

The following list came to hand too late for insertion in its proper place :—

AROWHENUA AND TEMUKA TOWNSHIPS.

- Blacksmiths*—W. Bryant, — Kirby.
Brickmaker—H. Holloway.
Carpenters—T. Copestake, Jas. Lumsden, Wm. Wyatt, J. J. Poppelwell
Corn and Hay Dealers—Geo. Dyson, W. Wood, W. Neale.
Cricket Club, Arowhenua—Wm. Wood, Hon. Secretary.
Drapers—Mrs. Gibson, Mrs. Mowritz.
Dairyman—Wm. Neale.
Hotel Keepers—Albert Young, Joseph Dean.
Medical Practitioner—T. O. Rayner, M.D.
Merchants—E. and J. Pilbrow.
Miller—John Hayhurst.
Minister—Church of England, the Rev. L. L. Browne, B.A.
Postmaster—James Ferguson.
Storekeepers—Thomas Copestake, J. Martin, J. A. Young.

PROVINCE OF NELSON.

NARRATIVE OF EVENTS.

THE close of the year 1862 was marked by a slight improvement in business matters, caused partially by the influx of a large number of diggers from Sydney, en route to Otago, many of whom stayed to give the Nelson gold fields a trial. Unfortunately, that trial was not, in many cases, successful. The diggers believed that gold could be obtained in payable quantities, but they disliked the hardship of getting their provisions over a difficult country (owing to the want of roads and tracks), and so they gradually followed their comrades. Yet most of the diggers who have stuck to their work, have done well—some of them exceedingly well—both at the Buller and Wangapeka. Nuggets weighing from one to twenty ounces have been plentiful; a beautiful lump of pure gold, weighing thirty ounces, has been discovered and brought to Nelson; and, at the time these lines are being written, a rumour has arrived from the West Coast that a nugget of one hundred ounces has been found there. The reports of these earlier nuggets attracted many persons from Otago; but, as has been the case for the past two or three years, the excitement has taken place in the middle of winter; and the bad roads, or want of roads, and continued wet weather, have speedily disgusted some of the most ardent. The apathy of the Government, in allowing so many diggers to go away, when, by a little encouragement, they might have been induced to stay, and assist in developing the resources of the province, was severely censured by the public. Meetings were held, and the Superintendent was requested to summon the Council, so that a bonus for the discovery of a new gold field might be offered. A railway to the neighbourhood of the West Coast was proposed and earnestly advocated by a large section of the public. It was thought that the tide which is supposed to take place in the affairs of provinces, as of men, had fairly set in; but our people in authority declined to take it at its flood. And so we dozed along, and so we continue to doze. The arrival of these diggers excited fabulous hopes in the minds of some Nelson people, and landed property changed hands at greatly enhanced prices. But summer and winter have passed away, and the hopes are still unrealized.

The close of the year was marked also by an extended drought, which caused the crops, at harvest time, to prove very light. The fine weather was, however, taken advantage of by pleasure seekers, and there was a better attendance at the annual Regatta than on any previous occasion. The Nelson Races, in January, were also well attended, though the sport was somewhat indifferent. The great Nelson Trial Stakes was won by Mr. H. Stafford's Maria; and the Ladies' Purse, and Turf Club, Town, and Licensed Victuallers' Plates, by Mr. Redwood's Otto.

Our coasting trade has received two valuable accessions during the year:—the steamer Lyttelton, purchased by a private firm, and employed principally in trading between Nelson and Marlborough; and the steamer Sturt (belonging to the Nelson and Marlborough Steam Navigation Company), which runs also to the Buller, and to Wanganui and Wellington.

Large sales of Government land have taken place. On one occasion, the sum of £18,000 was realized in payment for about twelve square miles of country in the Amuri.

Chrome was shipped in large quantities (sometimes as much as 1,000 tons a month) by the Dun Mountain Company, up to the beginning of the year, when orders were received from England to stop the works, as, owing to the dearth of

cotton in England, the supply of chrome exceeded the demand. The men were therefore discharged; and the tramway only used for the conveyance of firewood and lime from the mine to town, and for the passenger traffic to the port. It is hoped that mining operations will be resumed before long.

Vacancies in the Provincial Council have been supplied by the election of Mr. C. Elliott for the town, Messrs. Harkness and Thompson for Richmond, and Mr. H. Redwood for Waimea West. This last vacancy was caused by the sudden death of Mr. John Kerr, an old and highly respected settler, who came to Nelson with the first expedition, in the year 1842.

Two sessions of the Provincial Council have taken place during the year. The first was opened on the 21st of April, when his Honor the Superintendent congratulated the Council on the "prosperity and contentment" which he said prevailed "among all classes, in an increasing degree." He estimated the revenue for the current year at £70,000, of which it was proposed to devote £43,000 to public works; and he gave an interesting account of the surveys and explorations, and other means, already undertaken to open up better communication with the interior and western districts of the province. To carry out these and other proposed works, he intended to apply to the General Government to sanction a loan of £50,000.

With the exception of this loan, and the proposed railway, there was little business to occupy the Council. A select committee was appointed to consider the subject, and the report of the committee recommended the construction of a railway to the plain of the Four Rivers, distant from Nelson about eighty-five miles, and that application should be made to the General Government for permission to raise a loan of £300,000 to construct the line. The report of the committee was adopted by the Council, after a long discussion, but by a majority of one only.

The Council was prorogued by the Superintendent on the 5th of August, when he announced his assent to the following Acts, viz.:—Waterworks, Country Roads Amendment, Fencing, Scab, Dog Nuisance, Education, Cattle, Slaughtering, and Appropriation Acts. Four other Acts, viz.:—the Marine Board, Buller River Reserve, Coalfield Leases, and Cemetery Acts, were reserved for the Governor's sanction. The Waterworks Act was based upon the report of a commission appointed by the Superintendent, and it proposes to provide for a supply of water to the town of Nelson at an expenditure of about £15,000.

Another session commenced on the 29th of September, when the Council were called together to consider some amended Land Regulations, previous to the meeting of the General Assembly. The Regulations were passed, and also a Bill authorizing a loan for Waterworks, &c.; and the Council adjourned after a session of about three weeks.

At the sitting of the Supreme Court, in January, there were six criminal cases, of which three resulted in acquittal, and in the others, the prisoners received sentences of from six months to two years. The May sitting of the Court is memorable for the trial and condemnation of the Maori Takerei, for murder, at the Pelorus; and for the trial and acquittal of a clergyman of the Church of England, charged with an unnatural offence.

The Marriage of the Prince of Wales was celebrated with great rejoicings on the 16th of June. It was a complete public holiday; and the triumphal arches, processions, feasting, fireworks, and fun, will no doubt long have a place in the memories of the youth of Nelson.

But a sad episode of the year has been the total wreck of the brigantine Delaware, which occurred on the 4th of September. This vessel, which had but recently arrived from England, left Nelson for Hawke's Bay on the 4th, and was overtaken by a furious gale, which drove her on to the rocks near Wakapuaka,

about twelve miles from Nelson. With the exception of the mate, who was drowned, the crew and passengers got safely to shore by means of a line, and assisted by the bravery of three or four Maories. The wreck, with cargo left, was sold by auction for £85.

The heroic conduct of the Maori Julia, and others, was generally appreciated by the Nelson settlers, a public subscription was got up; and as a result of it, on the 14th November, the Subscribers met at the Provincial Hotel, and presented Julia with a gold watch, suitably inscribed; and the men each with a silver watch; while the Superintendent added a sum of £50, in cash, given by the General Government.

Space will only allow the bare allusion to other events, such as, the successful driving of sheep, overland, to the river Grey; the destruction by fire of Mr. Levick's house, and the narrowly-escaped destruction of the town by a fire in Mr. West's shop, in Bridge-street; the importation of a steam-plough; the reported discovery of a live Moa; the experimental quartz crushing; the importation and working of steam-planing machines; and the wonderful success of the three Building Societies.

During the twelve months ending October 1st, 1863, the number of births registered in Nelson was 358, being an increase of 43 as compared with the previous year. The number of marriage-certificates issued was 76, being a decrease of 8 on the previous year. And the number of deaths was 91, being an increase of 1 as compared with the previous year. It should be remembered, however, that the population has much increased since last year.

The value of exports at the Customs at Nelson, during the above period, was £58,172; the value of imports, £304,699, realizing a duty of £23,864 13s. 11d. The quantity of gold exported was 8,300ozs. 4grs. 6dwts., of the value of £32,163, and yielding a duty of £1,037 10s. 8d.

The quantity of Crown Land sold during the above period amounts to 107,388a. 3r. 34p., which realized a total of £52,530 15s. 0d., of which £16,837 represents scrip on land orders.

The following description of Nelson, in April, 1863, (which is from the pen of a contributor to the 'New Zealander,' and published in that journal) will form an interesting and truthful record:—

"Sweet Auburn, loveliest village" —

"But I must cut short the quotation. Nelson is not of the plain, but rather of the ocean drive and mountain dingle. It is indeed a sweet spot, and well deserves the epithet "pretty," so universally applied to it.

"The harbour of Nelson is the most unique of any in New Zealand. Situated at the bottom of Blind Bay, its approaches are extremely beautiful, the coast line being of a mountainous and precipitous character, which pleasingly subsides on nearing the haven. There the wood-crowned hills are studded with handsome villas and pretty cottages, each rejoicing in its well-trimmed lawn and shrubbery, rising ridge upon ridge, and nestling amid the most charming nooks and coverts. Nelson, at a first glance, looks as if it were won from out the mountain's base,—clean, compact, and every way worthy of its favourable reputation.

"I have said the harbour of Nelson is unique. As it is neared, the town is seen embosomed in a mountain gorge, with a lake-like sheet of water in front. This lake is protected by a ridge of shingles, extending from side to side of the harbour, which constitutes a sort of natural mole, called the Boulder Bank; by no means unlike the Plymouth break-water. On the centre of this bank there is an excellent light-house, an admirable land-mark by day and unerring guide by night. The entrance of the port lies to the southern extremity of the bank. The channel is narrow, and the tide runs strong; but it is well buoyed and beaconed,

and is thoroughly defined by leading marks by day and lights by night. Once round the bank, you find yourself in a fine natural basin, smooth as a mill-pond, and with eighteen feet at low water alongside a substantial wharf built with black birch piles.

"Every visitor praises Nelson; every one is captivated with its graceful outlines, and the easy and pleasant access from the port to the city, a distance of about a mile-and-a-half, which is travelled by a well-appointed railway car, drawn by a horse,—sixpence being the moderate fare for each passenger. The road is level, running by the margin of the harbour, and close to a broken line of street on the inner side. This portion of the upper harbour is extremely shallow, trending off from a shingly beach to a muddy swamp, which may perhaps be, in time, reclaimed, but which, in the meanwhile, can hardly fail to be injurious to health. At the port itself, and above the limits of this swamp, everything is of a widely different character. Each glen, gully, and peak boasts its mansion or cottage *orné*; and so sheltered are the grounds, from the hill-encompassed nature of the place, that the many nicely kept gardens, orchards, and pleasure-grounds bloom and blossom in undisturbed serenity. Nature, however, has circumscribed the limits of Nelson as a maritime city. There is no boundless space for construction of wharves or warehouses. Mountains dominate the town in every direction, so that, with the exception of the moderate extent of table-land in which the leading streets and thoroughfares are situate, the city may be said to be pushing itself into the sinuosities of the surrounding glens and valleys. The Coromandel township of Kapanga, in its natural aspect, is not altogether unlike the Nelson landscape, save that the area of the latter is more circumscribed, and that the mountains immediately overhang instead of trending gradually towards the coast line. The hills are, besides, uncovered in most directions, not possessing the stupendous and magnificent kauri trees of the North.

"The College is one of the chief ornaments of Nelson, whether one regards the mere building, or the excellent system of education pursued. It is one of the most meritorious institutions to be met with in New Zealand, and it is such as Nelson has just reasons to feel proud of. The building is situated on the left hand side of the Waimea-road, a short distance from town, and is a spacious, handsome structure, of the Elizabethan order of architecture, substantially, indeed beautifully finished both without and within. It is, necessarily, constructed of wood, the main body sprinkled all over with the unfailing sharp, reddish-grey sand, the quoins, doorways, and window jambs, with white sand, to convey the impression of a finished edifice of stone. With its play and pleasure grounds, it cost the sum of £10,000; and the money must have been very carefully disbursed to have achieved so much at so moderate an outlay.

"The Provincial Buildings are generally admired. They cover a good deal of ground, and have an imposing aspect externally. They, too, are of the Elizabethan order; centre and wings, each with turrets of moderate height, with pinnacled and floresent gables, painted and plastered with the all-prevailing, simulating red sand. The Provincial Council Chamber is a finely proportioned hall, some seventy-five feet in length by twenty in breadth, and about twenty-four feet in height. The lower parts of the walls are tastefully pannelled with rimu; the upper portion being nicely papered in wainscot, and varnished. The various departments are all housed within these Provincial walls, not even omitting the Supreme Court House—an additional structure just tacked on. The several offices are well adapted for their respective requirements; they are roomy, airy, and well finished. The Superintendent is lodged as befits an officer of State, his audience chamber being incomparably superior to that of the Governor at Auckland.

"Near to the Provincial Buildings stands the Institute, which, although of wood, like every other Nelson edifice, lays claim to some architectural pretension. It possesses a tolerable library and a museum.

"There is an Infants' school, and a Boys' school also, in this neighbourhood; both affording accommodation for several hundred pupils.

"The Wesleyan Church, situated in Hardy-street, is a neat, noticeable, and commodious building.

"The Episcopalian Church of St. John is not only beautifully, but commandingly perched on an elevated mound at the upper end of Trafalgar-street. It is one of those structures which captivate the imagination without one's being able to expound the reason why. It has a quaint, homely, honest look about it, that predisposes you in its favour on the instant, and you feel anxious to form a closer acquaintance. The prospect from this church is very inviting: in front, the harbour and the distant ocean; whilst in flank and rear, the college and quite a crowd of elegant villas, constitute a very charming picture. The grounds around the church itself are highly ornamental. They have been carefully planted with shrubs and forest trees. The walks are tastefully laid out, and there are benches accommodatingly disposed in different directions. The interior of the church corresponds well with its exterior.

"The ascent of the Dun Mountain is one of the grand achievements for Nelson's visitors. It has usually been accomplished in the Dun Mountain Companies' railway trucks. These are drawn upwards, when empty, by horses, and find their way downwards, when loaded, by their own impetus, regulated, by breaks under the drivers' charge, to a velocity of from four to six miles an hour.

"The roadway, which is a work of great engineering ability, is scarped from out, and winds along, the most precipitous mountain's side. It has been formed by Messrs. Doyne and FitzGibbon for a single line of rails, and is consequently little, if any more than six or seven feet wide; and, therefore, as it overhangs, and you gaze down upon sheer descents of some thousand feet or more in depth, to such as are not mountain born and bred, or whose heads are light or stomachs weak, it is, to say the very least, an exceedingly nervous pathway.

"We spent five days in Nelson. We had thus larger opportunities of making its acquaintance than that of any other port of call. It is a quiet, pretty place. Its inhabitants call it Sleepy Nelson, and they, it is to be presumed, know its character best. Its streets are laid out with great order and regularity, the shops and houses adjoining each other in compact, continuous rows. I have said there is more of architectural display than in other New Zealand towns; but this observation must be understood to apply to the better class of buildings,—the inferior order being probably inferior to those to be met with elsewhere,—the inferior giving evidences of desolation and premature decay more easily felt than expressed. In a word, Nelson is a nice, pretty, somewhat aristocratic and pretentious place. Many of its villa residences are beautiful. The grounds are enclosed with splendid living fences. The vegetation is most luxuriant, and redolent of all the comforts of a country rather than a seaport town."

The latest news from the Gold-fields, previous to publication, records that one party at least have been successful. They have sold to the bank agent at the Buller one nugget weighing 52 ounces, and three others weighing together nearly as much; and it is believed that they possess a nugget of nearly one hundred ounces in weight. Surely this should arouse Nelson folks from their slumber.

NELSON DIRECTORY.

PROVINCIAL GOVERNMENT.

Superintendent, John Perry Robinson.
 Provincial Secretary, J. C. Richmond; Chief Clerk, A. Greenfield; Assistant Clerk, G. Hodgson.
 Provincial Treasurer, J. Poynter.
 Provincial Solicitor, H. Adams.
 Executive Council, J. Poynter, H. Adams, J. C. Richmond, A. Saunders.
 Commissioner of Crown Lands, J. C. Richmond; Chief Clerk, H. C. Daniell; Assistant Clerk, J. T. Catley.
 Provincial Engineer, J. Blackett; Assistant ditto, W. Higgin.
 Surveyor, T. Brunner; Assistant Surveyors, A. D. Austin, H. Lewis, J. Rochfort.
 Draughtsman, J. Gully.
 Registrar of Deeds, J. Poynter; Clerk, R. Pickett; Assistants, W. Lane, J. Firth, J. Pickering.
 Coroner, T. Connell.
 Provincial Auditor, H. D. Jackson; Deputy, J. Percy.
 Hospital Surgeons: S. A. Cusack, M.B., T. B. Thebing, M.D., B. C. Beale, M.R.C.S.
 Gaoler, W. Rodgeron; Sergeant of Police, A. Shallcross.
 Harbour Master and Pilot, Nelson, J. S. Cross; Second Pilot, James P. Low.
 Signalman, T. Freeman; Lighthouse Keeper, W. Cross.
 Native Interpreter (acting), W. Hough.
 Meteorological Registrar, H. Clousten.
 Inspector of Weights and Measures, H. Clousten.
 Inspector of Brands and Poundkeeper, Nelson, T. Sullivan.
 Inspector of Diseased Cattle, T. Newton.

Justices of the Peace Resident in the Province.

J. W. Barnicoat, F. H. Blundell, T. Brunner, J. Blackett, S. A. Cusack, A. L. G. Campbell, J. Dodds, J. R. Dutton, W. Gibbs, C. M. Gascoigne, J. D. Greenwood, J. Greenwood, jun., E. Jollie, C. R. Keene, G. R. Keene, J. F. Kelling, G. L. Lee, J. Mackay, J. Mackay, jun., R.M., H. Martin, D. Monro, N. G. Morse, R. K. Newcome, J. Poynter, R.M., T. Renwick, Hon. M. Richmond, C.B., A. J. Richmond, His Honor J. P. Robinson, D. Rough, J. C. Richmond, G. Rutherford, J. Stanley, A. Saunders, J. W. Saxton, E. W. Stafford, E. D. Salisbury, D. Sinclair, H. E. Tackey, H. H. Turnell, C. T. Thomas, J. D. Tetley, C. Thorp, T. L. Vickerman, T. H. Vyvyan, B. Walmsley, W. Wells, J. B. Wemyss, G. White, C. B. Wither, W. B. Wright.

Visiting Justices of Gaol, W. Wells, R. K. Newcome.

Members of Provincial Council.

City of Nelson: H. Adams, O. Curtis, R. Burn, S. Kingdon, H. J. Goodman, C. Elliott.
 Suburban North: T. Dodson, R. Pollock.
 Waimea East: J. W. Barnicoat, T. Butler, W. Harkness, W. McRae, J. T. Thompson.

Waimea West: H. Redwood, jun.
 Waimea South: E. Baigent, sen., A. Saunders, J. Simmonds.
 Moutere: C. Kelling.
 Motueka and Riwaka: B. M'Mahon, C. Parker.
 Golden Bay: J. Lewthwaite.
 Amuri: D. Monro.
 Clerk to Council, G. White; Assistant Clerk, J. Percy; Messenger, T. Sullivan.

OFFICERS OF THE GENERAL GOVERNMENT.

Resident Magistrates: Nelson, J. Poynter. Aorere and Gold Fields, J. Mackay, jun.
 Inspector of Mail Steamers, R. Johnson.
 Inspector of Machinery, J. Nancarron.
 Sheriff, B. Walmsley; Deputy Sheriff, A. Greenfield.
 Clerk to District Judge and Resident Magistrate, Nelson, J. Sharp; Bailiff, A. Helps.
 Clerk to Magistrates, Richmond, R. Wallis.
 Customs: Collector, &c., D. Johnston; Landing Waiter, T. Hill; Chief Clerk and Warehouse Keeper, James Hackworth; Second Clerks, H. B. Farquhar, G. C. Limning; Locker, William J. Rodgeron. Sub-Collector at Collingwood, D. Johnstone, jun.
 Immigration Officer at Nelson, Thomas Hill.
 Immigration Officer at Collingwood, D. Johnstone, jun.
 Chief Postmaster, B. Walmsley; Postmaster at Richmond, R. Wallis; Postmaster at Collingwood, D. Johnstone, jun.; Postmaster at Buller River, E. Jennings.
 Registrar of Supreme Court, J. Sharp.
 Registrars of Births, Marriages, and Deaths: Nelson, R. Pickett; Motueka, A. L. G. Campbell; Takaka, J. Tilby; Aorere, D. Johnstone, jun.; Kaikoras, C. R. Keene; Amuri, G. L. Lee.
 Commissioners of Native Reserves: J. Poynter, A. Domett, T. Brunner.
 Health Officer at Nelson, T. B. Thebing, M.D.
 Revising Officer, T. Connell.
 Principal Returning Officer, J. Sharp.
 Returning Officers: Collingwood, Jas. Mackay, jun.; Motueka, A. LeGrand Campbell; City of Nelson, Suburbs of Nelson, and Waimea, J. Sharp.
 Commissioner of Gold Fields, J. Mackay, jun.
 Gold Warden at Collingwood, J. Mackay, jun.
 Receiver of Land Revenue, H. C. Daniell.
 Registrar under "Joint Stock Companies' Act," J. Poynter.
 Revising Officer under "Building Societies' Act," H. Adams.
 Adjutant of Militia, J. Lockett. Drill Instructor, W. Alborough.

EDUCATION.

Nelson College: Principal, J. D. Greenwood; Second Master, Rev. C. L. McLean, B.A.; Assistants, R. Forster, C. Cotterill; Music and Drawing, C. W. Manby; Military Drill, R. Forster.

Bishop's School, E. A. Lingard, Master.

St. Mary's School, J. Doyle.

Private Schools: Rev. T. A. Bowden, B.A., Moutere; Rev. E. Thomas, Rev. W. M. Biss, Mrs. Rentoul, Mrs. Palmer, Miss Thomas, Miss Biggs, Miss Daniell, Mrs. Passmore, Nelson.

Public Schools, Nelson: R. B. Franklin, Head Master; J. B. Sadd, Assistant Master; Mrs. Tait, Miss Darby, Mrs. Cook, Mistresses.

Inspector of Schools and Secretary to Central Board, W. C. Hodgson.

Nelson Board of Works: J. Webb, J. Graham, E. Everett, R. Burn, F. Tait, J. Bentley, R. Aitken; Secretaries, J. Assesson, J. L. Bailey.

Surveyor and Secretary to Country Roads Board: J. T. Thompson, Richmond.

PUBLIC OFFICES, SOCIETIES, ETC.

Dun Mountain Copper Mining Company—R. Pollock, Secretary.

Plumbago Mining Company—W. M. Stanton, Secretary.

Imperial Insurance Company—D. Moore, Agent.

Australian Mutual Provident Society—J. H. Levein and Co., Agents.

Young Men's Mutual Improvement Society—S. W. Costall, Secretary.

Liverpool and London Insurance Company—N. Edwards and Co., Agents.

Northern Insurance Company—A. W. Scaife, Agent.

Victoria Marine Insurance Company—A. W. Scaife, Agent.

New Zealand Insurance Company—Curtis Brothers, Agents.

Building Societies—No. 1, meets 1st Monday in each month, at Fleece Hotel; J. Percy, Secretary. No. 2 (Permanent), meets 2nd Monday in each month, at Fleece Hotel; J. Percy, Secretary. No. 3 (Permanent), meets 3rd Monday in each month, at Temperance Hall; W. Rout, Secretary.

Nelson and Marlborough Coast Steam Navigation Company—H. Frost, Secretary.

Young Men's Christian Association—Secretary, R. Lucas. Meetings at the Hall, every Tuesday Evening.

Nelson Trust Funds—Trustees: D. Monro, D. Sinclair, O. Curtis, J. D. Greenwood, J. W. Barnicoat, C. Elliott, W. Wells; Secretary, H. C. Daniell.

Freemasons—"Southern Star" Lodge, held at Masonic Hall, on Tuesday nearest full moon in each month; Secretary, J. Percy.

Odd-Fellows' Society, M.U.—H. Edwards, P.C.S. Loyal Nelson Lodge, and Loyal Howard Lodge, held at Odd-Fellows' Hall, on alternate Wednesday evenings.

Nelson Institute—(Combines Reading-room, Library, Museum, &c.; subscription to the whole, £1 per annum)—President, H. Adams; Vice-President, D. Sinclair; Treasurer, O. Curtis; Secretary, J. Percy; Committee, J. L. Bailey, R. Burn, J. Gibson, H. J. Goodman, W. C. Hodgson, D. Moore, W. Wells, D. Burns.

Turf Club—C. Elliott, Secretary.

Chamber of Commerce—O. Curtis, President; D. Sinclair, Vice-President; A. W. Scaife, Secretary.

Central Board of Education—D. Sinclair, Chairman. J. W. Barnicoat, D. Jennings, E. Wastney, A. Saunders, E. Baigent, A. J. Richmond, J. C. Richmond, B. Gapper, E. Humphrey, E. Austin, E. Fearon, W. Gardiner, J. M. Hill.

Mokihinui Coal Company—W. Akersten, Secretary.

Licensed Victualler's Society—R. Aitken, Secretary.

Nelson College—Governors: D. Monro, W. Wells, C. Elliott, D. St. Clair, C. B. Wither, H. C. Daniell, J. D. Greenwood, J. W. Barnicoat, H. Adams, Secretary: A. S. Braithwaite.

Public Cemetery Trustees—W. C. Hodgson, R. Pollock, S. Kingdon, R. Burn H. J. Goodman.

TOWN OF NELSON.

Auctioneers—N. Edwards and Co., A. W. Scaife, D. Moore, P. Phillips and Company.

Architects and Surveyors—H. B. Huddleston, Jas. Rochfort.

Bankers—The Union Bank of Australia, T. W. Antill, Manager; Bank of New Zealand, J. Watkins, Manager; Bank of New South Wales, J. D. Busby, Manager.

Bakers—C. King, A. Rankin, Johns and Trewheeler, W. H. Laney, J. Wilson, T. Bisley, D. Grant, J. Black, J. S. Austice.

Booksellers and Stationers—C. J. Elliott, W. M. Stanton, H. D. Jackson.

Board and Lodging Houses—Mrs. Taylor, Selwyn Place; Mrs. Sharp, Mrs. Shannon, Bridge street; Mrs. Nalder, Hardy street; Mrs. Dunkin, Collingwood street.

Boot and Shoe Warehouses—Lightband and Jackson, T. Usher.

Boot and Shoemakers—J. White, G. Batchelor, T. Batchelor, F. W. Haase, W. Healey, S. Biggs, J. Waters, G. Ryder, H. Garner, J. Avery, J. C. Pratt, J. Wood, Mrs. Lloyd, Moulder and Graves.

Blacksmiths—T. Wimssett, J. Gorrie, J. Sherrat, J. Norton, T. Paterson, S. Wakeford.

Brickmakers—C. Bray, Patching Brothers, W. Osman.

Bricklayers and Stone Masons—Brown and Simpson, J. Ladd, G. Bliok, J. H. Harris, R. Murray.

Boat Builders and Shipwrights—T. Brown, J. B. Calder, T. G. Freeman, D. Gilbertson, A. Jacobsen.

Butchers—Mrs. Bird, J. Percival, H. Hargreaves, J. Warren, J. Pratt, A. Scott, R. Corter, H. Barnett.

Brewers—Hooper and Co., C. Harley and Sons, C. Christie, A. Banks, M. Blythe, T. Field, H. Baly.

Custom-house Agents—T. Askew, W. Akersten, J. L. Bailey, J. Beit, T. Cawthorn, H. E. Curtis, N. Edwards, H. Edwards, J. H. Levein, A. W. Scaife, N. T. Lockhart, J. Percy, D. Moore, J. Symons.

Cabriolet Drivers—Nesbitt and Co., W. Watts, H. Paap, G. Potter.

Carters—J. Armstrong, P. Birrill and Co., B. Crisp, W. Scott, W. Taylor, J. Stockwell.

Carpenters and Builders—D. Burns, T. Bright, R. Black, J. Gorrie, J. Hargreaves, J. S. M. Jacobsen, J. Robertson, J. M'Kay, S. Brent, W. Lightfoot, T. H. York, H. Young, R. Pickering, J. Scott, J. Henry, R. Phillips.

Candle Maker—T. Clarke.

Corn and Hay Dealers—H. H. Howell, P. Birrell and Co.

Cabinet Makers, &c.—J. Hargreaves, T. Bush, W. Harvey, J. G. Denne, E. Coleman, F. Schumacher, R. Marten, W. Howell, T. Shone, H. L. Gallien, W. Darby.

Chemists and Druggists—F. B. Hadfield, J. B. Tatton, W. Elson, Prichard and Bonnington.

Confectioners—Johns and Treewheeler, C. King, A. Rankin, Mrs. Stewart, H. Wilkins.

Cooper—A. Banks, J. Simpson.

Coachmaker—H. Balme.

Cutler and Gunsmith—Joseph Taylor.

Dentists—H. F. Rawson, J. B. Tatton.

Dyer, &c.—J. Hall, A. Robertson.

Drapers, &c.—J. P. Black, Mrs. Bartlett, G. Baker, Misses Jay, H. Edwards, W. O. Salter, J. and E. Paull, M. L. Marks, Phillips Brothers, F. Forman, J. Lucas, H. L. Redhead.

Engraver, &c.—T. Hodgson.

Engineer and Millwright—H. A. Levestam.

French Polisher—W. R. Parmenter.

Fishmongers, &c.—A. Brown, F. Fanceau.

Ginger-Beer and Lemonade Makers—J. Bentley, S. Wadman.

Grocers, &c.—H. Hounsell, Rentoul Brothers, C. Harris, B. Condell, W. Rae.

General Storekeepers—T. Askew, W. M. Stanton, J. C. Phillips, T. Snow, H. J. Goodman, W. Hough, W. Wilkie, D. Fraser, E. S. Fetts, Mrs. Lloyd, J. Neal, Mrs. Demant, J. C. Karsten, H. Davies, R. M. Clark.

Hairdressers and Perfumers—W. West, A. Dupins.

Hotels, &c.—Trafalgar Hotel, R. Disher; Masonic Hotel, J. L. Newman; Wakatu Hotel, E. Mills; Commercial Hotel, J. Jervis; Marine Hotel, T. Dare; Royal Hotel, J. Porthouse; Miners' Arms, ———; London Tavern, L. Luck; Prince Albert, J. Edwards; Rising Sun, R. Carter; Fleece Tavern, G. Richardson; Mitre Hotel, R. Wranock; Albion Hotel, F. Stock; Pier Hotel, E. Everett; Victoria Hotel, J. Davieson; Steamboat Inn, A. Bush; Thistle Inn, A. Banks; Anchor Inn, S. Adam; Bush Tavern, J. Saunders.

Ironmongers—I. M. Hill, T. Allen, H. Hounsell.

Iron Founder—S. Wakeford.

Importers—A. S. Braithwaite, H. Davis, A. Weyergang.

Livery Stable Keepers—Nisbett and Co., G. Potter, R. Disher, H. Corrigan.

Land and Estate Agents—W. C. Hodgson, J. L. Bailey, H. B. Huddleston, G. W. Pauling, Curtis Brothers.

Lightermen—J. Johns, J. Charles, J. Dellow.

Legal Practitioners—D. Sinclair, Adams and Kingdon, J. Poynter, H. Adams, T. Connell, J. Stamper.

Lime Burners—Lukins and Cheesman.

Medical Practitioners—T. B. Thebing, M.D., Williams and Sealey, G. F. Bush, F. W. Irvine, M.D., B. S. Beale, S. A. Cussack, M.B.

Maltster—M. Blythe.

Miller—M. Campbell.

Merchants—N. Edwards and Co., A. W. Scaife, Curtis Brothers, D. Moore, Morrison, Selanders and Co., J. H. Levien and Co., E. Buxton, J. Beit, T. R. Fisher, A. Weyergang.

Milliners, &c.—Mrs. Green, Misses Jay, Mrs. Denne, Mrs. Drew, Mrs. Atmore.

Newspapers—The "Nelson Examiner," published every Tuesday, Thursday, and Saturday; the "Colonist," published every Tuesday, and Friday.

Notary, Public—S. Kingdon.

Nurserymen, &c.—T. Epps, W. Hale.

Officiating Ministers—Church of England, Right. Rev. E. Hobhouse, B.D., &c., Bishop of Nelson; Rev. C. L. M'Lean, Rev. T. A. Bowden. Free Church of Scotland, Rev. P. Calder. Church of Rome, Rev. A. M. Garin, Rev. D. Moreau. Baptist, Rev. E. Thomas, Rev. W. Biss. Wesleyan, Rev. J. Kirk, Rev. W. Connell.

Outfitter—J. Lucas.

Oyster Saloon—F. Fanceau.

Photographic Artists—W. R. Oxley, W. Davis, W. R. Parmenter, A. Fletcher, E. Hoby.

Painters, Plumbers, &c.—T. B. Louisson, Stallard and Mills, T. Stringer, T. Merritt, T. C. Crooke, T. Gore.

Printers and Publishers—C. and J. Elliott, W. Nation, R. Lucas.

Poundkeeper—T. Sullivan.

Rope and Twine Spinner—W. Gardiner.

Saddlers—E. F. Jones, Peat and Thornton, H. L. N. Clark.

Straw Bonnet Maker—Mrs. Hardy.

Teachers of Music—Mrs. Scaife, Mrs. Helps, R. B. Walcot, C. W. Manby, H. Homeyer.

Teachers at Public Schools—H. B. Franklin, J. B. Sadd, Mrs. Sait, Miss Darby, Mrs. Cooke.

Teachers of Drawing—J. Gully, T. Hodgson, C. W. Manby.

Timber Merchants—E. Braithwaite, W. Stanton, J. Scott, D. Burns, Curtis Brothers.

Tailors—J. Webb, E. Snow, A. Waxman, F. Forman, E. W. Dee, J. Wagg, A. Gomolka, J. Lucas.

Tin-plate Workers—A. and J. M^dArtney, R. Burn and Co.

Turners—J. A. Packer, T. Bush.

Town Crier—W. Cate.

Undertakers—T. Bush, Amos, and Parmenter.

Upholsterers—H. L. Gallien, J. G. Denne, T. Bush.

Veterinary Surgeon—T. Newton.

Whitesmith—J. Newman.

Watch and Clock Makers—A. Hunter, H. Drew, E. Murrell, J. Atkin.

Wine and Spirit Merchants—H. Baly, J. Bentley.

Wheelwrights—J. F. Leech, A. Leech.

COUNTRY DISTRICTS.

Auctioneers—R. Sutcliffe, Motueka; J. S. Edelsten, Riwaka.

Architect—W. Beetson, Stoke.

Innkeepers—Stoke, J. Candy; Richmond, R. Malcolm, M. Coleman, R. Woolfenden, Mrs. Kite; Wairoa Bridge, J. Silcock; Wakefield, J. Andrews, T. Hunt; Quail Valley, H. J. Augarde; Waimea West, J. Palmer, J. Thomas; Wakapuaka, D. Slater; Motueka, W. Anty, J. Harding.

Storekeepers—Stoke, E. Austin; Richmond, Hodder and Talbot, E. Dartnell; Waimea south, J. Wilkinson, S. W. Jackson, Marks and Co.; Waimea west, J. Palmer; Motueka, W. Giblin, J. Wilkie.

ARRIVAL AND DEPARTURE OF MAILS.

The mails for England (*via* Australia) by the I.C.R.M. steamers, leave Nelson on or about the 12th of each month.

The mail from England arrives on or about the 26th of each month.

Mails from Nelson, for the Southern Provinces of New Zealand, are made up about twice a month; and for Auckland and the North, about once a month.

The local mails leave Nelson Post-office for Richmond, Waimea West, Spring Grove, and Wakefield, on Tuesdays, Thursdays, and Saturdays, at 2.30 p.m. The mails from those places arrive at the Post-office, Nelson, at 11 a.m., on the days already named.

The mails for Appleby, Moutere, Motueka, and Riwaka, leave every Monday and Thursday at 9.30 a.m.; and arrive every Wednesday and Saturday at 10 a.m.

The mails for Motupipi, Collingwood, and Buller, as opportunities offer.

Postage.—To any place within the colony, at the rate of 2d. per half-ounce; to England and Australia, 6d., or *via* Marseilles, 10d. per half-ounce. Newspapers published in the colony, free.

NELSON GOVERNMENT WHARF.

SCALE OF CHARGES AT THE GOVERNMENT WHARF, AS FIXED BY THE GOVERNMENT.

	s.	d.
Landing or shipping goods (vessels 60 tons and upwards), at per ton	2	6
Landing or shipping goods (vessels under 60 tons) or on goods lightered from vessels in the stream	1	3
Landing or shipping New Zealand produce	1	0
Labour (if required)	1	0
Do. do. loading cart	0	8
Wool per bale (including labour)	2	0

STOCK.

Horses, single one	5	0
Ditto, if more than one, each	4	0
Cattle, single one	5	0
Do., if more than one each	4	0
Do., if under one year old, half-price.	0	6
Sheep, for the first 40, each	0	4
Do., for all over 40	0	4

If any vessel lying alongside the wharf shall receive any goods or stock, otherwise than from or upon the wharf, half wharfage shall be charged on all such goods or stock so received or discharged.

STORAGE.

Rent on all goods stored, at per ton per week, or part of week	1	6
Receiving into warehouse	1	0
Delivery from ditto	1	0
Rent on wool stored, per bale per week, or part of week	0	6
Receiving into warehouse	0	6
Delivering from ditto	0	6

ITINERARY.

NELSON TO CHRISTCHURCH, BY THE WAIRAU GORGE.

Place to place.	Distance from		Place to place.	Distance from	
	Miles.	Nelson.		Miles.	Nelson.
Nelson	—	—	Hanmer Plains	5	124
Richmond	7	7	Leslie Hills	4	128
Wakefield Arms	9	16	Waiau-ua Plain	6	134
Augarde's	9	25	Waiau-ua River	3	137
Motueka Valley (Hooker's)	8	33	Cameron's	8	145
David Kerr's	9	42	Hurunui	7	152
Top House	11	53	Waihoi	6	158
End of Bush	17	70	Mason's	1	159
Wairau Gorge	5	75	Stockyard, Weka Creek	10	169
Tarndale (Saxton's Hut)	5	80	Waipara River	4	173
Saddle of Clarence	5	85	Saltwater Creek	15	188
Teacherdale (confluence)	24	109	Kaiapoi	9	197
Jollie's Pass	10	119	Christchurch	11	208

NELSON TO TOWN OF SEAFORD, MASSACRE BAY.

Nelson	—	—	Duffey's Station	14	61
Motueka Hotel	31	31	Collingwood	12	73
Riwaka Valley	4	35	Seaford	7	80
Over Ranges to Takaka	12	47			

NELSON TO BLENHEIM, VIA THE PELORUS.

Nelson	—	—	Wilson's	12	28
Maitai Junction	8	8	Havelock	4	32
Herenga	6	14	Wairau River	15	47
Tinline	2	16	Blenheim	8	55

PROVINCE OF MARLBOROUGH.

OFFICIAL DIRECTORY.

Superintendent, Thomas Carter; Clerk, L. Stowe.
 Provincial Treasurer, Cyrus Goulter.
 Executive Council, C. Goulter, H. Godfrey.
 Commissioner of Crown Lands, C. W. A. T. Kenny.
 Provincial Surveyor, H. G. Clark.
 Registrar of Births, Deaths, and Marriages, S. L. Muller.
 Coroner, S. L. Muller.
 District Judge and Resident Magistrate, S. L. Muller; Clerk, J. Barleyman.
 Chief Postmaster, Picton, J. R. Gard; Postmaster, Blenheim, John Bagge.
 Receiving Officers, Renwick, A. McJure; Awatere, W. B. Earle; Wairau Valley, W. Ockley.
 Immigration Agent, C. Goulter.
 Principal Returning Officer, C. W. A. T. Kenny.
 Landing Waiter, A. Burgess.
 Collector of Customs, John Allen; Sub-Collector, S. L. Muller.
 Receiver of Land Revenue, John Allen.
 Gaoler, Picton, T. Cawte.
 Pilot to Port of Wairau, F. McDonald.
 Harbor Master, Picton, F. Baillie.
 Registrar of Brands, T. Downes.
 Registrar of Deeds, W. Jeffrey.
 Officer Commanding Militia and Volunteers, W. Baillie.
 Licensing Officer, Picton, John Allen; Blenheim, S. L. Muller.
Justices of the Peace.
 W. D. H. Baillie, W. H. Eyes, S. L. Muller, R. M., W. Adams, J. Ward,
 F. Williams, H. Williams, T. Downes, C. Goulter, A. P. Seymour, C. Empson,
 C. F. Watts, C. Canning, H. Godfrey, F. W. Trolove, P. M'Rae.
Provincial Council.
 Picton: A. P. Seymour, J. Godfrey.
 Blenheim: S. Bowler, R. D. Nosworthy.
 Lower Wairau: W. H. Eyes, W. Budge.
 Upper Wairau: C. Goulter, H. Godfrey.
 Wairau Valley: Capt. Baillie, Thos. Carter.
 Pelorus: M. Maher.
 Awatere: P. R. M'Rae, C. Canning.
 Clarence: Joseph Ward, C. R. Keene.

Tua Marina: W. Strachan.
 Queen Charlotte Sound: A. Hood.

BLENHHEIM.

Banks—Bank of New Zealand, Picton, J. T. Warren, Manager; Blenheim,
 T. M. Wright, Manager.
Baker—G. Tait.
Bookseller and News Agent—W. Collie.
Boot and Shoemakers—C. Lucas, W. Wriggley, J. Austin.
Blacksmiths—J. Taylor, W. Aldridge.
Brewer—Henry Dodson.
Builders and Contractors—C. and J. Davis, T. Wall, J. Gorrie.
Bricklayers—J. Booker, W. Daiker.
Butchers—W. Simmonds, A. McLachlan.
Cabinet Maker—M. A. Simpson.
Carters—J. Wratt, J. H. Gregg, H. Mears, T. White.
Circulating Library—W. Collie, Librarian.
Dancing Master and Music Teacher—Mr. Lewis.
Dressmakers—Mrs. Davies, Mrs. Nosworthy, Mrs. Lewis.
Ginger Beer and Cordial Maker—F. T. Farmer.
Innkeepers—A. Hamilton, Victoria Hotel; J. Ewart, Marlborough Hotel;
 W. Craig, Royal Hotel; J. S. Carrol, Royal Oak; W. H. Hyde, Commercial
 Hotel; H. S. Bush, Beaver Inn; M. A. Simpson, Rainbow Hotel.
Ironmonger and Tinsmith—J. Nosworthy.
Merchants—N. Edwards and Co., J. Sinclair and Co.
Newspaper—The "Marlborough Press," published every Friday, at Blenheim
 and Picton.
Odd-Fellows' Lodge—J. Bagge, Secretary.
Officiating Ministers—Rev. H. Butt, Church of England.
Painter and Glazier—W. Norgrove.
Public Library—J. Bagge, Secretary.
Photographic Artist—W. Collie.
Printers—Coward and Millington.
Saddler—J. Dempsey.
Schoolmaster—John Ayers.
Schoolmistress—Miss Macalister.
Storekeepers—Wm. Simmonds, F. J. Litchfield, B. Bumford, J. M. Hutcheson.
Surgeon—Dr. Horne.
Tailors—T. Warner, J. Stork.
Turner—H. S. Bush.
Wheelwrights—Robinson Brothers, J. Gorrie.

PICTON DIRECTORY.

Architect—J. W. G. Beauchamp.
Auctioneers—A. Beauchamp, J. Godfrey.

- Builders and Contractors*—T. Freeland, J. and W. Avery, Boyce and Pugh.
Boat Builders—J. Walker, W. Crowther.
Blacksmiths—T. Maxted, C. Blizzard.
Bricklayers—T. Bright, E. Renwick.
Boot and Shoemakers—F. Heberley, W. H. Tompkins.
Butchers—D. M'Cormack, Webster and Boon, H. Cuthbertson.
Bakers—W. Sellar.
Brickmaker— — Entwhistle.
Building Society—T. Downes, Secretary.
Bankers—Bank of New Zealand, J. T. Warren, Manager.
Cabinet Maker—T. Freeland.
Carters—T. Taylor, T. Freeland, N. Bragg, H. Bonnington.
Custom House Agent—A. Beauchamp.
Cricketer Club— — Cawte, Secretary.
Coach Proprietor— — Bitson, Picton and Blenheim, — Lewis, C. H. Morgan.
Innkeepers—J. L. Moore; W. Crowther, George Hotel; J. L. Neave, Ship Inn; G. James, Tasmanian Hotel; H. Bonnington, Riflemans' Arms.
Literary Institute—T. S. Baillin, Secretary.
Livery Stable Keeper—C. H. Morgan.
Merchants—Beauchamp, McBeth & Co.
Marlborough Volunteer Rangers—Picton Sub-division, T. S. Baillin, Ensign; S. Harris, Drill Instructor.
Newspaper—The "Marlborough Press."
Officiating Minister—Rev. H. Butt, Church of England.
Odd-Fellows' Lodge—"Loyal Picton Lodge," T. Avery, Secretary; T. Freeland, Treasurer.
Printers—Coward and Millington.
Painter and Glazier—T. Bartlett.
Private Boarding House—Mrs. Dunn, T. Price.
Surveyors—J. Green, J. O. Western, J. W. G. Beauchamp.
Saw Mills—Duncan, Dalton & Co.
Schoolmaster—Mr Williams.
Schoolmistress—Miss Goodman.
Storekeepers—Mrs. Fuller, B. Norden, Mrs. Gilchrist.
Surgeons—J. Kilgour, D. Tripe.
Turner—W. Avery.
Tailors—A. Vaughan, W. Ellis.
Wheelerwrights—W. Overend, — M'Alister, — Hill.

SOUTHLAND.

NARRATIVE OF EVENTS.

THE hopeful sentiments entertained in reference to the future of this Province at the date of our last publication have been fully realised by the events that have transpired during the past twelve months. Within that period a complete revolution has been wrought within our borders, until, at the present day, we have advanced from a comparatively obscure, though promising province, to a colonial importance and commercial position, such as could only have been reached in such a short space of time by the exercise of an energetic public enterprise brought to bear upon superior natural advantages. That Southland does possess such advantages remains no longer to be doubted. Its geographical bearing on the one hand places it in the most advantageous position for commanding the trade of the principal produce markets of the Southern hemisphere, while on the other hand its well sheltered ports and harbours afford the shortest and easiest mode of access to the richest gold-fields in the colony. At the same time, its capabilities as a pastoral and agricultural district afford one of the surest guarantees that the advance it has already made will remain permanent, and not, to any very great extent, be affected by the fluctuations always more or less attendant upon a gold-field neighbourhood. That these advantages have not been lost sight of, will best appear from the following figures, compiled from the Customs returns for the port of Invercargill, for the period above alluded to.

For the quarter of the year ending 31st December last, the imports amounted to £52,521, and the duty £3,940; the quarter following, they had increased to £124,016 of imports, and £11,391 of duty. The next quarter they were, imports £206,002, and duty £15,606; and during the last quarter, imports £184,053, and duty £13,551, making a total, for the twelve months ending 30th September last, of £566,592 of imports, and £44,488 of duty. The exports for the same period were £152 for the first quarter, £31,170 for the second, £33,075 for the third, and £1,942 for the last, being a total of £48,339 for the twelve months; and this almost wholly arising from wool and gold.

In estimating the trade of the Province, it should be kept in mind that these figures apply exclusively to the one port of Invercargill, and that while a very fair proportion of the trade has gone by way of the Bluff and Riverton, the returns from neither of these ports are included, so that the above returns can only be viewed as furnishing an approximate to the total.

During the year ending 30th September last, the territorial revenue was as follows:—Land sales, £52,000; gross revenue, £140,000. The total expenditure was £144,000, out of which sum £20,194 was expended up to the 30th of June last in the making and forming of roads alone. And there are still a number of extensive public works on hand, the most noticeable of which is the line of railway between Campbelltown (at the Bluff harbour) and Invercargill, to defray the expense of which a loan of £140,000 was passed at a late session of the Provincial Council, and which has since been assented to by the General Government. The contracts for this work, together with the construction of jetties at the Bluff and Mokemoko, have been taken up, and they are at present in active operation. It is also intended to continue the railway from Invercargill to the Winton district, thus immediately connecting Invercargill with the Wakatip, and other Southland Border gold-fields. A bill to carry out this measure has been passed by the Provincial Council in the present (the fifth) session.

While referring to this topic, it may be well to insert the following "itinerary," extracted from the 'Wakatip Mail,' a newspaper published on the gold-fields:—"The shortest route is *via* Invercargill, which is at least one day nearer Victoria than Dunedin. The steamers Gothenburg and Edina call regularly at Invercargill, and the Aldinga and Omeo at the Bluff, which is distant from town twenty miles. From Invercargill, the North road is followed, beginning at Dees street. About four-and-a-half miles from town the road turns to the left, and from thence to Winton Bush the dray track should be kept; then the survey line to the River Oreti, and from thence the dray track should be kept to the foot of the lake. If the Oreti is high, the east bank can be kept all the way. There is a track leading back from the accommodation house on Roger's station, which saves fording twice. By this route the distance is only ninety-two miles from Invercargill, the road perfectly level, and there are accommodation houses all the way. From Dunedin *via* Kingston (foot of the lake) the distance is 220 miles; *via* the Dunstan, 150 miles. This latter road is mountainous to a degree."

An extensive stone quarry has been opened at the Mokemoko, distant about nine or ten miles below Invercargill, to and from which there is easy access by water past the town many miles inland, so that the raw material for road metal may now be conveyed by boat direct to those portions of the Great North and Gold-fields-road, where it is most required. Active exertions have been made to facilitate this transit, and already a fair amount of metal has been brought up, and deposited at the various depôts.

Of our three principal towns—Invercargill, Campbell-town, and Riverton, the former has received the lion's share of the benefit derived from the improved state of the Province. Within the past year the town has nearly doubled in extent and population, with a corresponding improvement in external appearance. The scattered farm-like looking buildings have been raised, or such additions and improvements made, as to place Invercargill on a par with the oldest towns in the colony. Most of the new buildings have been constructed lofty and capacious, while many of them may be called not merely neat, but elegant in architecture. The main streets are now being reduced to a uniform level, and lighted at night with kerosine lamps.

Nor has the shipping interest been neglected. The main wharf, which stretches out into the river upwards of 14,000 feet, has been doubled in width, and lofty sheds have been erected for storing goods, and several dolphins constructed for mooring vessels.

At Riverton and the Bluff operations have been actively carried on, and at each of these ports a rapid progress has been made during the last year.

The Mokemoko, which until lately was but a name, has now taken a decided start, and its central position between the Bluff harbour, the lower anchorage of the New River and Invercargill, leaves but little doubt but that it will become a thriving township.

As to general topics, limited space compels us to be brief,

The report of the discovery of the diggings at the Wakatip reached town towards the latter end of 1862, and the probability, if not certainty, that this Province was so situated as to command the gold-field trade, infused new life into every section of our population—new life which steadily maintains its vitality up to this time, and shows no sign of abatement.

The second show of the Southland Agricultural Association was held on the 8th April. There was, for a young Province, an excellent exhibition of stock; and in some classes, both of sheep and cattle, Southland showed that she need not fear to compete with any other Province—even Canterbury.

Southland has now its Chamber of Commerce, and the Supreme Court has also voyaged "thus far south." Mr. Justice Gresson presided at the first

sitting, but Mr. Justice Richmond will, for the future, have charge of this circuit.

During the past thirteen months, seven immigrant vessels have arrived from Great Britain, bringing 750 immigrants, assisted by the Provincial Government. These immigrants have been of a superior class, and, with one exception, the vessels have all been well furnished with due regard to the comfort of the immigrants, and in excellent order.

On October 10, the fifth session of the Provincial Council was opened by the Superintendent, who stated in his opening address that—"The continued prosperity of this Province is a source of much gratification to the Provincial Government. Since the last meeting of this Council it has steadily advanced, and the Province is rapidly attaining an important position in point of material wealth. The returns of Customs revenue afford ample evidence of the great extension of its commerce, as a comparison with preceding years will show. The gross Customs revenue, in round numbers, was, in 1861, £4,500; in 1862, £11,700; in the past nine months of 1863, above £40,000.

"The territorial revenue has not quite amounted to the sum estimated in October last. During the year ending 30th September, 1863, stated in round numbers, the receipt from land sales has been £52,000. The gross revenue of the Province has been £104,000, thus considerably exceeding the estimate of £96,846. The expenditure, in the same period, has been over £144,000, also exceeding the estimate, which was £111,333; in addition to which sum, however, an expenditure of £25,000 on roads was sanctioned by this Council in the session held in February. The report of the Chief Surveyor explains that the large amount of extra work—especially re-surveys in correction of old erroneous ones—performed by the members of the survey staff, impeded their progress in carrying on the special work of that department, and so the amount of surveyed land mapped and ready for sale has not kept pace with the demand, in consequence of which the land revenue has not equalled the estimate. The maps of a large extent of land are in course of preparation, which, when completed shortly, will permit the throwing open for sale a wide tract of country.

"During the recess, on the application of the Provincial Government, his Excellency the Governor has proclaimed two Hundreds in the Province, which will render available for settlement about 56,000 acres of agricultural land, the greatest part of which is perhaps the best in the Province, the Aparima Hundred being situated in a district in which land is always in eager demand, while the excellence of the land in the Mataura Hundred is so generally recognized as to require no further reference. Under these circumstances, the Provincial Government has reasonable grounds to anticipate that the estimate of land revenue for the ensuing year will be fully realized.

"When the estimates for the past year were prepared, the Provincial Government did not anticipate that such an urgent necessity would arise in the course of the succeeding financial year for pressing forward so many important public works; but the great increase of population and trade imperatively demanded the immediate prosecution of works which, under ordinary circumstances, might not have become necessary for years, and the construction of which involved much unauthorised but unavoidable expenditure. The departments in which this has chiefly occurred are those of the police, gaol, and harbour. The works executed have been most useful, and the staff of officials in each is in a highly efficient state; but the greatest excess of expenditure over appropriation has been in the Roads Department, rendered necessary in order to endeavour to provide all facilities for the conduct of the traffic with Wakatipu. The roads leading thither have been kept in a good state throughout a remarkably wet winter at a heavy expense, and chiefly by means which, though answering the purpose for the time, were essentially of a temporary character. In an elaborate report which is laid before you, the Provincial Engineer points out that, unless

properly metalled with broken stone, those roads within a few miles of the town will necessarily fall into a similarly impracticable condition in the course of next winter. To this report I have to draw your attention, as it enters closely into details of the requirements of the various roads, and the consequent contingent expenditure.

SOUTHLAND DIRECTORY.

TRADES AND CALLINGS

Banks—Union Bank of Australia, David McDonald, Manager; Bank of New South Wales, Alex. Jamieson, Manager; Bank of New Zealand, Thomas Watson, Manager.

Brewers—C. S. Button & Co., Dee-street.

Brickmakers—John Hill & Co., Waikiri.

Bushmen—W. Nahr & Co., Town Belt Tramroad.

Butchers—A. T. Clark & Son, Tay-street; Longley and Cozen, Tay-street.

Drapers—Robert Mitchell, Tay-street.

Furniture Dealers—James Mackay, Dee-street.

General Carriers—J. W. Wade & Co., Tay-street.

Insurance Companies—New Zealand Insurance Company, W. Russell, Agent; Surman and Creasar, Riverton agents; J. G. Janlin, Campbelltown, Bluff agent. Northern Assurance Company, of London and Melbourne, Manning and Whitton, agents. The Colonial Assurance Company, Robertson and Co., agents. Australian Mutual Provident Society, Maning and Whitton, agents.

Ironmongers—Samuel Bevan, Tay-street; Route, Brothers, Dee-street.

Merchants and Storekeepers—Dalgety, Rattray & Co., Kelvin-street; Roberts and Ferguson, Tay and Tweed-streets; T. Bruntern & Co., Dee-street; John Ross & Co., Bonded Store Wharf; Calder, Blackwell & Co., Jury-street; Manning and Whitton, Tay-street; Hay, Brothers, Tay-street; Buttner and Hallenstein, Dee-street; T. J. White, Dee-street; Cochrane, Granger, and Blackwood, Devereaux-street; J. Waddell, Campbelltown Bluff; J. Rieve, Esk-street; Clerke, Brothers, Tay-street; J. Hamilton, Clyde-street; Whittingham, Brothers, Riverton; D. & J. Mitchell, Tay-street; J. R. Mills, Riverton; G. W. Binney, Dee-street; D. McIver, Bonded Store, Tay-street; A. Nicholas, Riverton; Morison, Leno, & Co., Dee-street.

Painters, Glaziers, &c.—Jas. Keir & Co., Clyde-street; David Webster, Dee-street.

Register and Labour Office—G. Walker, Spey-street.

Stationers and Librarians—John Munro, Dee-street: — Rodgers, News Agent, Dee-street.

Veterinary Surgeons—A. Hamilton, Dee-street.

USEFUL TABLES.

ALE, BEER, AND PORTER MEASURE.

4 gills	make	...	1 pint	2 firkins, or 18 gallons	make 1 kild.
2 pints	...	...	1 quart	2 kilderkins, or 36 gallons	... 1 bar.
4 quarts	...	...	1 gallon	3 kilderkins, or 54 gallons	... 1 hhd.
8 gallons	...	...	1 firkin	3 hogsheads, or 108 gallons	... 1 butt.

WINE AND SPIRIT MEASURE.

4 gills	make	...	1 pint	2 hhds., or 126	} make 1 pipe, or butt
2 pints	...	...	1 quart	galls.	
4 quarts	...	...	1 gallon	4 hhds., or 252	} ... 1 tun
63 gallons	...	...	1 hhd.	galls.	
84 gallons	...	...	1 pun.		

GRAIN, FLOUR, AND BREAD.

A bushel of wheat weighs	...	60	A bushel of barley	...	47
A bushel of beans	...	63	A bushel of peas	...	64
A bushel of oats	...	40	A bushel of rye	...	53

6 bushels of wheat yield of fine flour 280 lbs.

280 lbs. of flour (1 sack) make 400 lbs of white bread.

A man's average annual consumption of bread is 572 lbs.

A peck loaf weighs	...	17	6	1	A half peck	...	8	11	0
A quartern	...	4	5	8	A peck or stone of flour	...	14	0	0
A bushel of flour	...	56	0	0	10 pecks or stones, a bolt	...	140	0	0
A barrel American	...	196	0	0	A pack or load of flour	...	240	0	0
5 bushels, or one sack	...	280	0	0	Potatoes, uncleaned, 120lbs to the cwt.	...			

SQUARE, OR LAND MEASURE.

144 inches	...	make	...	1 square foot	...	s. f.
9 feet	...	...	...	1 square yard	...	s. yd.
100 feet	...	...	...	1 square of flooring	...	s. fl.
272½ feet	...	...	...	1 rod of brickwork	...	r. b. w.
30½ yards	...	...	...	1 pole, rod, or perch.	...	p.
16 poles	...	...	...	1 chain	...	ch.
40 poles, or 1210 square yards	...	...	...	1 rood	...	r.
4 roods, or 10 chains, or 160 poles, or 4840 yards	...	...	...	1 acre	...	a.
640 acres	...	...	...	1 mile	...	m.

LAND is measured by *Gunter's Chain*; which is as follows:

Length:—7.92 inches make 1 link; 12 inches, or 1.515 links, make 1 foot; 36 inches, or 4.545 links, make 1 yard; 198 inches, or 25 links, make 1 pole or perch; 702 inches, or 100 links, or 66 feet, or 22 yards, or 4 poles, make 1 chain; 7920 inches, or 1000 links, or 10 chains, make 1 furlong; 63,360 inches, or 8000 links, or 80 chains, make 1 mile.

Square:—62.726 square inches, make 1 square link; 2.295 square links, make 1 square foot; 22.661 square links, make 1 square yard; 625 square links, make 1 square pole; 10,000 square links, make 1 square chain; 25,000 square links, or 2.5 square chains, make 1 square rood; 100,000 square links, or 10 square chains, make 1 square acre.

PLANTING ORCHARDS, GARDENS, ETC.

Trees required to plant an acre of land.

Distance. feet, in.	No.	Distance. feet, in.	No.	Distance. feet, in.	No.
1 0	43,560	6 0	1,210	12 0	302
1 6	19,300	6 6	1,031	13 0	258
2 0	10,890	7 0	889	14 0	220
2 6	6,960	7 6	775	15 0	194
3 0	4,840	8 0	680	16 0	171
3 6	3,556	8 6	602	17 0	151
4 0	2,722	9 0	538	18 0	135
4 6	2,151	9 6	482	19 0	121
5 0	1,742	10 0	436	20 0	109
5 6	1,440	10 6	361	21 0	99

CUBIC, OR SOLID MEASURE.

1728 inches	...	make	...	1 solid foot
27 feet	...	...	...	1 solid yard
40 feet of rough, or 50 feet of hewn timber	...	...	...	1 ton or load
42 feet	...	...	...	1 ton of shipping
1 yard of earth	...	...	...	1 load

This, a CORD of wood is 4 feet broad, 3 feet deep, and 8 feet long, being 128 cubic feet.—A STACK of wood is 3 feet broad, 3 feet deep, and 12 feet long, being 108 cubic feet.

The dimensions of timber, stone, excavations, and all works which have length, breadth, and thickness, are taken by lineal measure: but the contents are calculated by cubic measure.

A CUBE is a solid body, and contains length, breadth, and thickness. A cubic number is produced by multiplying the simple number twice into itself; thus, 343 is a cube number, being produced by multiplying the number 7 twice into itself; as, $7 \times 7 \times 7 = 343$.

TO MEASURE UNSQUARED TIMBER.

In order to ascertain the contents, multiply the square of the quarter girth, or of $\frac{1}{4}$ of the mean circumference, by the length. When the buyer is not allowed his choice of girth in taper trees, he may take the mean dimensions, either by girthing it in the middle for the mean girth, or by girthing it at the two ends, and taking half of their sum. If not, girth the tree in so many places as is thought necessary, then the sum of the several girths divided by their number, will give a mean circumference, the fourth part of which being squared, and multiplied by the length, will give the solid contents.

The *Superficial Feet in a Board or Plank* is known by multiplying the length by the breadth. If the board be tapering, add the breadth of the two ends together, and take half their sum for the mean breadth, and multiply the length by this mean breadth.

The *Solid Contents of Squared Timber* are found by measuring the mean breadth by the mean thickness, and the product again by the length. Or multiply the square of what is called the quarter girth, in inches by the length in feet, and divide by 144, and you have the contents in feet.

Boughs, the quarter girth of which is less than 6 inches, and parts of the trunk less than 2 feet in circumference, are not reckoned as timber.

$\frac{1}{2}$ inch in every foot of quarter girth, or $\frac{1}{4}$ of the girth, is allowed for bark, except of elm. 1 inch in the circumference of the tree, or whole girth, or $\frac{1}{2}$ of the quarter girth is the general fair average allowance.

The quarter girth is half the sum of the breadth and depth in the middle.

The nearest approach to truth in the measuring of timber, is to multiply the square of $\frac{1}{4}$ of the girth, or circumference, by double the length, and the product will be the contents.

CARPENTRY TABLES.

The square of 10 feet—100 superficial feet;—100 superficial feet—1 square of boarding, flooring, &c. 38 deals, 12 feet long, $2\frac{1}{2}$ inches thick, make 1 ton.

Ten feet boards to a Square.

24 boards 5 inches broad	15 boards 3 inches broad
20 — 6 inches broad	13 — 9 inches broad, add 2ft. 6in.
17 — 7 inches broad, add 1 foot	12 — 10 inches broad

Twelve feet boards to a Square.

20 boards 5 inches broad	12 boards 8 inches broad, add 4 feet
16 — 6 inches broad, add 4 feet	11 — 9 inches broad, add 1 foot
14 — 7 inches broad, add 2 feet	10 — 10 inches broad
13 12 feet deals	1 square of wrought flooring
12 $\frac{1}{2}$ 12 feet deals	1 square of rough flooring
14 12 feet battens	1 square of wrought flooring

BRICKLAYING TABLES.

1 square yard of clay makes 460 bricks.
1 burnt brick is 9 inches long, $4\frac{1}{2}$ inches wide, $2\frac{1}{2}$ inches thick, and weighs 4 lbs. 15 oz.

32 bricks cover a square yard
16 bricks 1 foot of reduced brickwork.
7 bricks 1 foot superficial marle facing, laid Flemish bond.
10 bricks 1 foot superficial gauged arching.
272 superficial feet 1 rod of reduced brickwork, $1\frac{1}{2}$ brick thick.
306 cubic feet 1 rod.
450 stock bricks 1 ton.
1 rod of brickwork 13 tons.
500 bricks 1 load.

Brickwork is generally measured by the rod of $16\frac{1}{2}$ feet, or $272\frac{1}{2}$ square feet.
Brickwork is estimated at $1\frac{1}{2}$ brick thick, which is called the standard thickness. To reduce cubic feet to the standard, multiply by 8, and divide by 9.

If a wall be more or less than the standard, multiply the superficial contents of the wall by the number of half bricks in the thickness, and divide the product by 3.

36 bushels of cement, and 36 of sand, for	1 rod of brickwork
$2\frac{1}{2}$ ————— 1 yard, or 9 superficial feet	$1\frac{1}{2}$ brickwork
$\frac{1}{2}$ —————	of pointing.
$\frac{1}{4}$ —————	of plastering.
Lime, newly slaked	1 part
Fine sand	3 parts
Coarse sand	4 parts
1 hundred of lime	26 struck bushels.
2 ————— $57\frac{2}{3}$ cubic feet	1 chaldron.
1 —————	100 pecks.
18 nearly, heaped bushels	1 square yard, or load.
22 nearly, struck bushels	1 square yard, or load.
$\frac{1}{2}$ hundred lime, with sand proper	1 load.
27 bushels of chalk lime, and 3 loads of sand for	1 rod of brickwood.
18 bushels of Dorking, Merstham, or Guildford	} 1 rod of brickwork.
stone lime, and $3\frac{1}{2}$ loads of sand for	
1 hod of mortar, nearly half a bushel.	

MASONRY TABLE.

16 cubic feet of Portland stone	1 ton	12½ cubic feet of Granite	... 1 ton
17 ————— Bath stone	... 1 ton	13 ————— Marble	... 1 ton
15 ————— Yorkshire stone	1 ton	14½ ————— Paving stone	1 ton

It is common for masons to reduce their work to 2 feet in thickness.

All stones above 2 inches thick are usually calculated at so much per cubic foot. Work is paid for by the foot superficial appearing outside the wall.

PLASTERING TABLE.

- 1 bundle of laths, and 500 nails, cover 4½ yards.
 4½ hundred of lime, 6 loads of sand, 15 bushels of hair, 2 loads of laths, and nails, cover nearly 1 rod, plaster set.
 3 hundred of lime, 4 loads of sand, and 10 bushels of hair, required for 200 yards of render set.

Single fir laths are less than ½ inch thick.

Double fir laths are ¾ of an inch thick.

SLATING TABLE.

120 slates make	... 1 hundred	Countesses... 1 ft. 10 in. by 0 ft 11 in.
110 Duchesses	... 1 square	Duchesses ... 2 — 2 — by 1 — 3 —
200 Countesses	... 1 square	Rags and } Queens }
		3 — 3 — by 2 — 3 —

DIGGING TABLE.

1 cubic yard of gravel or earth	1 load
17 cubic feet of clay	} 1 ton
18 cubic feet of earth	... ..
24 cubic feet of sand	... ..
1 load contains 16½ heaped bushels before digging, and 27 when dug.		

WELL-SINKING TABLE.

A well 3 feet diam. per foot	44 galls.	A well 7 feet diam. per foot	239 galls.
— 4 —————	73 galls.	— 8 —————	313 galls.
— 5 —————	122 galls.	— 9 —————	396 galls.
— 6 —————	176 galls.	— 10 —————	489 galls.

WEIGHT OF CATTLE.

Measure round the animal close behind the shoulder, then along the back, from the fore part of the shoulder-blade to the bone at the tail. Multiply the square of the girt by five times the length, both expressed in feet. Divide the result by 21, and you have the weight of the four quarters, in stones of 14 lbs. Thus, if the girt be 6½ feet, multiply it by 6½, making 42½ feet—then if the length be 5½ feet, multiply by 5, making 26½ feet: next multiply the results 42½ by 26½, and you have 1109 ¼, this divided by 21, gives 52 stones 11 lbs. as nearly as possible. In very fat cattle, the weight is about a twentieth more than that ascertained in this manner; while very lean ones weigh about a twentieth less. The quarters are little more than half the weight of the animal. The skin weighs about the eighteenth, and the tallow about the twelfth of the beast. Seven millions of money exchange hands annually in Smithfield market.

HAY AND STRAW.

36 pounds	... make	... 1 truss of Straw
56 pounds	... ..	1 truss of Old Hay
60 pounds	... ..	1 truss of New Hay
36 trusses	... ..	1 load
18 cwt. ...	... ..	1 load of Old Hay
19 cwt. 32 lbs. ...	... ..	1 load of New Hay
11 cwt. 64 lbs. ...	... ..	1 load of Straw
1 square yard of New Hay	... ..	6 stone
1 ————— Oldish Hay	... ..	8 stone
8 ————— Old Hay	... ..	9 stone

Hay is considered as new for three months, and is called old on the 1st of September.

In the English army, a horse in full work is allowed 16 lbs. of hay, and 10 lbs. of corn per day; or 10 lbs. of oats, 12 lbs. of hay, and 8 lbs. of straw per day.

To find the weight of Hay contained in a Stack.—Multiply the length of the stack by its breadth, and multiply the result by its height, all in feet; divide the total by 27, which will give the number of square yards; this multiply by 6, 8, or 9, according to the age of the hay, as above, and the product will be the weight in stones. In measuring the height, allow off two-thirds of the amount of feet from the eaves to the top. Thus, say a stack is 30 feet long and 20 feet broad, this multiplied is 600 feet, the height to the eaves 8 feet, from the eaves to the top 3 feet—take off this last 1, and add it to the 8=9, then multiply 600 by 9=5400; then 5400 divided by 27 gives 200 square yards, and 200 multiplied by 6, makes 1200 stones of new hay.

WOOL WEIGHT.

7 pounds	... make	... ..	1 clove	... cl.
14 pounds, or 2 cloves	... ..	... ..	1 stone	... st.
2 stones, or 28 lbs. ...	... ..	... ..	1 tod	... td.
6½ tods, or 13 stone, or 182 lbs.	... ..	... ..	1 wey	... wy.
2 weys or 364 lbs. ...	... ..	... ..	1 sack	... sk.
12 sacks, or 4368 lbs. ...	... ..	... ..	1 last	... la.
20 pounds ...	... ..	... ..	1 score	... sc.
12 score, or 240 lbs. ...	... ..	... ..	1 pack	... pk.

A German bale is about 350 lbs.

COAL WEIGHT.

14 pounds	... make	... ..	1 stone
28 pounds	... ..	... ..	1 quarter cwt.
56 pounds	... ..	... ..	1 half cwt.
1 sack of 112 pounds	... ..	... ..	1 cwt.
1 double sack of 224 pounds	... ..	... ..	2 cwt.
20 cwt., or 10 large sacks	... ..	... ..	1 ton
21 tons 4 cwt. ...	... ..	... ..	1 barge or keel
20 keels, or 424 tons	... ..	... ..	1 ship load
140 cwt., or 7 tons	... ..	... ..	1 room

AVOIRDUPOIS WEIGHT.

16 drachms make	... 1 ounce (oz.)	28 pounds	... 1 quarter (qr.)
16 ounces	... 1 pound (lb.)	4 qrs., or 112 lbs.	1 hundred (cwt.)
14 pounds	... 1 stone (st.)	20 cwt. ...	1 ton (ton.)

SAILING DIRECTIONS AND SIGNALS

IN USE AT THE VARIOUS PORTS OF NEW ZEALAND.

INVERCARGILL.

VESSELS bound for the New River should steer for the north end of Point Island, around which, to within a cable's length, there is not less than five fathoms water. A small patch is said to exist about a quarter of a mile off in a westerly direction, but the pilots have not been able to find less than five fathoms on it, hard sand bottom. Outside the bar, in six fathoms, is moored a spiral-shaped black buoy, bearing from the north end of the Island north half-a-mile. Steer for this buoy, and as you approach it, the leading beacons, painted white, will come on with each other bearing from you E. $\frac{1}{2}$ S. Keep the beacons in one, leaving the black buoy on your port hand, which will lead you over the bar in fifteen feet at low water, spring tides. The breadth of the bar is about a good cable's length and inside of it in four fathoms, is a spiral shaped white buoy, marking the south-side of the channel.

The course from this buoy, to about two cables' length above the Pilot Station is E. $\frac{1}{4}$ N., and from thence to about four cables' length further up, E. by N. The channel then gradually bends to the northward until past the Bombay Rock.

The Pilot Station is situated between the leading beacons, and, except in heavy gales, a pilot will board the vessels abreast of the station; but, should the wind and sea be too strong for him to put off, the shipmaster, by attending to the following directions, may be able himself to conduct his vessel to a place of safety:—

The channel is marked by white buoys on the starboard or south side, and by black buoys on the port or north side. Keep midway between the black and white buoys.

About three cables length below the Bombay Rock lies a small rock called the Guiding Star Rock, with only four feet water over it. A white buoy has been placed on the west side of this rock, in twelve feet water. The Sand Spit on the opposite side of the channel, has been advancing into it during the last six months, and at present the breadth of the passage between the spit and the rock is so narrow, that it would not be prudent for a stranger to run through.

It would be safer to anchor abreast of the second black buoy above the Pilot Station; where a vessel with good ground tackle could ride with comparative safety.

The leading mark to pass midway between the rock and the spit is:—Keep the high hummock on the extreme end of Sandy Point a sail's breadth open to the eastward of the iron white beacon on Bombay Rock, bearing N.E. $\frac{1}{2}$ N. When abreast of the white buoy, keep off a little, so as not to shave the point of the spit too close; a N. by E. half E. course will then lead you through between the Bombay Rock and the black buoy on the opposite side of the channel.

On the west side of the Bombay Rock, is placed an iron beacon, surmounted by a barrel painted white. The top of the beacon is fifteen feet above low water mark, and the rock projects from the beacon twenty feet W.N.W. into the channel; immediately beyond there is eighteen feet of water. The course from abreast of this beacon to the second white buoy, as you proceed upwards, is N.E. by N., and from thence to the third white buoy N.E., but allowance must be made for the set of the tide, which runs through the blind channel and strikes across the ship channel, between the Bombay Rock and the first white buoy above it.

The flood setting east, the ebb west.

The best anchorage for a stranger to take is abreast of the third white buoy from the Bombay Rock, letting go the anchors nearest to the S.W. side as it is pretty steep too. The depth of water near the shore is three, and in mid-channel five fathoms—good holding ground.

It is high water full and change at the Pilot Station at 12h. 30m., and the rise of the tide from six to eleven feet, according to the winds and state of the tides; westerly winds setting the tides up.

A flag-staff has been erected on Steep Head, on which will be hoisted, on and after the 15th August, 1863, tidal signals, nearly the same as shown at Lonsdale Point, Port Phillip, viz:—

BETWEEN SUNRISE AND SUNSET.

During the first quarter flood, a blue flag half-mast high.

During the second quarter flood, a blue flag at the mast head.

During the third quarter flood, No. 7, Marryatt's, half-mast high.

During the last quarter flood, No. 7, Marryatt's, at the mast head.

EBB TIDE.

During the first quarter, a blue flag half-mast high, with a ball underneath.

During second quarter, a blue flag at mast head, with a ball underneath.

During third quarter, No. 7, Marryatt's, half-mast high, with a ball underneath.

Last quarter, No. 7, Marryatt's, at the mast head, with a ball underneath.

When the sea is high on the bar, a black ball will be hoisted at the north yard-arm, in addition to the tidal signals; but when it is unfit for a vessel to enter the harbour, the tidal signals will not be shown, but two black balls will be hoisted at the north yard-arm. Communication may be had with vessels at sea by means of Marryatt's signals at the south yard-arm.

Marryatt's signals at the north yard-arm, will be intended for the pilots at the station.

Masters of vessels should not run for the harbour during the ebb tide, unless with a good commanding breeze, smooth water, and with a vessel easily steered.

The bearings and courses given are by compass, and the soundings at low water spring tides.

J. B. GREIG, Harbour Master.

PORT CHALMERS, OTAGO.

CLUTHA RIVER SIGNAL STATION.

The following signals will be exhibited at the flag-staff situated on the South Shore, at the entrance of the river, to steer the vessel by when crossing the bar, to indicate the state of the tide, and whether prudent or otherwise to approach the harbour.

If the vessel be too far to the northward, the white ball will be hauled out to south yard-arm; and if too far to the southward, it will be hauled out to the north yard-arm.

BLUE PETER: keep to sea, the bar is not fit to take.

RED FLAG: take the bar, there is no danger.

BLUE FLAG WITH WHITE ST. ANDREW'S CROSS: ebb tide, and the bar not fit to take.

WHITE FLAG HALF-MAST HIGH: first quarter flood.

WHITE FLAG AT THE MAST-HEAD: second quarter flood.

RED FLAG HALF-MAST HIGH: third quarter flood.

RED FLAG AT THE MAST-HEAD: last quarter flood.

Masters of vessels are particularly cautioned not to take the bar during any other state of the tide than the last quarter flood.

TAIERI RIVER.

The following signals will be exhibited at the flagstaff situated on Taieri Island, to steer the vessel by when crossing the bar, to indicate which channel is open, the state of the tide, and whether prudent or otherwise to approach the harbour.

In the North Channel, if the vessel be too far to the northward, the white ball will be hauled out to the south yard-arm; and if too far southward, it will be hauled out to the north yard-arm.

In the South Channel, if the vessel be too far to the westward, the ball will be hauled out to the north yard-arm; and if too far to the eastward, it will be hauled out to the south yard-arm.

BLUE PETER: keep to sea, the bar is not fit to take.

RED FLAG: take the bar, there is no danger.

BLUE FLAG WITH WHITE ST. ANDREW'S CROSS: ebb tide and the bar not fit to take.

WHITE FLAG HALF-MAST HIGH: first quarter flood.

WHITE FLAG AT MAST-HEAD: second quarter flood.

RED FLAG HALF-MAST HIGH: third quarter flood.

RED FLAG AT THE MAST-HEAD: last quarter flood.

WHITE FLAG AT THE NORTH YARD-ARM: north channel is open.

WHITE FLAG AT THE SOUTH YARD-ARM: south channel is open.

Masters of vessels are particularly cautioned not to take the bar during any other state of the tide than the last quarter flood.

TIMARU.

1. BLUE PETER.

2. RED FLAG.

3. WHITE WITH RED ST. ANDREW'S CROSS.

SIGNIFICATION OF FLAGS.

1. "Go to sea;" or, "Keep to sea."
2. No communication.
- 2, 3. "Go to large moorings."
- 3, 2. "Go to small moorings."

These signals to be answered, when understood, by the Ensign or Union Jack with White Border hoisted on the main.

SAILING DIRECTIONS FOR TIMARU.

On sighting the coast, a remarkable deep notch is seen in the far ranges, which will lead into the roadstead until two clumps of trees are visible, situate twelve miles N.E. of Timaru. They are remarkable as being the first wood seen on the coast south of Banks' Peninsula. Shortly after, the houses of Timaru will be visible; steer for the church, which has a small spire, until you come into four-and-a-half fathoms of water half a mile from the beach, bringing the Government Flagstaff to bear S.W. by W. magnetic, and Parititi Point S. by E. $\frac{1}{2}$ E. magnetic.

The cross-bearings for the Government moorings for vessels under 150 tons:—Vessels to shackle on with their own cables to the ring of the buoy.

There are also heavy moorings for ships of 500 tons, bearings of which are Parititi Point S. $\frac{1}{2}$ W. magnetic, and Government flagstaff W. $\frac{1}{2}$ S., in five-and-half fathoms water. At these moorings there is a watch buoy. Vessels are to heave up and heave on the chain until they get hold of the heavy bridles, two-and-a-half-inch chain, to which they are to shackle on their own cable. The buoy is on no account to be unshackled from the bridle, but kept stopped up to the cat-head, with chain ranged all ready for shipping or veering cable.

At night, when vessels are expected, two ships' colored lights are shown—the red light on the Government flagstaff, and the green light on a post ten feet below, and in front of the other light.

At the large moorings the green light will be just open to the right of the red; at the small moorings, it will be just open to the left.

PORT OF LYTTELTON.

SIGNAL STATION—WESTERN HEAD OF PURAU BAY, INSIDE HARBOUR.

A RED FLAG	denotes a.....	Ship
RED AND WHITE	"	Barque
BLUE	"	Brig
BLUE AND WHITE	"	Topsail Schooner
WHITE.....	"	Large Steamer

SIGNALS

TO BE MADE FROM ALL PARTS OF ANY HARBOUR WHEN A PILOT, ETC., IS REQUIRED.

Sea Pilot—UNION JACK AT THE FORE.

Police Boat—ENSIGN AT THE MAIN.

Ditto at night—TWO LIGHTS VERTICAL AT THE PEAK, four feet between each.

Customs Boat—UNION JACK AT THE PEAK.

Medical Assistance.—UNION JACK OVER THE ENSIGN AT THE PEAK END.

ONE SQUARE BLUE FLAG to be hoisted at the mast-head of the signal staff, as a signal for vessels in harbour to prepare for bad weather; and when hoisted half-mast at the signal staff, the vessels in harbour at single anchor are to let go second anchor and veer away upon both cables, and send down royal and top-gallant yards on deck, and point the yards to the wind.

All vessels arriving in port with gunpowder on board are to hoist a RED FLAG at the main royal mast-head, and keep the same flying until the powder is landed.

Vessels in quarantine are to have a SQUARE YELLOW FLAG hoisted at the full royal mast-head both day and night.

PORT OF NELSON.

CODE OF SIGNALS USED AT THE STAFF, BRITANNIA HEIGHTS, NELSON.

The flagstaff is fitted with two yards—an upper and a lower one—each pointing north and south.

A RED FLAG, WITH A BALL UNDER, is hoisted at the masthead at low water, until there is ten feet of water on the bar, when the ball is lowered, and the red flag kept flying until high water.

A BLUE PETER AT THE MASTHEAD denotes ebb tide; bar not fit to take; vessels to keep to sea, or anchor in seven fathoms water.

A BLACK BALL AT THE MASTHEAD denotes a vessel on shore in distress.

A BLUE PENNANT ON THE LINE BETWEEN THE UPPER AND LOWER YARDS AT THE SOUTH END, denotes a vessel in sight.

The distinguishing signals for vessels arriving are by the BALLS hoisted in different positions, thus:—

BALL AT NORTH END OF LOWER YARD for a Ship.

BALL AT SOUTH END OF LOWER YARD for a Barque.

BALL AT NORTH END OF UPPER YARD for a Brig.

BALL AT SOUTH END OF UPPER YARD for a Brigantine.

BALL BELOW CENTRE OF UPPER YARD for a Schooner.

BALL WITH WHITE FLAG UNDERNEATH AT NORTH END OF LOWER YARD, Steamer from the North.

BALL WITH WHITE FLAG UNDERNEATH AT SOUTH END OF LOWER YARD, Steamer from the South.

Vessels of War are distinguished by a RED PENNANT accompanying the particular signal applicable to ship, steamer, &c., &c.

Two or more vessels of the same class are notified by two or more balls, in the positions specified above for single vessels respectively.

The steamer Lyttelton is signalled by a telegraph flag below the south yard-arm. The Sturt by a flag and ball in centre of upper yard, south side.

QUEEN CHARLOTTE SOUND.

A black buoy, surmounted by a White Beacon, with "Mark Rock" painted thereon, has been placed on a rock off the south-west end of Pig Island.

The above rock is not placed on any chart, and will be hereafter known by the above name.

The buoy bears (magnetic) as follows:—S.W., end of Pig Island, S.W. by S, $\frac{1}{2}$ mile.

Gulla Gull Point, S.E. by E.

Bull Point, N.E. $\frac{1}{2}$ E.

The above rock is a continuation of the south-west point of Pig Island, and has sixteen feet on it at low water spring tides, therefore is only dangerous to vessels drawing a large draught of water; but to coasting vessels it will be found convenient as a temporary anchorage.

PELORUS SOUND.

A Beacon, consisting of an Iron Bar with a Triple Hook, has been placed on the rock in Kakah's Channel, entrance to Pelorus Sound. The above rock will

for the future be called the "Richmond Rock," and is about four feet above low water; and the beacon will show about four feet above high water (springs).

Bearings of Richmond Rock (magnetic) viz. :—

East Entry Point, S. $\frac{1}{2}$ E.

West End Forsyth Island, S.E. $\frac{1}{4}$ E.

South End Chitwode Islands, N. E. $\frac{1}{4}$ E.

T. G. BAILLIE, Harbour Master.

CODE OF SIGNALS USED AT THE SMALL STAFF FOR SIGNALLING COASTERS.

This flagstaff is fitted with one yard and two stays, in the same direction as the larger staff:—

A white flag, with black ball in centre, at the masthead, is for a coaster sail in sight.

AUSTRALIAN MAID, a Ball just below the Masthead.

ANN, a Ball in the Centre of the South Stay of the Mast.

CITY OF NELSON, a Ball on the Mast, between the Stays.

GIPSY, a Ball on the Centre of the North Stay.

JANE, a Ball at the South end of the Yard.

MARY, a Ball in the Middle of the South half of the Yard.

RAPID, a Ball at the North end of the Yard.

NECROMANCER, a Ball in the Middle of the North half of the Yard.

THE MOTUEKA BOAT, a Ball in the Centre of the Yard.

ODDFELLOW, Flag at South end of the Yard.

NOTICE TO MARINERS.

Fixed Light on Boulder Bank, Blind Bay.

His Honor the Superintendent directs it to be notified, that on the night of Monday, the fourth day of August next, and every night thereafter, from the going away of daylight in the evening to the return of daylight in the morning, a light will be exhibited from the undermentioned lighthouse, the position; and characteristics of which have been specified by John Blackett, Esq., Engineer, and James Smith Cross, Harbour Master, of the Province of Nelson, as follows:—

Nelson Harbour Light, Blind Bay.

Nelson Lighthouse is situated on the S.W. end of the Boulder Bank, ten miles S.S.W. of Pepin Island, and half-a-mile N. and by E. of the Powder Magazine. The light will be catadioptric, of the fourth order, a fixed white light, and will be exhibited from an octagonal tower of iron, painted white, erected on the Boulder Bank. The light will be about sixty (60) feet above high water of spring tides, and will be seen in clear weather at the distance of about twelve-and-a-half (12 $\frac{1}{2}$) nautical miles, allowing ten feet for the height of the eye, and at lesser distances according to the state of the atmosphere.

The lighthouse is situated in lat. 41° 15' 5" S.; long. 173° 17' 7" E., with the following bearings:—

Compass Bearings to Light, which illuminates an arc of 119 $\frac{1}{2}$ °.

The light will be visible from W. by S. westerly, round by N. to N. and by E. $\frac{1}{4}$ E.

From off Croixelles Harbour—S. 19 $\frac{1}{2}$ ° W., or S. and by W. $\frac{3}{4}$ W

From off extreme end of the Sand Spit off Cape Farewell—S. $26\frac{1}{2}^{\circ}$ E., or S.S.E. $\frac{1}{4}$ E. easterly.

From Waimea West—N. 80° E., or E. and by N. easterly.

The outer anchorage—The light bearing E.S.E. Six fathoms low water.

CAUTION.—Masters of vessels are cautioned not to shut the light in, nor to approach within one (1) mile of the point upon which the lighthouse is erected. The bearings are magnetic. Variation 15° E. in 1856.

HENRY ADAMS,
For ALFRED DOMETT, Provincial Secretary.

PORT OF WELLINGTON.

SIGNAL STATION, MOUNT ALBERT.

The following are the signals used at the flag staff upon a vessel being seen approaching the heads:—

A PARALLELOGRAM	denotes a	Steamer
SQUARE	"	Ship
CROSS	"	Barque
HOLLOW CIRCLE	"	Brig
TRIANGLE with Hollow Circle under	"	Brigantine
TRIANGLE with Cross under	"	Three Masted Schooner
TRIANGLE	"	Topsail Schooner
HOLLOW TRIANGLE	"	Fore-and-aft-Schooner
DIAMOND	"	Cutter

REMARKS.—A WHITE FLAG AT MAST-HEAD denotes a sail in sight; when the class is ascertained the flag is hauled down, and the DESCRIPTIVE SIGNAL HOISTED AT THE YARD-ARM.

English Vessel of War, UNION JACK AT MAST-HEAD.

Foreign Vessels of War, UNION JACK AT MAST-HEAD WITH WHITE PENNANT
Provincial Mail Packet, RED FLAG AT MAST-HEAD.

When the Vessel is inside the Heads, the FLAG IS HOISTED BELOW DESCRIPTIVE SIGNAL. Vessels anchored outside, DESCRIPTIVE SIGNAL HALF-MAST.

A Vessel in distress or on shore, DESCRIPTIVE SIGNAL AND WHITE FLAG HOISTED AT MAST-HEAD.

When a signal is hoisted on the eastern yard-arm the vessel is approaching the harbour from the south; when on the western from the north.

HARBOUR SIGNALS.

The rendezvous flag hoisted at the peak end, is a signal for the Harbour master.

The signals at the Signal Station, Mount Albert, are repeated from the Government House flag staff.

The ensign at the mainmast head during the day, and two lanterns, one immediately under the other at night, is the signal for the Police.

PORT OF WANGANUI.

SIGNAL STATION AT THE HEADS, NORTH BANK.

WHEN a vessel is sighted, and there is not sufficient water on the bar, a WHITE FLAG WILL BE HOISTED AT THE MAST-HEAD; when the Pilot considers it safe to cross the bar a RED FLAG will be substituted; at half flood a BLACK BALL HALF-MAST HIGH, one hour before high water—same at mast-head, hauled down half-an-hour before the ebb has made.

When a vessel is about to cross the bar, a BLACK BALL WILL BE HOISTED

UNDER THE YARD and will traverse from yard-arm to yard-arm to denote the channel.

A CODE OF MARYATT'S SIGNALS is kept for communication.

In moderate weather vessels can approach within signalling distance.

In fine weather the Pilot will board inward bound vessels.

SIGNAL STATION, YORK HILL.

A CROSS	denotes a	Barque
CIRCLE	"	Brig
TRIANGLE	"	Topsail Schooner
HOLLOW TRIANGLE	"	Fore-and-aft Schooner
DIAMOND	"	Cutter
WHITE FLAG WITH BLACK BALL BELOW IT	"	Steamer

NOTICE.—A WHITE FLAG AT MAST-HEAD denotes a vessel in sight; when the vessel is inside the bar the flag is hauled down, and a PENNANT is hoisted to the yard-arm under descriptive signal.

When outward bound vessels have crossed the bar, a BLUE PETER AT THE YARD-ARM for an hour.

For a vessel on the bar a WHITE FLAG WITH BLUE SQUARE IN THE CENTRE, at the yard-arm.

TARANAKI.

MARYATT'S CODE is used for communication between vessels and the shore.

PORT PHILLIP HEADS LIGHTHOUSES.

Navigators are hereby informed that in accordance with a notice to Mariners dated the 27th of December, 1862, the alterations in Shortland's Bluff and Swan Spit lights, and the exhibition for the first time of a light on Point Lonsdale, as notified on the 3rd of February, 1863, were carried into effect on the respective dates mentioned in such notices.

Consequent upon these changes, the following sailing directions are published for the guidance of vessels navigating the entrance to Port Phillip at night:—

Vessels from the southward and eastward will see the high light (fixed white) on a N. $\frac{1}{2}$ W. bearing, and the white low light (fixed white and red) on a N. $\frac{1}{2}$ E. bearing; as they proceed to the N. W. to bring the two lights in one, the low light will change its color from white to red on a N.N.E. $\frac{1}{4}$ E. bearing.

Vessels from the southward and westward sighting the high light to the eastward of N. E. by E. should, to avoid the Barwon bight, haul out to the eastward to open the low light, which will be first seen white on a N. E. by E. bearing, and as they proceed to bring the two lights in one, the low light will change its color from white to red on a N. E. $\frac{1}{4}$ E. bearing.

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

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

Vessels steering from sea for Port Phillip, and near the entrance will first see the Point Lonsdale green light on a N.W. by N. $\frac{1}{4}$ N. bearing, and so long as

they have it full in view they are to seaward of the Lonsdale and Ferguson rocks; when the two colors red and green begin to blend, it indicates vicinity to the line which passes on a N.W. by W. bearing from the light over these dangers.

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

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

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

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

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

Vessels of heavy draught should anchor on the S.E. side of the fairway, which is indicated at night by the Swan Spit light changing from red to white on a N. E. $\frac{1}{4}$ N. bearing, and by day the Swan Spit lighthouse just open W. of No. 2 White Perch buoy.

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

All bearings are magnetic.

CHARLES FERGUSON, Chief Harbour Master.

PORT PHILLIP HEAD LIGHTS.

In accordance with a notice to Mariners, dated 17th April, 1862, Navigators are hereby informed that on and after the evening of the 19th of February next, a fixed light, upon the dioptric principle, will be exhibited from each of the two towers recently built at Shortland's Bluff, close to and on the same line of bearing from each other as the two old towers, namely, N. 33° E., and S. 33° W., and distant from each other one thousand and fifty-six feet. On the exhibition of the new lights, the present lights will be extinguished, and the old towers removed as speedily as possible.

HIGH LIGHTHOUSE.

Fixed Bright White Light.

The new high lighthouse will, like the present one, exhibit a fixed bright white light between sunset and sunrise, and be visible from seaward to vessels in the offing from about E. by N. to N.; but vessels close in with the Lonsdale land will not see the light except from N. E. by E. to N.

The light will be visible within the heads from S. W. by W. to about N.E. by E., i.e., from the Swanspit lighthouse round southerly to Lonsdale Bight.

The tower is built of bluestone, and will remain its natural color. The centre of the light will be 130 feet above high water level, and be visible at a distance of seventeen miles, allowing ten feet for the height of the eye, and at lesser distances according to the state of the atmosphere.

The attention of Navigators is called to the fact of the new light being twenty feet higher than the present one, and of greater intensity; it will therefore show further seaward, and into the Barwon Bight, than the latter did.

The alteration made in the new high lighthouse from the old high lighthouse consists in a change of color from white to grey, greater intensity of light, and range in an E. and W. direction.

LOW LIGHT.

Fixed Red and White.

The new low lighthouse tower will be painted white, like the present one.

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

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

With the view of facilitating the navigation between the heads and through the South Channel, and guiding ships to a safe anchorage at night, the following alterations will be made in the color of the low light, which has hitherto been all red:—

On and after the evening of the 19th of February next, the low light will show white from about N.E. by E. to N.E., and from N.N.E. to W. by N.; and red from about N.E. to N.N.E.

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

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

The two lights in one will, as heretofore, be the safest course for vessels of heavy draught entering between the heads.

SWAN SPIT LIGHT.

Fixed Red and White.

This light, which has hitherto been colored all round, will, on and after the 10th February next, be altered so as to show white from about E.N.E. to N.E. $\frac{1}{2}$ E., and from N.E. $\frac{1}{4}$ N. to N. by W. $\frac{1}{2}$ W., and red from N.E. $\frac{1}{2}$ E. to N.E. $\frac{3}{4}$ N. and N. by W. $\frac{1}{2}$ W. to S. $\frac{1}{4}$ W.

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

These changes are intended to obviate the difficulties hitherto experienced in estimating a vessel's distance at night from the Shortland Bluff Reef and the two channel buoys at the entrance of the West Channel.

CORSAIR ROCK MARKS.

Alteration in the marks on Shortland's Bluff for clearing the Corsair Rock.

The present leading marks to clear the Corsair Rock are the flagstaff kept open west of the new lighthouse.

As the latter will be removed on the exhibition of the new lights, and the flagstaff being now on the spot where the lighthouse keeper's quarters are to be built, it will also be removed, on the 19th of February, to a site close to the high lighthouse, and from that date will cease to be a mark for the Corsair Rock.

Before the removal of the old low lighthouse and flagstaff, a stone obelisk forty (40) feet high, colored red, will be erected close to the site of the former.

The leading marks to clear the Corsair Rock will then be the red obelisk and the east end of the Queenscliff telegraph station—a two-storied, light-colored building, close to the high lighthouse.

On and after the 19th of February next, the following will be the directions to clear the Corsair Rock:—

Keep the east end of the telegraph station open to the westward of the red obelisk, until you open the white beacon on Point Nepean, well out to the northward of the red beacon, when bound inwards, and well out to the southward of the red beacon when bound outwards.

Masters of vessels, and others who may possess the sailing directions and charts for this port, can have the particulars of this notice inserted in their proper place in the directions, and the positions of the recently discovered rocks laid down on their charts, by sending them to this office.

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

CHARLES FERGUSON, Chief Harbour Master.

HOKIANGA RIVER.

MASTERS of vessels and others navigating the Hokianga river are hereby informed that, on and after the 1st day of March, 1863, the following will be the code of signals for taking Hokianga bar and entering the river:—

SIGNALS.

1. From the signal-staff on the south head the following signals will be made:—

No. 1. BLUE PETER: "Keep to sea; bar is not fit to take."

No. 2. RED FLAG: "Take the bar; there is no danger."

No. 3. BLUE WITH WHITE CROSS: "Ebb tide;" bar not fit."

No. 4. WHITE: "First quarter flood."

When these flags are understood, they should be answered from the ship by a pennant or flag where best seen. The Pilot will be at the entrance of the heads in his boat, but seldom outside the bar.

2. If a vessel is too far to the north for entering, a white square will be hoisted on the south yard-arm; and if too far to the south, it will be hoisted on the north yard-arm. Vessels to be particularly guided by the hoisting of the white square at the yard-arms, and that direction. No vessel should take the bar until the flagstaff bears E. $\frac{1}{4}$ N.

ROBERT GRAHAM, Superintendent.

ROCK OFF LONG LOOK OUT, ON THE NORTHERN SIDE OF BANKS' PENINSULA, MIDDLE ISLAND, NEW ZEALAND.

The barque Catherine, from Hobart Town, when about three-quarters of a mile from the Long Look-out, struck on a sunken reef, injuring the gudgeons of her rudder, so as to disable her. She was towed into the port of Lyttelton by the Gazelle.

CHARLES SHARP, Master Warden, C. Marine Board.

Captain J. McLean, s.s. Aldinga, reports that on the 24th August last, the above vessel struck a sunken rock on the south coast of Otago, about three miles from the shore slope point, bearing N.E. by E., and Waipapa point N.W. $\frac{1}{4}$ W. with twelve fathoms close to.

The rock must have been small and pointed as the steamer struck it amidships, slued round, and fell off head to sea.

THOMAS ROBERTSON, Secretary, *pro tem.*

TIDE HOURS, RANGE, AND COMPASS VARIATION. ISLANDS OF NEW ZEALAND.

PLACE.	H.W.F. & C.		RANGE FEET.	VARIATION. D. M.
	H.	M.		
NORTH ISLAND.				
Three Kings Islands	8	0	7	EAST.
Bay of Islands	7	15	4 to 9	14 55
Wangarei Harbour	7	0	5 to 9	14 20
Auckland Harbour	7	5	7 to 11	14 18
Tauranga Harbour	7	10	6	
Cape Runaway	9	16		14 47
East Cape	8	55	7	
Poverty Bay	6	5	5 to 6	14 49
Ahuriri Harbour	7	50		16 0
Port Nicholson	4	30	2 $\frac{1}{2}$ to 5	15 0
Kapiti Island	9	0	6	14 52
Manawatu River	10	0	4 to 8	
Wanganui River	10	15	4 to 8	
Taranaki	9	30	6 to 14	14 45
Kawhia Harbour	9	30	12	
Manukau Harbour	10	0	7 to 13	
Kaipara Harbour	10	55	8 to 11	
Hokianga Harbour	9	45	10	
MIDDLE ISLAND.				
Cape Campbell	6	0		
Kaikora Peninsula	5	30		
Lyttelton	4	20	6 to 8	14 53
Akaroa	3	24	6 to 8	15 24
Otago Harbour	3	30	4 to 8	15 40
Molyneux River	3	8	4 to 8	
Ruapuke Island	1	0	4 to 8	16 1
Bluff Harbour	1	10	4 to 8	16 16
Preservation Inlet	11	20	4 to 8	15 31
Cape Farewell	9	20	6 to 14	
Motupipi River	9	50	6 to 14	
Nelson Haven	9	50	6 to 14	15 9
Port Hardy	9	55	6 to 8	
Pelorus Sound	10	0	3 to 11	16 10
Port Gore	9	0	6 to 8	
Queen Charlotte Sound	8	50	6 to 8	14 5
Tory Channel	8	15	6 to 8	
Port Underwood	6	10	6 to 8	13 54
SOUTH ISLAND.				
Port William	12	45	4 to 8	16 6
South Cape	12	0	7	
Traps Rocks	12	0		18 0

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