

1877.
NEW ZEALAND.

FURTHER REGULATIONS MADE UNDER THE “PUBLIC WORKS ACT, 1876.”

Laid on the Table of the House in compliance with Section 19 of “The Public Works Act, 1876.”

[Published in the *New Zealand Gazette* No. 92, 8th November, 1877.]

Alterations and Additions to the Rates for the Conveyance, Delivery, and Storage of Goods, Parcels, &c., on all the New Zealand Railways.

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following alterations and additions to the rates for the conveyance, delivery, and storage of goods, parcels, &c., on all the New Zealand Railways, are hereby declared to be fixed, and shall come into force from the day of the date hereof:—

PORT TRAFFIC.

At port stations, haulage between private stores and wharves, including handling at ship's side, at per ton, 1s. 6d.

CLASS E.

The remission of 9d. per ton for loading and unloading is hereby abolished.

A terminal charge of 1s. 9d. per ton will be made on goods of class E, consigned to or from private sidings or sheds, at country stations, in place of the ordinary terminal charge of 2s. 6d. Owner to perform all loading and unloading at such private sidings or sheds.

TIMBER.

All previous rates for sawn and heavy timber are hereby cancelled.

Sawn timber, $\frac{1}{2}$ d. per 100 superficial feet per mile for each mile up to 30 miles; $\frac{3}{4}$ d. per 100 superficial feet per mile for each additional mile. Minimum charge, 7d. per 100 superficial feet.

Heavy timber, $\frac{3}{4}$ d. per 100 superficial feet per mile for each mile up to 30 miles; $\frac{1}{2}$ d. per 100 superficial feet per mile for each additional mile. Minimum charge, 1s. per 100 superficial feet.

No charge less than for 500 superficial feet per truck.

Australian timbers, rate and a half.

All timber not exceeding 49 square inches sectional area to be carried as sawn timber.

All timber exceeding 49 square inches sectional area, if exceeding 13 feet in length, to be carried as heavy timber; 13 feet in length and under, as sawn timber.

Round timber, string measurement, as heavy timber; no allowance for bark, tops, butt, or unsound wood.

Half-inch boards and under, half rate; no reduction in minimum charge.

One hundred palings, or 1,000 shingles, as 100 feet timber.

Owner to do all loading and unloading.

For each loading or unloading done by the railway, 3d. per 100 feet additional will be charged.

All sawn timber under 1 inch is taken as inch stuff in computing the measurement.

HAY, STRAW, AND CHAFF.

Owner loads and unloads. For each loading or unloading done by the department, 1s. 6d. per truck extra will be charged. Quantities under 1 ton may be carried as Class B, pressed, at single rates; unpressed, double rates. No charge to exceed truck rate.

Dated at Wellington, this 7th day of November, 1877.

W. J. M. LARNACH,
Minister for Public Works.

[Published in the *New Zealand Gazette* No. 93, 15th November, 1877.]

Alterations and Additions to the Rates for the Conveyance, Delivery, and Storage of Goods, Parcels, &c., on all the New Zealand Railways.

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following alterations and additions to the rates for the conveyance, delivery and storage of goods, parcels, &c., on all the New Zealand Railways, are hereby declared to be fixed, and shall come into force from the day of the date hereof:—

PASSENGERS.

Family season tickets will be issued on application to the Manager at two-thirds the rate of ordinary season tickets. Minimum charge as for four persons.

The rate for special trains with one large or two small carriages to be fifteen shillings (15s.) per mile. For every additional carriage, five shillings (5s.) per mile. Minimum charge, five pounds (£5). Mileage charged one way only.

Season tickets at half ordinary fares will be issued to apprentices and pupil-teachers whose age does not exceed 19 years, upon production of satisfactory certificates from their masters or employers that the applicants are actually serving as apprentices or

pupil teachers, and that their age is within the prescribed limits.

GRAIN.

If bags contain more than 4 bushels the excess weight will be charged at a rate and a half.

MISCELLANEOUS.

The driver of any public vehicle plying for hire within the precincts of any railway will be charged a fee of one pound (£1) for a twelve months' license, to be issued at the option of the Manager. No public vehicle allowed to ply within the limits of the railway without a license.

Dated at Wellington, this 15th day of November, 1877.

W. J. M. LARNACH,
Minister for Public Works.

[Published in the *New Zealand Gazette* No. 97, 6th December, 1877.]

*New Zealand Railways.—Onehunga Branch Railway.
Onehunga Wharf Rates.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following rates for the Onehunga Wharf are hereby declared to be fixed in lieu of those published in the *New Zealand Gazette* No. 35, of the 19th of April last, and shall be paid by persons using the said wharf on and from the 14th instant until altered.

ONEHUNGA BRANCH RAILWAY.—ONEHUNGA WHARF
RATES.

Tolls.	s. d.
Each vessel lying at the wharf per day or part thereof, per ton gross register up to 150 tons	0 0½
For each ton above 150 tons per day or part thereof	0 0½
Minimum charge per day or part thereof	2 6
For every wagon using the wharf, drawn by one horse, each time	1 0
For each additional horse	0 6
For each express, cart, or other vehicle drawn by horse	0 6
For every barrow or hand truck, each time	0 2

Wharfage.

(Tonnage as per Ship's Bill of Lading.)

All merchandise and goods not otherwise specified, per ton	2 6
Barrows or hand-trucks, each	0 3
Four-wheel vehicles, each	5 0
Two-wheel vehicles, each	2 6
Horses and cattle, per head	0 6
Sheep, pigs, and goats, per head	0 1
Timber, per 100 feet superficial	0 1
Australian timbers, per 100 feet superficial	0 2
Palings, per 100	0 2
Shingles, per 1,000	0 6
Hay, straw, and chaff, pressed, per ton	2 0
Ditto, do., unpressed, double rates	
Firewood, per cord	1 6
Rough stone, lime, and coal, per ton	1 6

Dated at Wellington, this 1st day of December, 1877.

G. S. WHITMORE,
(Minister acting for the Minister for
Public Works.)

[Published in the *New Zealand Gazette* No. 99, 1st December, 1877.]

*New Zealand Railways.—Brunnerton to Greymouth
Railway—Greymouth Wharf.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following rates for Greymouth Wharf are hereby declared to be made and shall come into force on the said wharf on and from the 10th instant, until altered:—

BRUNNERTON TO GREYMOUTH RAILWAY.—GREY-
MOUTH WHARF.

The working hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at other times without written notice being given by the ship's officer to the Wharfinger under a penalty of £5 for each offence. The time allowed for discharging coals from the trucks into ships is at the rate of 30 tons per hour. Demurrage will be charged on such trucks as are detained beyond the time calculated at such rate, 5s. per truck per hour or fraction thereof.

Ships discharging or taking in cargo at other than the appointed working hours will be charged at the rate of 2s. 6d. per hour or fraction thereof.

Dated at Wellington, this 1st day of December, 1877.

G. S. WHITMORE,
(Minister acting for the Minister for
Public Works.)

[Published in the *New Zealand Gazette* No. 89, 25th October, 1877.]

*New Zealand Railways.—Westport to Mount Rochfort
Railway.—Westport Wharf Rates.*

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following rates for the Westport Wharf of the Westport to Mount Rochfort Railway are hereby declared to be fixed, and shall be paid by persons using the said wharf on and from the 5th of November, 1877.

SCHEDULE.

WESTPORT TO MOUNT ROCHFORD RAILWAY.

Westport Wharf Rates.

	s. d.
On all sailing vessels, foreign, intercolonial, or coastwise, from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip	1 0
On all sailing vessels from ports within the above limits, per ton register, per trip	0 9
On all coasting steamers from ports beyond the limits comprised between Cape Farewell and Milford Sound, per ton register, per trip	0 9
On all coasting steamers trading only within the above limits, per ton register, per trip	0 6
On all intercolonial steamers when coming to the wharf, per ton register, per trip	0 6
On all vessels or steamers tendering ships or steamers (not entering the river) in the roadstead, per ton register, per trip	0 1
On all vessels coming for coal (in ballast)	0 1
On all goods and luggage not otherwise specified, per ton weight or measurement	2 0
Minimum charge	0 3
Wool, per bale	0 6
Timber, per 100 feet superficial	0 1
Firewood, per cord	2 0
Half dues for wharfage to be charged on all goods transhipped into lighters, &c., from vessels lying alongside Government wharves, or at any of the Government moorings	2 0
Cattle and horses, per head	2 0
Sheep, pigs, goats, &c., per head	0 6
Hides, each	0 1
Palings, per 1,000	2 0
Poultry, each	0 1
Shingles, per 1,000	0 6
Slates, per 1,000	3 0
Vehicles, four-wheel	5 0
" two-wheel	2 6
Parcels, each	0 3

Dated at Wellington, this 19th day of October, 1877.

W. J. M. LARNACH,
Minister for Public Works.

[Published in *New Zealand Gazette* No 90, 1st November, 1877.]

Alterations and Additions to the Rates for the Conveyance, Delivery, and Storage of Goods, Parcels, &c., on all the New Zealand Railways.

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council, dated the 17th day of April, 1877, the following alterations and additions to the rates for the conveyance, delivery, and storage of goods, parcels, &c., on all the New Zealand Railways are hereby declared to be fixed, and shall come into force on and after the 31st October, 1877:—

WOOL.

The charge for conveyance of wool between Lawrence and Dunedin Stations to be 3s. 11d. per bale of 4 cwt.

SPECIAL RATE FOR LARGE LOTS OF SHEEP.

The charge for freight of sheep, in lots of not less than 9,000, for distances not exceeding 170 miles, to be £360. For each additional 1,000, or fraction of 1,000, a charge of £40 will be made. No charge to exceed ordinary rate charges.

Dated at Wellington, this 31st day of October, 1877.

W. J. M. LARNACH,
Minister for Public Works.

[Published in *New Zealand Gazette* No 53, 14th June, 1877.]

Notification of Regulations prescribing Terms and Conditions for the use of the Mount Ida Water-race and Sludge Channel.

IN pursuance and exercise of the powers and authorities vested in me by "The Public Works Act, 1876," I, the Honorable John Davies Ormond, Minister for Public Works, do hereby make the regulations hereinafter set forth, prescribing the terms and conditions upon which the water-race therein mentioned may be used, and the rates and charges to be paid for water supplied, that is to say,—

1. The Mount Ida Water-race and Sludge Channel and all the dams, races, and works of any kind in connection therewith (hereinafter included in the expression "the race"), shall be under the control of an officer, to be from time to time appointed by the Governor, to be called the "Manager." Any such Manager may be removed or dismissed from his office by the Governor.

2. The Manager shall have entire charge of the race, and shall be responsible for keeping the same in proper repair, and for maintaining the supply of water; and may, subject to these regulations, sell and supply water to miners for mining purposes, and grant permission to miners to connect tail-races with the sludge channel, and to run water and tailings into the same. The Manager, so long as he shall hold office, shall be the person to recover all rates and charges payable under these regulations, as provided in "The Public Works Act, 1876," and the Manager for the time being shall be deemed to be duly authorized by the Minister for that purpose.

3. No person shall take water from the race, or any reservoir or branch race in connection therewith, or run water or tailings into the sludge channel, or in any way interfere with any of them, without the consent of the Manager.

4. Water from the race shall be sold by measure, the unit of measurement for the purposes of these regulations being taken to be what is known as the "Hogburn-head"—that is to say, a stream of water flowing for eight hours through an aperture 16 inches wide by 1 inch high in one end of a gauge

box 6 feet long and 5 inches deep, interior measurement, with a pressure or "head" board of 4 inches in width above the discharge aperture; the box to be open at the top, and fixed level. For the purpose of measuring more than one "Hogburn-head" the box may be enlarged horizontally, or the side may be raised and the aperture enlarged perpendicularly.

5. The rate at which water shall be sold for mining purposes shall be twenty-five shillings (25s.) the "Hogburn-head" per week of six working days of eight hours each, and such price shall be payable in advance.

6. The charge for running water and tailings into the sludge channel shall be one shilling and sixpence (1s. 6d.) per "Hogburn-head" per full week of seven days, payable in advance.

7. A day and hour and place shall be appointed by the Manager for receiving the first applications for supplies of water from the race for mining purposes, and for the privilege of connecting tail-races with and running water and tailings into the sludge channel; and the same shall be notified not less than seven days previously by advertisement in some newspaper circulating in the district where the race is situate.

8. Any person desiring to obtain a supply of water from the water-race for mining purposes shall apply in writing to the Manager, stating the quantity of water required, and where to be used, and where and when required to be supplied. All such applications shall be kept by the Manager, and numbered consecutively as received.

9. If the quantity of water that any person applies for is available at the time for sale and delivery where specified, the Manager shall issue to the applicant a "water ticket" in the Form A in the Schedule hereto, setting forth the quantity of water the applicant is entitled to be allowed to purchase.

10. The applicant shall present the "water ticket" to the Receiver of Gold Revenue (hereinafter called "the Receiver"), who shall thereupon receive from him, in advance, the price of the water therein mentioned, and give him a "receipt" in the Form B in the said Schedule; and it shall be lawful for the Receiver from time to time to receive from the person named in such "water ticket" the price of the water therein mentioned, in advance, without requiring the production of a fresh "water ticket," unless or until he shall receive notice from the Manager that such person is no longer entitled to be the purchaser of such quantity of water.

11. In allotting water to applicants, the Manager shall give a preference to the earlier applicants; but in case the amount of water applied for shall at any time exceed the quantity available for sale and delivery, it shall be lawful for the Manager to allot to applicants less quantities of water than they shall have applied for, provided that in no case shall the Manager reduce the quantity for any one person or party to less than four "Hogburn-heads" without his or their consent.

12. The holder of a "receipt" shall be entitled to the quantity of water therein specified, to be delivered at such times and places (being regular points of delivery from the race) as he may indicate to the Manager, provided the same can be conveniently arranged; but shall have no absolute claim to such supply at such times or places.

13. Whenever the supply of water in the race shall be less than sufficient to supply to all the holders of "water tickets" the full quantities of water to which they are entitled, it shall be lawful for the Manager to reduce the supply to each holder of a "water ticket" in a proportionate rate, as nearly as may be; but the supply for any holder of a "water ticket" shall not be so reduced below four "Hogburn-heads" without his consent; and if, after

such reduction has been made, the supply shall still be insufficient, the water available shall be appropriated to the several holders of "water tickets," at the reduced rate, in the order of their priority, so far as it will go.

14. The Manager shall keep an account in which he shall credit each holder of a "water ticket" with the amount of money shown in such "receipts" as may be produced to him, and shall debit each holder of a "water ticket" with the value of water supplied to him and of channel fees incurred; and in case of reduction of or stoppage of supplies, as in the last section provided, the holder of the "water ticket" shall be entitled to have the amount made up to him in water whenever a sufficient supply shall again be available for the purpose, or in channel privileges, or in cash by way of refund.

15. The Manager shall turn on the water from the race for the supply of purchasers, and turn off the same; and no person shall turn on water or turn it off, or in any way interfere with the gauges, except by authority of the Manager.

16. Any person desiring to cut a tail-race to run into or connect with the sludge channel shall apply in writing to the Manager, stating where the proposed tail-race will connect with the channel, its intended dimensions and "fall;" and if on inquiry the Manager shall be of opinion that such race may be safely allowed to be connected with the channel, he shall certify accordingly to the Warden.

17. No certificate for any tail-race to be connected with or run into the sludge channel shall be granted by the Warden, unless it shall be certified to him by the Manager as aforesaid that such tail-race may be safely so constructed.

18. The Manager shall not, without special sanction of the Warden, certify for the construction of any tail-race to be connected with and run into the channel of a greater incline than 5 inches in 12 feet for a distance back from the point of junction of two chains.

19. No tail-race shall be allowed to be made to connect with the sludge channel upon its eastern side, unless the same be tunnelled in the solid earth for a length of at least 66 feet from the bank of the sludge channel, or be boxed for the same length, and the earth be filled in to the surface; and every such tail-race shall be fitted with a sufficient gate, which shall, if required by the Manager, be kept closed during floods.

20. No tail-race or head-race or flood channel shall be made nearer to the sludge channel than 66 feet on its eastern side and 33 feet on its western side, except by consent of the Manager.

21. When any tail-race shall have been made, under the authority of these regulations, to be connected with and run into the channel, it shall be lawful for the owner or occupier of such tail-race to run water and tailings through it into the channel, subject to these regulations.

22. It shall be lawful for the Manager to assess the carrying capacity and average discharge of any tail-race that shall be connected with and run into the sludge channel, and the number of "Hogburn-heads" so estimated as the average discharge shall be mentioned on the "water ticket" which the Manager shall give to the owner or occupier of the tail-race; and the owner or occupier shall pay weekly, in advance, the fees for the said number of "Hogburn-heads" run into the sludge channel.

23. In case the owner or occupier of any tail-race shall be dissatisfied with the Manager's assessment of average discharge as aforesaid, he may appeal to the Warden, who shall thereupon confirm or vary such assessment, and the decision of the Warden shall be final.

24. No person using any tail-race shall be allowed to discharge water or tailings into the sludge channel unless he shall have paid, in advance, the fees for the average discharge of such race as aforesaid.

25. The owner or occupier of any tail-race discharging water and tailings in the sludge channel shall at any time cease to so discharge water and tailings when required so to do by the Manager, either verbally or in writing.

26. In case any person who shall have paid in advance for a supply of water, or for the privilege of discharging water and tailings into the sludge channel, shall cease to require such water or privilege, it shall be lawful for him to obtain a refund of the unappropriated balance of the money so paid by him; and such refund shall be payable out of the Colonial Treasury upon a voucher certified by the Manager.

SCHEDULE.

Form A.	Form A.
WATER TICKET.	WATER TICKET.
No.	No. 187 .
Name	To the RECEIVER of REVENUE, Naseby.
Date	PLEASE receive from weekly, in advance, until otherwise advised by me, the fees for supplies of water from Mount Ida Public Water-race, and for the privilege of running water and tailings into the Naseby Sludge Channel as undermentioned.
Heads of water	HOGBURN-HEADS.
Heads to run into channel.	Water from Race
Manager.	Channel privilege-
	Manager.
Form B.	Form B.
RECEIPT.	RECEIPT.
	MOUNT IDA PUBLIC WATER-RACE AND SLUDGE CHANNEL.
No.	No. Naseby, 187 .
Date	RECEIVED from water money and channel fees as under mentioned.
Name	
Water	Hogburn Heads. Period. —
Channel fees	Water ... £. s. d.
Total	Channel fees
Receiver.	Receiver.

Given under my hand, at Wellington, this thirteenth day of June, one thousand eight hundred and seventy-seven.

J. D. ORMOND,
Minister for Public Works.

[Published in *New Zealand Gazette* No. 62, 19th July, 1877.]
Alterations in Rate for use of the Mount Ida Water-race, in substitution of Rate in 5th Regulation, published in New Zealand Gazette No. 53, of the 14th June, 1877.

IN pursuance and exercise of the powers and authorities vested in me by "The Public Works Act, 1876," I, the Honorable John Davies Ormond, Minister for Public Works, do hereby make the

alteration set forth, in the regulations made by me on the 13th day of June, 1877, and published in the *New Zealand Gazette* of the 14th day of June 1877, prescribing the terms and conditions upon which the Mount Ida Water-race might be used, and the rates and charges to be paid for water supplied.

In the 5th of the said regulations the words and figures "twenty-shillings (20s.)" shall be substituted for the words and figures "twenty-five shillings (25s.)"

Given under my hand, at Wellington, this eighteenth day of July, one thousand eight hundred and seventy-seven.

J. D. ORMOND,
Minister for Public Works.

[Published in *New Zealand Gazette* No. 70, 16th August, 1877.]

Notification of Regulations prescribing Terms and Conditions for the use of the Mount Ida Water-race and Sludge Channel.

IN pursuance and exercise of the powers and authorities vested in me by "The Public Works Act, 1876," I, the Honorable John Davies Ormond, Minister for Public Works, do hereby repeal the regulations dated 13th June and 18th July, 1877, and published in *Gazettes* Nos. 53 and 62 of the same year, and do make in lieu thereof the regulations hereinafter set forth prescribing the terms and conditions upon which the water-race therein mentioned may be used, and the rates and charges to be paid for water supplied, that is to say,—

1. The Mount Ida Water-race and Sludge Channel, and all the dams, races, and works of any kind in connection therewith (hereinafter included in the expression "the race"), shall be under the control of an officer, to be from time to time appointed by the Governor, to be called the "Manager." Any such Manager may be removed or dismissed from his office by the Governor.

2. The Manager shall have entire charge of the race, and shall be responsible for keeping the same in proper repair, and for maintaining the supply of water; and may, subject to these regulations, sell and supply water to miners for mining purposes, and grant permission to miners to connect tail-races with the sludge channel, and to run water and tailings into the same. The Manager, so long as he shall hold office, shall be the person to recover all rates and charges payable under these regulations, as provided in "The Public Works Act, 1876," and the Manager for the time being shall be deemed to be duly authorized by the Minister for that purpose.

3. No person shall take water from the race, or any reservoir or branch race in connection therewith, or run water or tailings into the sludge channel, or in any way interfere with any of them, without the consent of the Manager.

4. Water from the race shall be sold by measure, the unit of measurement for the purpose of these regulations being taken to be what is known as the "Hogburn-head,"—that is to say, a stream of water flowing for eight hours through an aperture 16 inches wide by 1 inch high in one end of a gauge box 6 feet long and 5 inches deep interior measurement, with a pressure or "head" board of 4 inches in width above the discharge aperture; the box to be open at the top, and fixed level. For the purpose of measuring more than one "Hogburn-head" the box may be enlarged horizontally, or the side may be raised and the aperture enlarged perpendicularly.

5. The rate at which water shall be sold for mining purposes shall be twenty shillings (20s.) the "Hog-

burn-head" per week of six working days of eight hours each.

6. The charge for running water and tailings into the sludge channel shall be one shilling and sixpence (1s. 6d.) per "Hogburn-head" per full week of seven days, payable in advance.

7. A day and hour and place shall be appointed by the Manager for receiving the first applications for supplies of water from the race for mining purposes and for the privilege of connecting tail-races with and running water and tailings into the sludge channel; and the same shall be notified not less than seven days previously by advertisement in some newspaper circulating in the district where the race is situate.

8. Any person desiring to obtain a supply of water from the water-race for mining purposes shall apply in writing to the Manager, stating the quantity of water required, and where to be used, and where and when required to be supplied. All such applications shall be kept by the Manager, and numbered consecutively as received.

9. If the quantity of water that any person applies for is available at the time for sale and delivery where specified, the Manager shall issue to the applicant a "water ticket" in the Form A in the Schedule hereto, setting forth the quantity of water the applicant is entitled to be allowed to purchase.

10. The applicant shall present the "water ticket" to the Receiver of Gold Revenue (hereinafter called "the Receiver"), who shall thereupon receive from him, in advance, the price of the water therein mentioned, and give him a "receipt" in the form B in the said Schedule; and it shall be lawful for the Receiver from time to time to receive from the person named in such "water ticket" the price of the water therein mentioned, in advance, without requiring the production of a fresh "water ticket," unless or until he shall receive notice from the Manager that such person is no longer entitled to be the purchaser of such quantity of water.

11. In allotting water to applicants, the Manager shall give a preference to the earlier applicants; but in case the amount of water applied for shall at any time exceed the quantity available for sale and delivery, it shall be lawful for the Manager to allot to applicants less quantities of water than they shall have applied for, provided that in no case shall the Manager reduce the quantity for any one person or party to less than five "Hogburn-heads" without his or their consent.

12. Whenever the supply of water in the race shall be less than sufficient to supply to all the customers the full quantities of water to which they are entitled, it shall be lawful for the Manager to arrange the supplies in such manner as he may deem convenient.

13. The Manager shall keep an account in which he shall credit each holder of a "water ticket" with the amount of money shown in such "receipts" as may be produced to him, and shall debit each holder of a "water ticket" with the value of water supplied to him and of channel fees incurred; and in case of reduction of or stoppage of supplies, as in the last section provided, the holder of the "water ticket" shall be entitled to have the amount made up to him in water whenever a sufficient supply shall again be available for the purpose, or in channel privileges, or in cash by way of refund.

14. In the case of opening new ground it shall be lawful for the Manager, subject to the approval of the Warden, to supply water, and allow the use of the sludge channel on credit during the cutting in of a tail-race: Provided that in every such case the debt accumulated during the cutting up of such tail-

race shall be paid within six weeks after actual sluicing has been commenced.

15. The Manager shall turn on the water from the race for the supply of purchasers, and turn off the same; and no person shall turn on water or turn it off, or in any way interfere with the gauges, except by authority of the Manager.

16. Any person desiring to cut a tail-race to run into or connect with the sludge channel shall apply in writing to the Manager, stating where the proposed tail-race will connect with the channel, its intended dimensions and "fall;" and if on inquiry the Manager shall be of opinion that such race may be safely allowed to be connected with the channel, he shall certify accordingly to the Warden.

17. No certificate for any tail-race to be connected with or run into the sludge channel shall be granted by the Warden, unless it shall be certified to him by the Manager as aforesaid that such tail-race may be safely so constructed.

18. The Manager shall not, without special sanction of the Warden, certify for the construction of any tail-race to be connected with and run into the channel of a greater incline than 5 inches in 12 feet for a distance back from the point of junction of two chains.

19. No tail-race shall be allowed to be made to connect with the sludge channel upon its eastern side, unless the same be tunnelled in the solid earth for a length of at least 66 feet from the bank of the sludge channel, or be boxed for the same length, and the earth filled in to the surface; and every such tail-race shall be fitted with a sufficient gate, which shall, if required by the Manager, be kept closed during floods: Provided always that this regulation shall not apply to the extension of the channel known as Brook's Race.

20. No tail-race or head-race or flood channel shall be made nearer to the sludge channel than 66 feet on its eastern side and 33 feet on its western side, except by consent of the Manager.

21. When any tail-race shall have been made under the authority of these regulations, to be connected with and run into the channel, it shall be lawful for the owner or occupier of such tail-race to run water and tailings through it into the channel, subject to these regulations.

22. It shall be lawful for the Manager to assess the carrying capacity and average discharge of any tail-race that shall be connected with and run into the sludge channel, and the number of "Hogburn-heads" so estimated as the average discharge shall be mentioned on the "water ticket" which the Manager shall give to the owner or occupier of the tail-race; and the owner or occupier shall pay weekly, in advance, the fees for the said number of "Hogburn-heads" run into the sludge channel.

23. In case the owner or occupier of any tail-race shall be dissatisfied with the Manager's assessment of average discharge as aforesaid, he may appeal to the Warden, who shall thereupon confirm or vary such assessment, and the decision of the Warden shall be final.

24. No person using any tail-race shall be allowed to discharge water or tailings into the sludge channel, unless he shall have paid, in advance, the fees for the average discharge of such race as aforesaid.

25. The owner or occupier of any tail-race discharging water and tailings into the sludge channel,

shall at any time cease to so discharge water and tailings when required so to do by the Manager, either verbally or in writing.

26. In case any person who shall have paid in advance for a supply of water, or for the privilege of discharging water and tailings into the sludge channel, shall cease to require such water or privilege, it shall be lawful for him to obtain a refund of the unappropriated balance of the money so paid by him; and such refund shall be payable out of the Colonial Treasury upon a voucher certified by the Manager.

27. It shall be lawful for the Manager, with the approval of the Warden, at any time and from time to time when water is plentiful, to grant, for a specified period to be named in the grant, not exceeding three months at any one time, supplies of water for prospecting new ground between the Coal Pit Gully Reservoir and the head of the water-race, at half-price; and he shall immediately on the issue of any such grant report the same in writing to the Warden.

SCHEDULE.

Form A.

WATER TICKET.

No.
Name
Date
Heads of water
Heads to run into channel
Manager.

Form A.

WATER TICKET.

No. 187 .
To the RECEIVER of REVENUE, Naseby.
PLEASE receive from weekly, in advance, until otherwise advised by me, the fees for supplies of water from Mount Ida Public Water-race, and for the privilege of running water and tailings into the Naseby Sludge Channel, as under mentioned.
HOGBURN-HEADS.
Water from Race
Channel privilege
Manager.

Form B.

RECEIPT.

No.
Date
Name
Channel fees
Total
Receiver.

Form B.

RECEIPT.

MOUNT IDA PUBLIC WATER-RACE AND SLUDGE CHANNEL.
No. Naseby, 187 .
RECEIVED from , water money and channel fees as under-mentioned.

	Hogburn Heads.	Period.	—
Water ...			£ s. d.
Channel fees			

Receiver.

Given under my hand, at Wellington, this seventh day of August, one thousand eight hundred and seventy-seven.

J. D. ORMOND,
Minister for Public Works.