is considerably less than was formerly supposed; a depth of 4½ fathoms at low water was found at 2½ cables W.S.W. from the beacon.

FRITH OF THAMES.*d*—There are two telegraph towers painted white at the entrance to Piako river, which are valuable landmarks, and can be seen from a distance of 9 miles.

Convenient anchorage may be found in 4 fathoms, with these towers open of each other, bearing S.E., and Mount Two peaks bearing N.E. by N.

A long pier extends off Grahamstown, alongside which coasting steam vessels lie.

TAURANGA HARBOUR.*e*—This harbour, from the Outer Middle bank to the Sand hills north of Whareroa, was examined, resounded, and buoyed in 1879. The best time for large vessels to enter Tauranga harbour is at about 20 minutes after high water by the shore, as the tidal stream runs for at least 40 minutes after high and low water.

Directions.—Steer for North rock on a South bearing, and then keep 1½ cables off the Manunga-nui shore, until between the black buoy on the eastern side of entrance, and the red buoy on the western side; from thence steer so as to pass within 30 yards of the beacon on Stoney point and haul close round it.

The south side of the channel, opposite Stoney point, is marked by two red buoys; and the western side of the channel, south of Stoney point, is also marked by two red buoys.

POVERTY BAY. *f g*—The Government of New Zealand has given Notice of the existence of a sunken rock or shoal in Poverty bay:—

This danger (*Hawea rock*) on which the steam vessel *Hawea* touched when entering the bay on the 12th March, 1879, lies with the following bearings, viz.:—

Pa hill - - - - -	N.E. ½ N.
South extreme of Tua Motu - - - - -	E. ½ S.

NOTE.—Pa hill is a conical hill (470 feet high) situated about half way up the bay on the north side, and these bearings place the danger about 1½ miles from the north shore of the bay.

Portland island.—With a high south-easterly sea running, heavy breakers have been observed between Portland island lighthouse and Bull rock, distant about 2½ miles from the island.

COOK STRAIT.

PORT NICHOLSON.—The land between Pipitea point and Government house has been reclaimed, and it is intended to fill in the shore with a depth of three-quarters of a fathom, as far as the Custom-house quay; there is a depth of between 5 and 6 feet at low water, alongside the part already completed.

The Government offices erected on reclaimed land just south of Government house form a large white conspicuous building.

Patent slip.—The patent slip capable of taking up vessels of 2,000 tons burthen, is 1,050 feet long, with a cradle which can be lengthened to 276 feet. The *Atalante* of 1,200 tons burthen is the largest vessel hitherto raised, there is a depth of 31 feet at high water at the end of this slip.

Queen's wharf is being considerably enlarged, and has a depth of 21 feet at low water alongside the outer head.

Buoys.—Several large iron buoys, painted red, have been moored off Queen's wharf, but the holding ground for these moorings is not good.

Manawatu river jet.—The Government of New Zealand has given Notice of the establishment of a Pilot station at Manawatu river.

This station, situated on the northern side of the river entrance, is distinctly seen from seaward. The international code, the Colonial Tide and Danger or Bar signals, may be used.

Two movable beacons have been erected, which kept in line lead over the bar, and may be seen from a distance of 2 or 3 miles. The outer beacon is painted red; the inner, black.

WANGANUI RIVER.—The Government of New Zealand has given Notice, that on 1st October, 1879, the following alterations would be made in the local signals authorised to be used at Wanganui river entrance:—

Two movable beacons (inner the higher), have been erected on North head, from which are shown, when the tide serves and the bar is safe, red flags by day, and red lights at night—these now serve for crossing the bar, instead of the beacon and signal mast as heretofore.

Crossing the bar during the day, these two beacons should be kept in line; particular attention also being paid to the semaphore arm (used for guiding vessels inside the bar), on account of the curves in the channel.

Crossing the bar at night, the two red lights of the beacons should be kept in line; particular attention being paid to the green light, which will be used like the semaphore arm, for guiding vessels inside the bar. This green light travels on a yard on the outer beacon, and vessels must be steered in the direction in which the light is moved.

Note.—Vessels arriving off Wanganui bar at night, should burn flash or blue lights to make their positions known to the look-out at the pilot station, who will answer the signal with a torch or flare light.

Sailing vessels should not attempt to cross the bar at night, as then the wind generally dies away or draws off the land.^m

Tory channel.—Two beacons have been erected on Alapawa island, which, kept in line, lead through the east entrance in mid channel. The beacons are formed of spars, the upper of which is surmounted by a white square, and the lower by a white triangle.

D'Urville island.—Between Stephens island and Saddle rocks breakers were observed at apparently about 4 cables S.W. $\frac{1}{2}$ S. from the south-west extreme of Stephens island.

CAPE KOAMOROO.—The Government of New Zealand has given Notice of the existence of a sunken rock lying about a quarter of a mile from the extremity of the reef on the western side of cape Koamoroo, south side of entrance to Queen Charlotte Sound.

This danger (*Stella* rock), on which the steam vessel *Stella* struck on 15th April, 1880, is nearly a cable in extent north and south, with a least depth of one fathom at low-water spring tides, and from 10 to 13 fathoms around; it lies with the following bearings, viz:—

White rocks	...	...	...	N.W. $\frac{1}{2}$ W.
Cape Koamoroo	...	...	...	E. by N. $\frac{1}{4}$ N.

Note.—The south extreme of long island just open of the westernmost Twin, leads 1 $\frac{1}{2}$ cables north-westward of *Stella* rock.

Nelson haven.—A black post has been erected on Haulashore island, in the position formerly occupied by the bush used as an anchorage mark.

NORTH ISLAND.—WEST COAST.

HOKIANGA RIVER.—The Government of New Zealand has published the following Sailing Directions for Hokianga river bar, the result of a recent survey (1878) made by the Colonial steam vessel *Stella*:—

The shoals forming the bar at the river entrance extend as formerly, in a north-west and south-east direction for about two miles, at the distance of from 1 $\frac{1}{2}$ to 1 $\frac{3}{4}$ miles from the Heads, with two channels (North and South), in both of which a least depth of 18 feet was found at low-water spring tides. In the former main channel, a depth of only nine feet was found; consequently, the beacons for this channel have been removed, and will not again be erected.

The soundings close outside the bar, decrease suddenly from 8 to 3 $\frac{1}{2}$ fathoms. Manganui bluff in line with a low point about 6 miles south-east of Outer South head, leads close outside the bar shoals.

Leading mark for NORTH CHANNEL.—Andrews store (the northern house on the beach in Martin bay) in line with the extreme of South head, bearing E. $\frac{1}{4}$ N.

Leading mark for SOUTH CHANNEL.—The Schoolhouse (a conspicuous single white building on the rising ground northward of the old Pilot's house) in line with the extreme of South head, bearing N.E. $\frac{1}{2}$ E.

Directions.—South head, 150 feet high, has a large white signal staff on it, from which the international code and General signals for New Zealand ports are shown. Mariners should be guided by these signals, especially the semaphore arm (see page 13, New Zealand Pilot) by which vessels are directed over the bar to a position within the Heads where a pilot will board them.

Note.—From the frequent changes of the bar, mariners are cautioned not to place reliance on the leading marks for the channels, but should follow the above directions.

Vessels should not attempt to cross the bar, except with a leading wind and moderate weather, and never unless directions are signalled.

Kaipara Harbour.—Galatea (Kemp) channel.—The principal entrance into Kaipara harbour from seaward, known as Galatea channel, was examined in February, 1878, when there was found to be a depth of from 5 $\frac{1}{2}$ to 7 $\frac{1}{2}$ fathoms on the bar.

Directions.—Waka huranga, open a quarter of a point east of North Sand head, leads to the entrance of Galatea channel; and Middle green patch, bearing N.E. $\frac{1}{2}$ N., with beacons on North Sand head in line, leads through this entrance in about mid-channel.

Note.—The beacons and flagstaff on North Sand head can only be seen from seaward for a distance of 4 or 5 miles.

MANUKAU HARBOUR.—In February, 1878, there were two channels from seaward into Manukau harbour, known as Main and South channels; the former is the only channel a large vessel could enter by, but the south channel (formerly known as the Fanny channel) is the entrance most frequented.

The least water in South channel is 2 $\frac{1}{2}$ fathoms, the tidal streams are strong and the channel shifts after strong south-west gales.

Directions.—When approaching from seaward, a vessel should steer as directed by the semaphore arm, until the three beacons on the north side of the entrance are brought in line; the course must then be sharply altered and care taken to keep them in line until the harbour is well open.

The beacons on South head no longer serve as a leading mark for the deepest water in the South channel. Vessels must therefore pay attention to the semaphore alone.

MIDDLE ISLAND.—EAST COAST.

PORT LYTTLETON.—Lighthouse.—The lighthouse on Godley head is situated on the edge of the cliff, and makes from the eastward as a small square white house with a hill in the back ground.

Signal stations.—Signal stations have been established on the hill above Toloo head, and at the Observatory (a dark red building faced with white stone), whence all vessels are signalled.

Time ball.—A time ball is dropped from the Telegraph office at 1 p.m., New Zealand mean time.

Note.—Throughout New Zealand one uniform time is kept, called "New Zealand mean time," computed for 172° 30' E. long., or 11h. 30m. 00s.

Breakwater.—Moles have been constructed extending from Officer and Naval points, the enclosed space (110 acres) being dredged to a depth of about 17 feet at low water; it is intended to further deepen this until a depth of 20 feet at low water is attained.

There is a width of 550 feet between the mole heads, with a depth of 16 $\frac{1}{2}$ feet in mid-channel.

QUARANTINE STATION.—A Quarantine station has been erected on Ripa island.

OAMARU.—The Government of New Zealand has given Notice, that the following danger signals are shown from a flagstaff on the cliff immediately south of the breakwater at Oamaru.

Put to sea or keep at sea:—

By day:—Two balls horizontal on yard, on either side of mast.

By night:—Two white lights placed horizontally, with a red light between them.

Note.—In bad weather the green light at the extremity of the breakwater cannot be shown.

As the danger signals have at times to be made during calm weather, mariners must exercise judgment as to the practicality of proceeding to sea from the roadstead.

OTAGO HARBOUR.—The following information relating to the bar and entrance of Otago harbour has been received from the New Zealand Government:—

According to a survey made by order of the Otago Harbour Board, in March, 1879, the least water on the bar of that harbour, with the leading lights in line bearing S.S.W., was 15 feet at low-water ordinary spring tides.

The green light open north of the white light, and bearing S. by W. $\frac{1}{2}$ W., leads across the bar in 16 feet.

The least water found in the north channel was 19 to 20 feet.

Note.—Within the bar the channel (on entering) is marked by red buoys and beacons on the starboard hand, and black buoys and beacons on the port hand. The light vessel is moored S.W. by S. 2 cables from the first red beacon.

According to the survey above referred to, the lighthouse on Tairoa head is situated N. 7° E. 190 yards from the position heretofore assigned to the signal staff.

Caution.—It should be observed that the depths on the bar of Otago harbour are subject to change.—For some years there was reported to be not less than 18 feet at low water, but the great tidal wave of August, 1868, suddenly reduced the depths to 12 feet. After that date the bar slowly resumed its original depth, so that in February, 1871, there was stated to be again 18 feet in the channel across it, and according to information published by the local authorities, the same depth was maintained in 1876.

The depths in the north channel are also reported subject to change.

DREDGING.—Extensive dredging operations are in progress between port Chalmers and Dunedin, a depth of 9 feet has already been attained, and it is intended to dredge this channel to a depth of 18 feet, and a width of 100 yards, to admit of large vessels proceeding to Dunedin.

Dock.—The private floating dock at port Chalmers is about 150 feet long, and capable of receiving vessels of 400 tons.

There are two piers having a depth of from 13 to 21 feet water alongside them, and with sufficient length to berth nine large vessels; the railway runs directly on to the Commercial pier.

Current.—With southerly winds, a current in the vicinity of the entrance to Otago harbour is experienced, setting to the northward at the rate of from one to 2 $\frac{1}{2}$ knots an hour.

MIDDLE ISLAND—WEST COAST.

DUSKY SOUND.^{aa}—The existence is reported of a sunken rock in Nine-fathom passage, between Cooper island and the mainland.—

This rock is stated by Mr. Garrard, commanding the steam-vessel *Albion*, to lie about 30 yards from the shore of the mainland.^{bb}

AUCKLAND ISLANDS.^{ccdd}

Port Ross.—The depot in this harbour is situated close to the watering place in Erebus cove, and it is provided with provisions, stores, and ammunition; it is a square wooden house, nearly white from exposure to the weather.

Blanche Rock.—Breakers were seen when passing Blanche rock, both in the vicinity of that danger and to the southward of it.

Carnley harbour.—Vessels intending to anchor inside Figure-of-eight islands, should pass northward of that group, as the channel south of them is obstructed by reefs.

The depot in this harbour is situated in a ruined house at Epigwait, on the East side of North arm, and a Notice to that effect has been placed on Flagstaff point.

CAMPBELL ISLAND.

South or Perseverance harbour.—The depot of provisions in this harbour is situated in Tucker cove, and the position is indicated by a staff.

The shoal situated on the north shore of this harbour, north-eastward of Terror shoal, is plainly marked by kelp.

CHATHAM ISLANDS.^{ee}

North-west reef.^{ff}—This danger is reported on tolerably good authority to be situated W. by N. $\frac{3}{4}$ N. from the Sisters distant 4 miles.

Port Waitangi.^{gg}—A signal staff has been erected on the hill above point Hanson; the shoal water off this point is marked by kelp.

Landing on the beach is not good.

Hydrographic Office, Admiralty, London,
1st December, 1880.

^a See Admiralty charts:—New Zealand islands, No. 1,212; North island, sheet 2, Tutukaka harbour to Mayor island, No. 2543; plans of entrance to Auckland harbour, No. 1,836, scale $m =$ one inch; Auckland harbour, No. 1,970, scale $m = 425$ inches; and Tauranga harbour, No. 2,521, scale $m = 8$ inches: Also, New Zealand Pilot, 4th edition, 1875, pp. 19, 20, 22, 74, 89.

^b Navigating Lieutenant A. E. Stanley, H.M.S. *Nymphe*, 1878.

^c Commodore A. H. Hoskins, H.M.S. *Volcevere*, 1878.

^d Captain S. P. Townsend, H.M.S. *Nymphe*, 1878.

^e Navigating Lieutenant W. J. Symons, H.M.S. *Volcevere*, 1878.

^f Originally published in Notice to Mariners, No. 95 of 28th June, 1879.

^g See Admiralty charts:—Mayor island to Poverty bay, No. 2,527, and Poverty bay to cape Palliser, No. 2,528; also New Zealand Pilot, pp. 165, 169.

^h Navigating Lieutenant W. J. Symons, H.M.S. *Volcevere*, 1877, and Navigating Lieutenant A. E. Stanley, H.M.S. *Nymphe*, 1878.

ⁱ See Admiralty plan:—Port Nicholson, No. 1,423, scale $m = 3$ inches: Also, New Zealand Pilot, p. 123.

^j Originally published in Notice to Mariners, No. 156 of 20th October, 1878.

^k See Admiralty chart:—Cook strait and the coast to cape Egmont, No. 2,054: Also, New Zealand Pilot, page 131.

^l See Admiralty charts:—Cook strait and the coast to cape Egmont, No. 2,054: Also, New Zealand Pilot, pp. 13, 14, 132, and 133.

^m Originally published in Notice to Mariners, No. 175 of 11th November, 1879.

ⁿ Navigating Lieutenant H. S. Penn, H.M.S. *Sappho*, 1877.

^o Originally published in Notice to Mariners, No. 162 of 18th June, 1880.

^p See Admiralty charts:—Cook strait to cape Egmont, No. 2,054; Cook strait, No. 695, and Cook strait anchorages, No. 2,054: Also, New Zealand Pilot, page 145.

^q See Admiralty plan:—Nelson anchorages, No. 2,185, scale $m = 10$ inches: Also New Zealand Pilot, page 163.

^r See Admiralty plans:—Hokianga river, No. 1,001a, scale $m = 3$ inches; Kaipara harbour, No. 2,614, scale $m = 10$ inches; Manukau harbour, No. 2,726, scale $m = 15$ inches: Also, New Zealand Pilot, pp. 173-175, 180, 187.

^s Originally published in Notice to Mariners, No. 157 of 2nd November, 1878.

^t See also Hydrographic Notice, No. 8 of 1878.

^u Information received from the Marine Department, Wellington, N.Z., October, 1878.

^v See Admiralty charts:—Ninety miles beach to Otago, No. 2,532; Otago to Mataura river, No. 2,535; plans of port Lyttelton, No. 1,999, scale $m = 1\frac{1}{2}$ inches; Otago harbour, No. 2,411, scale $m = 2$ inches: Also, New Zealand Pilot, pp. 214, 221, 223-226.

^w Captain S. P. Townsend, H.M.S. *Nymphe*, 1878; Navigating Lieutenant J. Stocker, H.M.S. *Emerald*, 1879; and Navigating Lieutenant W. J. Symons, H.M.S. *Volcevere*, 1878.

^x Originally published in Notice to Mariners, No. 117 of 14th August, 1879.

^y Originally published in Notice to Mariners, No. 202 of 23rd December, 1879.

^z Captain S. P. Townsend and Navigating Lieutenant A. E. Stanley, H.M.S. *Nymphe*, 1878.

^{aa} See Admiralty chart:—Dusky and Breaksea sounds, No. 719: Also, New Zealand Pilot, p. 272.

^{bb} Originally published in Notice to Mariners, No. 51 of 31st March, 1880.

^{cc} See Admiralty plans:—Auckland islands, scale $m = 0\frac{1}{2}$ inches; Port Ross, scale $m = 2$ inches; Campbell island, scale $m = 0\frac{1}{4}$ inches; and South or Perseverance harbour, scale $m = 2\frac{1}{2}$ inches, on sheet No. 1,114: Also New Zealand Pilot, pp. 319, 321, 323.

^{dd} Navigating Lieutenant J. Stocker, H.M.S. *Emerald*, 1879.

^{ee} See Admiralty chart:—Chatham islands, No. 1,417: Also, New Zealand Pilot, pp. 333, 335.

^{ff} From information received from the Marine Department, Wellington, N.Z., June, 1879.

^{gg} Navigating Lieutenant J. Stocker, H.M.S. *Emerald*, 1879.

Comptroller's Office,
Fremantle, 19th February, 1881.

A CONDITIONAL RELEASE has been issued to the undermentioned Convict:—

Reg. No. 10188 Robert Hunter

HIS Excellency the Governor has been pleased to revoke the Tickets-of-Leave of the undermentioned convicts:—

Reg. No. 8058 William Larmour

„ 8696 James Read

JOHN FORREST,
Acting Comptroller.

WESTERN AUSTRALIA.

METEOROLOGICAL OBSERVATIONS for the Week ending 14th of February, 1881.

Station.	Week ending.	Barometer corrected and reduced to sea level and 32 deg. Fahr.			Thermometers in Shade.			Radiation Thermometers exposed.		Wind.	Rainfall in inches.	Cloud amount 0 to 100.	Ozone.	Evaporation.
		Mean for Week.	Highest.	Lowest.	Dry Bulb.	Wet Bulb.	Extreme Readings.	Solar.	Territorial.					
Geraldton—Lat. 28° 46' 39" S.; Long. 114° 37' 14" E.	14th	29.84	29.96	29.74	11th	83	81	81	74	S	..	31	..	..
Albany—Lat. 35° 5' 24" S.; Long. 118° 1' 17" E.	do.	29.93	30.09	29.81	13th	64	59	59	68	Variable	..	58	..	..
Rottnest—Lat. 32° 0' 18" S.; Long. 115° 13' 14" E.	do.	29.88	30.06	29.74	13th	72	65	62	58	S	..	33	..	..
Fremantle—Lat. 32° 2' 14" S.; Long. 115° 45' 19" E.	do.	30.04	30.10	29.91	13th	64	63	62	75	S.E.	..	33	..	..
Perth—Lat. 31° 57' 25" S.; Long. 115° 52' 02" E.	do.	29.89	29.97	29.74	13th	88	82	80	53	Easterly	..	30	..	..
York—Lat. 31° 53' S. (about); Long. 115° 48' E. (about)	do.	29.89	29.98	29.74	13th	61	61	61	59	S.E.	..	30	..	..
Bambury—Lat. 32° 21' 30" S.; Long. 115° 38' 7" E.	do.	30.06	30.11	30.00	14th	91	88	83	74	Southerly	..	..	..	..

The Observations are taken at 7 a.m., with the exception of the Barometer, which is registered at noon.

M. A. C. FRASER, Compiler of Meteorological Records.

No. 824.—C.S.O.

Colonial Secretary's Office, Perth, 21st February, 1881.

HIS Excellency The Governor directs the publication of the following Abstract of the Revenue and Expenditure of the Colony of Western Australia, for the Quarter ended 31st December, 1880, for general information.

By His Excellency's Command,

GIFFORD,

Colonial Secretary.

Abstract of the Revenue of the Colony of Western Australia, for the Quarter ended 31st December, 1880.

HEADS OF REVENUE.	AMOUNT.		
	£	s.	d.
Customs	35853	9	4
Harbor Dues	1003	12	5
Rand Sales	1809	1	9
Land Revenue	1281	16	6
Lents (exclusive of Land)	13	10	0
Transfer Duties	157	6	11
Licenses	145	3	0
Postages	2090	11	8
Commission on Money Orders	27	3	0
Telegrams	812	0	10
Mail Van Receipts	528	16	4
Fines, Forfeitures, and Fees of Court	595	16	7
Fees of Office	444	15	6
Rottnest Native Penal Establishment	181	18	0
Sale of Government Property	19	9	0
Reimbursements	786	12	3
Railway Receipts	1202	16	1
Refunds	1369	8	5
Special Receipts	100	15	3
Penalties under the Scab Act	37	2	7
Interest	309	14	8
Special Receipts, North District	62	7	0
Miscellaneous Services	237	17	6
	49071	4	7
Commissariat Chest on Account of Police and Magistracy }	• 2750	0	0
TOTAL	51821	4	7

E. L. COURTHOPE, Auditor-General.

Audit Office, Perth, 21st February, 1881.

Abstract of the Expenditure of the Colony of Western Australia, for the Quarter ended 31st December, 1880.

HEADS OF SERVICE.	AMOUNT.		
	£	s.	d.
Civil List, Schedule G., 33rd Vict., } No. 13	1158	6	0
Sinking Fund and Interest on Loans	4531	0	0
His Excellency The Governor	91	8	0
The Legislature	154	5	0
Colonial Secretary's Department ..	337	14	0
Treasury	210	10	0
Audit Department	253	11	0
Land Titles Office and Registrar of } Deeds	213	2	0
Survey Department	1330	4	1
Office of Works	1619	17	6
Customs Department	810	5	0
Postal and Telegraph Department ..	7707	1	3
Harbor and Light do.	1048	11	6
Administration of Justice	2405	17	1
Medical Department	2739	4	6
Police do.	5230	11	0
Gaols do.	2127	11	9
Rottnest Penal Establishment	520	6	6
Government Printing Department ..	444	12	5
Inspectors of Sheep	312	10	0
Education	3195	6	5
Poor House and Charitable Allowances	1419	8	9
Immigration	507	19	3
Pensions	606	19	9
Ecclesiastical Services	885	15	0
Works and Buildings	2722	6	4
Roads and Bridges	1167	9	4
Miscellaneous Services	3288	17	7
Aborigines	385	18	2
Refunds	330	3	10
Special Coast Survey	797	0	0
Government and Public Gardens ..	25	0	6
Volunteer Grant	695	4	7
Literary, Scientific, & Agricultural } Grant	35	9	3
Further Expenses <i>re</i> Arbitration } Case Northern Railway	902	2	7
TOTAL	50261	9	11

E. L. COURTHOPE, Auditor-General.

Audit Office, Perth, 21st February, 1881.

KIMBERLEY DISTRICT.

Land and Survey Office,

Perth, 11th February, 1881.

INTENDING applicants for either Pastoral or Rural Lands in the above-named District are informed that Applications are now received and considered according to the time they are deposited, with fee, in the usual manner.

MALCOLM FRASER,

Commissioner of Crown Lands.

EASTERN RAILWAY.

Commissioner of Railway's Office,

Perth, 17th February, 1881.

NOTICE is hereby given that His Excellency the Governor has been pleased to approve of the following rates or tolls being charged on the Eastern Railway.

JAS. H. THOMAS,

Commissioner of Railways.

COACHING TRAFFIC.

Passenger Rates. Tickets not transferable.

Distance miles.	Stations.	Class.		Distance miles.	Stations.	Class.	
		1st.	2nd.			1st.	2nd.
12	<i>Fremantle to</i>	<i>s. d.</i>	<i>s. d.</i>	8	<i>Guildford to</i>	<i>s. d.</i>	<i>s. d.</i>
20	Perth	2 0	1 0		Perth	1 6	0 9
	Guildford	3 6	1 9	20	Fremantle	3 6	1 9

Return Tickets at a fare and a half; children under three years of age, free; over three, and under twelve years of age, half fare. Passengers travelling by First-Class Carriages will be allowed to take with them 84lbs. of luggage; Second-Class Passengers allowed 56lbs. weight of luggage (excepting furniture, live stock, or such other articles as the Traffic Manager may consider objectionable) free of charge, but at the owner's risk.

PARCELS RATES.

3lbs. and under.	Over 3lbs. to 7lbs.	Over 7lbs. to 14lbs.	Over 14lbs. to 28lbs.	Over 28lbs. to 56lbs.	Over 56lbs. to 84lbs.	Over 84lbs. to 112lbs.
3d.	6d.	9d.	1s.	1s. 3d.	1s. 6d.	1s. 9d.

Fresh meat, fish, poultry (dead), dairy produce, eggs, fruit under 1 cwt., 25 per cent. reduction on parcels rates.

All parcels to be at the Stations fifteen minutes before the time of departure of the Train by which they are to be forwarded.

Parcels over £10 value, and under £50, double rate; over £50, quadruple rate. Although these rates are charged, and the value of such parcels declared accordingly, the Department does not hold itself responsible for the contents.

Musical instruments, sewing machines, and perambulators, double parcels rates.

Corpse, 24s.

Newspaper parcels, open at ends, one quarter of parcels rates.

Passengers' excess luggage, parcels rates.

No. 767.—C.S.O.

CHINESE IMMIGRANTS.

*Colonial Secretary's Office,
Perth, 28th December, 1880.*

THE Legislature having sanctioned the introduction of Chinese Immigrants into the Colony at the public expense, the Government is prepared to receive applications from settlers who may be desirous of employing such Immigrants as farm laborers, shepherds, gardeners, mechanics, or domestic servants; application to be made in writing on the following form, copies of which may be obtained at the Offices of the Colonial Secretary and the various Resident Magistrates. Fifty Immigrants must be applied for before action can be taken by Government. The Immigrants to be taken over from the Government Immigration Agent immediately on arrival free of expense to the Government.

By His Excellency's Command,
GIFFORD,
Colonial Secretary.

Name, Occupation, and Address of Person requiring Immigrants.	Number of persons required of each description of trade, &c.	Where to be Employed.	Period for which employment is guaranteed, if Immigrant is qualified.	Wages per month offered, in addition to food and lodgings, to the satisfaction of Government.	Remarks.
<i>John Smith, Farmer, Albany.</i>	<i>1 Rough Carpenter.</i>	<i>Kojonup.</i>	<i>One Year, Certain.</i>	<i>£2 5 0*</i>	
	<i>2 Shepherds.</i>	<i>Do.</i>		<i>£2 0 0</i>	
	<i>1 House Servant.</i>	<i>Albany.</i>		<i>£1 15 0</i>	

* These rates are imaginary.

*Department of Public Works,
Perth, 24th January, 1881.*

TENDERS (endorsed "Tender for erection of Goodshed, Fremantle and Guildford,") will be received at this Office until noon of Thursday, the 10th March, from persons willing to erect a Goodshed at Fremantle, and another at Guildford.

Plans and Specification may be seen and full particulars obtained on application at the Office of the Resident Magistrate, Fremantle, and at the Department of Public Works, Perth.

Tenders to state the shortest time in which the works will be completed.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Offices, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,
Commissioner of Railways.

I HEREBY beg leave to apply to the Northampton Roads Board for permission to place 2 (two) swing gates across the Geraldton-Northampton Road,—one at the 17-mile, and one at the corner of William Taylor's field. Also 2 (two) gates on the road leading from Wheel Fortune Mine to Binaterra, near Martin's Spring.

L. C. BURGESS, JR.
Oakabella, Jany. 26th, 1881.

WESTERN AUSTRALIA.

EASTERN RAILWAY.

*Department of Public Works,
Perth, 29th January, 1881.*

IT is hereby notified, for general information that it is the intention of the Government to take delivery of all Goods consigned to the Commissioner of Railways at Guildford or Perth, and if required, place them on board of any vessel at Fremantle; and Goods will in like manner be taken from the ship's side in Gage's Roads or Owen's Anchorage, and delivered at Perth and Guildford.

JAS. H. THOMAS,
Commissioner of Railways.

NOTICE.

I HEREBY give notice that I intend applying to the York Roads Board for permission to close the road running through my land at Quallington.

LEVI INGRAM.

Quallington, York, }
Dec. 16, 1880. }

For Sale at the Government Printing Office.

ACTS OF COUNCIL, Blue Books,
Votes and Proceedings of the Legislative
Council, &c.