



NEW ZEALAND GOVERNMENT GAZETTE.

Published by Authority.

All Public Notifications which appear in this Gazette, with any Official Signature thereunto annexed, are to be considered as Official Communications made to those Persons to whom they may relate, and are to be obeyed accordingly.

By His Excellency's Command,

ANDREW SINCLAIR, Colonial Secretary.

VOL. III.] AUCKLAND, THURSDAY, JULY 5, 1855. [No. 15.

PROCLAMATION.

By His Excellency Colonel ROBERT HENRY WYNYARD, Companion of the Most Honourable Order of the Bath, Officer administering the Government and Commander-in-Chief in and over the Islands of New Zealand, &c., &c.

WHEREAS it is expedient that so much of the Province of New Plymouth as is included within the boundaries hereinafter particularly set forth should be proclaimed a Hundred, Now therefore I, the Officer administering the Government, do hereby proclaim and declare that the same be called the "Hua and Waiwakaiho Hundred" and the boundaries whereof are hereinafter described and particularly set forth in a map or plan deposited in the Office of the Commissioner of Crown Lands at New Plymouth.

Boundaries of the Hundred of Hua and Waiwakaiho.

~~Boundaries of the Hundred of Hua and Waiwakaiho.~~
East by the Bell Block, then by a line continued to the Wangaraka River, then by the said River to its source, then by a line to a ridge of the Taranaki mountain, on the South by a line thence to the Pouakai range, then by a line to the Mangarei stream, and on the West by the said stream to the Waiwakaiho River, then by the said river to the Papa, then

by the eastern boundary of the FitzRoy Block until it strikes the Waiwakaiho, and then by the Waiwakaiho to the sea.

Given under my hand and pass under the public Seal of the Islands of New Zealand, at Auckland, in the Islands aforesaid this third day of July in the year of our Lord, one thousand eight hundred and fifty-five.

R. H. WYNYARD

By His Excellency's command,
ANDREW SINCLAIR,
Colonial Secretary.

GOD SAVE THE QUEEN!

PROCLAMATION.

By His Excellency Colonel ROBERT HENRY WYNYARD, Companion of the Most Honourable Order of the Bath, Officer administering the Government, and Commander-in-Chief in and over the Islands of New Zealand, &c., &c., &c.

WHEREAS by an Act bearing date the fourteenth day of September, one thousand eight hundred and fifty-four, passed by the Governor of the New Zealand Islands

by and with the consent of the General Assembly, intituled "An Act for the Naturalization of certain persons in the Colony of New Zealand." It is enacted, *inter alia*, that all and singular the persons who shall be declared to come within the operation of such Act, by any Proclamation to be issued in that behalf by his Excellency the Governor, shall be deemed and taken until the next session of the General Assembly to be natural born subjects of Her Majesty within the Islands of New Zealand.

Now therefore, I the Officer Administering the Government of the Islands of New Zealand, in pursuance of the power and authority in me vested by the said in part recited Act, do hereby proclaim and declare that the persons whose names are underwritten shall be deemed and taken to be natural born subjects of Her Majesty from the date set opposite their names, until the next Session of the General Assembly, as fully to all intents and purposes as if their names had been inserted in the Schedule annexed to the said Act.

LEON DE LAVELLE, Clerk in Survey Office, residing in Auckland, from 18th June, 1855, native of France.

PAUL HENRI DROZ, Watchmaker and Jeweller, residing in Auckland, native of Switzerland, from 18th June, 1855.

AUGUSTE BERTHOLD, Watchmaker and Jeweller, residing in Auckland, native of Switzerland, from 18th June, 1855.

This Proclamation shall take effect from and after the above date.

Given under my hand and issued under the Public Seal of the Islands of New Zealand at Auckland in the Islands aforesaid this 30th day of June, in the year of our Lord one thousand eight hundred and fifty-five.

R. H. WYNYARD.

By His Excellency's command,
ANDREW SINCLAIR,
Colonial Secretary.

GOD SAVE THE QUEEN !

PROCLAMATION.

By His Excellency Colonel ROBERT HENRY WYNYARD, Companion of the Most Honorable Order of the Bath, Officer Administering the Government and Commander-in-Chief in and over the Islands of New Zealand, &c. &c.

WHEREAS it is expedient that so much of the Province of Auckland as is included within the boundaries hereinafter particularly set forth should be proclaimed a county.

Now, therefore, I, the Officer Administering the Government, do hereby proclaim and declare that the same be called the "County of Rutland," and the boundaries whereof are hereinafter described and particularly set forth in a map or plan deposited in the Office of the Surveyor-General.

Boundaries of the "County of Rutland."

On the North by the Waikato River :

On the West by the Sea :

On the South, ~~and~~ the middle of the entrance of Kawhia Harbor, by the middle of the channel in an eastward direction to Kauri River to Round Island at the mouth of that river, thence by a straight line to the summit of Pirongia, thence by a straight line to the junction of the Mangapiko and Waipa Rivers :

On the East by the Waipa River to its confluence with the Waikato, thence by the Waikato River northward.

Given under my hand and issued under the Public Seal of the Islands of New Zealand, at Auckland in the Islands aforesaid, this third day of July, in the year of our Lord one thousand eight hundred and fifty-five.

R. H. WYNYARD.

By His Excellency's command,
ANDREW SINCLAIR,
Colonial Secretary.

God save the Queen.

Colonial Secretary's Office,
Auckland, 29th June, 1855.

HIS Excellency the Officer Administering the Government has been pleased to direct that the following Letter from Captain Drury, H.M.S. "Pandora," should be published for general information.

By His Excellency's command,
ANDREW SINCLAIR,
Colonial Secretary.

H.M.S. "Pandora,"
Auckland,
Monday, 25th June, 1855.

Sir,—I have the honor of transmitting to His Excellency the accompanying Nautical Notices, &c., the result of the "Pandora's" Surveying Operations of the season just concluded. I believe there are points which may be useful to the Maritime public, before a more comprehensive publication of sailing directions can be issued.

The whole coast line of the New Zealand Islands, has now been received by the Hydrographer, also the more detailed surveys of the harbours and roadsteads, the Pelorus Estuary, &c. &c., and I am assured by the Hydrographer, that as soon as the great pressure of business caused by the commencement of war subsides, that early attention will be paid to the publica-

tion of these surveys; but in anticipation I have furnished tracings of the Waimea, French Pass, the Sumner, &c., to the Provincial Authorities, as having details more particularly connected with their localities,—and shall therefore confine myself to what should be generally known.

Survey of Waitemata.

His Excellency having granted the Survey a small vessel, two Assistant-Surveyors, Messrs. J. H. Kerr and George Stanley, and crew from the "Pandora," remained in the North, and during the "Pandora's" absence, a survey of the channels on this side of Cape Colville, the Thames, and Waikato, &c., has been completed up to the North Head, and in addition, a new survey of the whole Waitemata will be continued from September next, if the "Pandora" is on the station.

Waimea River—Nelson.

I have already furnished a report on part of our proceedings at the earlier part of the season. From Mahurangi we sounded the coast round the North Cape to the Waimea River, Nelson. This river was surveyed for the purpose of indicating a channel by which a vessel, in case of necessity, could take up a secure anchorage in the Waimea, before she could get into Nelson Haven. I am assured by his Honor the Superintendent that steps will be taken to lay down buoys as recommended.

Short Routes.

In November we surveyed Current Basin and the French Pass. Since steam navigation had commenced between the various Provinces, it was very necessary to ascertain the shortest routes; and no doubt a saving of two hours between Nelson and Wellington, independent of a smoother channel, would result from the practicability of the passage between D'Urville Island and the Middle Island. The result of this investigation was published by his Honor the Superintendent of Nelson, to whom I addressed a full account. The following are extracts regarding the navigation:—

French Pass.

"Between D'Urville Island and Middle Island at the narrowest part there is a distance of 540 yards at high water; but from D'Urville Island, rocks extend across this distance S. by E. upwards of 400 yards, leaving a clear and straight channel of 117 yards between the low water of the shore and the extreme rock, both being perfectly steep to.

Iron Perch in the Pass.

"Upon the extreme rock we have with some difficulty erected an Iron Perch 15 feet long at low water; it is drilled 3 feet into the solid rock, and set up by four chain stays, so firmly fixed, that I have no reason to fear its being washed away. The rock upon which the perch stands only uncovers at spring tides. I should therefore recommend that this perch be kept in repair, if not replaced with a larger one, for it is absolutely necessary for the safe navigation of the Pass.

Bank near the Pass.

The S.W. point of entry (Rock Cod Point) has rocks extending S. by E. 100 yards. Before reaching the Pass from the Westward there is a shell bank with only 8 feet at low water, 3 cables long from N.E. to S.W. and 2 cables broad; it is not more than 2 cables Westward from the Perch. Marks to avoid it would only lead to error where tides are so rapid and objects so near, so I recommend it to be buoyed: it leaves a channel of 1½ cable between it and Rock Cod Point—the channel being between the bank and the point.

The Channel.

"The Pass is perfectly straight; it is sufficiently broad and deep for the largest vessel ever built: we have proved it twice the width of the entrance to Nelson; there is never any sea, and anchorage can be found on either side, but not in the Pass, where the depth varies suddenly from 7 to 54 fathoms.

Disadvantages of the Pass.

"But against these advantages, the chances of hitting the correct time of tide, the possibility of having to anchor, and of the wind failing and consequent risk of being set to the rocks by the current—convince me that the advantage gained by a large vessel by saving 12 to 15 miles is not adequately compensated.

Advantages for Coasters.

"But Coasters wishing to avoid the cross sea off Stephen's Island, might and do anchor in Current Basin,—running through the Pass at slack water; the slack high water being preferable running from West to East, and vice versa.

"It was my intention to take the "Pandora" through, and I was disappointed that continued S. Easters prevented it; whereas the ordinary summer breeze leads through.

Steam Navigation.

"With regard to steamers, a vessel that can command a speed of 8 knots, would in my opinion pass through at springs, and ordinarily at any time, the narrowest channel being 117 yards, and passed in about 5 seconds.

Tides.

"I wish particularly to refer to the set of the tide in the pass as shown in the plan; instead of setting through the channel they set across from the S.W. to the N.E. point, and vice versa.

"The ebb stream runs to the Eastward, two hours before the tide has ceased to rise in the basin."

"Zingari" threads the Pass.

I concluded by advising the captains of steamers trading, to visit it, before running through, that they might not be flurried. I am not aware that the "Nelson" availed herself of these directions, but the "Zingari" went through on her second trip.

Abundance of Fish.

Current Basin (and the Pass especially) abound in fish; it is equal to, if not surpassing, any place in these seas. Boats could load with Hapuka and Rock Cod in an incredible short time. Our crew caught fish with hand lines, and dried sufficient to last them for weeks. This must eventually prove a source of considerable trade to Nelson and the Straits in general.

Rock discovered.

I have to report the existence of a danger at the entrance to Current Basin. The "Pandora" purposely took the channel North of the Chicots, as it had not been sounded, and in doing so, we passed within a ship's-length of a rock, about 60 feet in diameter, only visible at low water, and steep to, there being 11 fathoms between it and D'Urville Island, and 12 fathoms between it and the Chicots.

This rock bears N. 74° W. 5½ cables from Sauvage Point, D'Urville Island, and N. 73° E. 7 cables from the largest Chicot. When the high-water marks of Lebrun Point and Sauvage Point are in one, the rock is just without that line. Bearings Magnetic.

The above names will be found in D'Urville's Plan, but we have made another survey of the Basin.

Rock in Cook's Straits.

In Cook's Straits, there is a rock just awash at low water springs, between Seal Head and Sinclair Head, half a mile outside a line between Seal Rock and the extreme rock off Sinclair Head. We got 6 fathoms half a cable south of it. It was just showing at low water; and as it was not in our chart, I mention it as extremely dangerous to vessels hugging the coast, when trying to fetch into Wellington. It is one mile from the beach. There is a notice of it in the Wellington and Canterbury Almanack, correct, except as to distance from the shore.

The Sumner.

At the request of the Superintendent of the Province of Canterbury, we made a minute survey of the Sumner Bar. There had been a doubt as to the feasibility of improving the entrance to that channel leading to Christchurch. The Provincial Council had refused to vote a sum for continuing the construction of the main road, until receiving my report. That report (of 18th Dec. 1854) was published in the *Provincial Gazette*, where it will be seen from my observations, I could not recommend an outlay on improving the mouth of the Sumner; and the money has been voted for the road now in progress.

Sumner Bar.

We, however, found the Sumner Bar had 12 feet at high water springs, 9 to 10 at Neaps, rise and fall 7 to 5 feet. It is only $2\frac{1}{2}$ miles from Lyttelton harbour, well adapted for small steamers, and I believe a vessel suitable to the navigation is building. The proximity to a harbour, and the general smoothness of the Bar, renders it under ordinary circumstances safe for transit of cargo from the Port to Christchurch, but I believe the attempt to improve it would absorb an enormous sum; and for reasons mentioned in the report, I consider such an attempt would be detrimental to the entrance.

Progress of Canterbury.

It is foreign to these notices to mention more than the astonishing progress this settlement of four years growth has made,—the excellent quay at Lyttelton, the roads about Christchurch, the ferry, and the immense quantity of land under the plough, appeared to us to be the work of a far older province. During our stay two vessels laden with sheep and cattle arrived, the same day, from Australia.

Akaroa.

We anchored one day in Akaroa, among the Anglo-French Society. From what I could learn there are few changes. The communication with Christchurch would eventually be completed by a road, then being laid out. At present the communication is by sea, or via Pigeon Bay. The whalers have rather neglected visiting this harbour, but from no want of supplies. The natives trade round the peninsula in small schooners.

North Current.—Ascertain the Current.—Sea-weed from great depths.

There appears to be a prevailing opinion that there is always a northerly current on the East Coast of the Middle Island, but I am inclined to think it does not hold good during the steady N.E. sea breezes, such as we experienced. During a calm, when ten miles east of Akaroa, we lowered and anchored a boat to ascertain the set, and we found the current setting S.S.W. $\frac{1}{2}$ mile per hour, which agreed with our daily observations. Between Banks' Peninsula and Otago, the soundings increase very gradually, from the level coastline seaward. We had twelve fathoms ten miles from the shore. Kelp* may be

seen growing in from 20 to 30 fathoms, one piece we obtained in 21 fathoms, was moored to a stone with 30 fathoms of stem.

Changes in Otago harbour.—Buoys removed.

We found changes had taken place in the depth of the Channels in Otago harbour. Since the Acheron's Survey, and about Port Chalmers, it had shoaled to some extent. There is no river to cause freshets by which the channels can be cleared, and if this silting continues, it will be necessary to clear the channels by artificial means.

I did not think it necessary to repeat the survey of the harbour, while changes in progress may cause it to be far from the truth next season. An experienced pilot, who has resided there ten years, watches any alteration.

The buoys had been removed, and some doubts existed as to replacing them; but I hope and believe my suggestions on that point will be attended to, for the Wellington Almanack, and other works so describe the buoys and beacons as indicating a channel, that a stranger might attempt the harbour, relying on these guides. When buoys are necessarily removed, it would be well to make it public in the *Gazettes*.

Whaling.—Progress of Otago.

The whaling trade here has lately been abandoned, and Right Whales (*Balaena Antipodum*) are therefore becoming abundant. The American whalers have left off their annual visits since the imposition of customs. Notwithstanding there is every appearance of rapid progress, and the Custom revenue having doubled itself in one year speaks for itself.

Ruabuki.

The island of Ruabuki, at the entrance of Foveaux Straits, affords supplies to whalers. A Lutheran Mission Station has been productive of good effects among the natives.

The Molyneux, South of Otago, is frequented by vessels of 20 tons; but it has an awkward bar, with a rock in it. I hear it is navigable 30 miles. The roadstead is good, and sheltered from S.W. winds.

Roads for Shipping.

The Bluff is the only other harbour on the East Coast, besides Otago, capable of sheltering vessels of any burden, but there are several good roadsteads from whence wood and dairy produce are shipped.

N.N.W. Gales on the West Coast.—Snares.

Early in January we visited the Traps and Snares. After passing to the westward of Stewart's Island, we encountered strong N.N.W. gales which continued for several days, preventing us from attempting to land on the Snares. The islands consist of a group, extending five miles East and West; the largest is a little more than one mile in length by half-a-mile in breadth, rising on the South side perpendicularly to the height of 470 feet. The N.E. side is less precipitous, and probably accessible under very favourable circumstances: these islands appeared to be destitute of vegetation and covered by myriads of the Pintado, or Cape Pigeon. The Western portion of the group consists of four islets, separated from the Eastern Island by a channel (apparently perfectly clear) of 2 miles; we had 79 fathoms 2 miles North and South of the East Island, and it deepened in every direction, excepting in a line to the Traps, to which it gradually decreased to 40 fathoms, one mile from the South Trap.

*Macrocystis.

Misnomer.

The Snares do not deserve the name, being bold, and tolerably high, and therefore an excellent landfall from the Westward. I should recommend vessels making them as a point of departure, on passing South of Stewart's Island, whereas, the name they possess would deter vessels from approaching them.

The tides here are inconsiderable. We ascertained the position of the S. W. island,—

Latitude $48^{\circ} 6' 43''$ S.

Longitude $166^{\circ} 30' 10''$ E.

Variation 18° E.

Traps.

On examining the South Trap, we found portions 4 to 6 feet above high water, and of greater extent than laid down by Cook. The extreme South rock is in,—

Latitude $47^{\circ} 33' 0''$ S.

Longitude $167^{\circ} 55' 0''$ E.

Change of Climate.

We found a remarkable change in the temperature and weather when we regained the Eastward of Stewart's Island. The ordinary N.E. sea-breezes of the East Coast appear to be lost about the Southern Trap, being met by the N.N. W. breeze of the West Coast, and for this reason vessels bound either way should give the Traps a wide berth.

East Winds.

It is said that later in the summer Easterly winds sometimes set in for six weeks in Foveaux Straits.

On our return to the Northward we revisited Port Cooper.

Earthquake at Wellington.

We arrived at Wellington just in time to experience the effects of the severe earthquake of January 23rd, account of which no doubt His Excellency has received from the authorities there.

Rising of the Land.

Our examination of the harbour showed a rise in the land to the extent of 2 feet, but as my remarks upon this subject have been already published, I need not refer to it, but enclose a copy for His Excellency.

Shocks in Cook's Straits.

On the 25th of January we sailed for Nelson, and felt a few shocks on our passage across; we found this town had suffered less than Wellington; we visited Croixilles and Port Hardy.

Hawke's Bay, Ahuri.—Ahuriri.

We arrived in Hawke's Bay on 26th February, anchoring N. 77° W. $1\frac{1}{2}$ miles from the Bluff. We remained at the roadstead off Ahuriri, ten days, and at one time I was in great hopes of getting into the harbour, having found it deeper than usually reported. There was 12 feet 6 inches at high water, at the shoalest point, which was only just below our draught of water. The tides are rapid, but by leaving the roadstead at or near slack high water, there is little difficulty in entering. I have supplied the Commissioner of Crown Lands with a tracing of our survey of the entrance, and I think the local authorities can easily place two beacons in line to guide vessels in, removing their positions should the freshets affect the channel. The following remarks appended to the plan.

Directions for entering the Harbour.

"The present leading marks may not always be correct; it is said the Rangatira bank is affected by the freshets. On entering or leaving the harbour it must be remarked that the flood sets across the entrance to the eastward; therefore, on passing the point, steer for Meanee point, and the deepest anchorage is immediately inside it. On leaving the harbour, it must be remem-

bered, the ebb sets to the westward, directly towards the Rangatira bank. The flood stream runs in nearly two hours after high water to cover the extensive flats. The strength of the tide at the entrance is 6 to 7 knots. The proper time to approach is when it is high water by the beach, there will then be sufficient stream to enter. Vessels drawing 6 to 7 feet water should anchor off M'Kain's Hotel, as there is less tide there."

Latitude, $39^{\circ} 28' 44''$ S.

Longitude, $176^{\circ} 55' 30''$ E.

Variation, 16° E.

Rise and fall 3 feet. High water, full and change, 7h. 50m.

This harbour is adapted to vessels drawing 10 or 11 feet water, and is certainly the only harbour deserving the name between Tauranga and Wellington, and within it is capable of considerable improvement.

Roadstead.

The Roadstead is very good, and what are here termed the black north-easters give ample warning of approach.

Reef.

There is a reef bearing N. 19° E. 2 miles from Ahuriri Bluff, having 8 feet water, and we found the bottom uneven north of these rocks.

Climate.

The climate of Hawke's Bay is, I am inclined to believe, the best in New Zealand—alike exempt from the humidity of Auckland, and the fiery breezes of Wellington. The inland navigation near Ahuriri is a great natural acquisition to this Province, besides the Ahuriri.

River Tuki-Tuki.

The Tuki-tuki disembogues 7 miles to the southward, having a changable bar, but it is navigable for 12 miles for boats.

River Nga-ra-Ruro.

The Nga ra-Ruro runs from the eastward, intersecting the Province, and is navigable many miles into the interior.

Town of Napier.

The Town of Napier and buildings round the port are rapidly advancing, and the communication with the settlements of the interior being so simple, both by land and water, that this fertile district will become of great importance, and the exports must soon be considerable.

Want of Timber.

The only drawback appears to be the scarcity of timber; for, with the exception of a few belts of kaihikatea, at present in the hands of the natives, and for which they are demanding a high price, it must be imported from the more timbered parts of Hawke's Bay.

Natives.

The natives of this district appear very frank and obliging in their disposition; they are generally better dressed, and more advanced in civilization and obedience to English authority, than any of the tribes I have met in this Island.

Anchorage in Hawke's Bay.

The other anchorages in Hawke's Bay are—Long Point, in the north bight of the bay, and Cape Kidnapper at the south. The former affords shelter during N.E. and S.E. gales, and the latter in S. Easterly, and the east side of the peninsula from the S.W.

River Wairoa.

It is my intention to examine this part of the coast more minutely during the ensuing season. We found the Wairoa, a considerable river, had changed its mouth within the last three years, having shifted $1\frac{1}{2}$ miles to the eastward.

The entrance is very difficult, but within it has a depth of 12 to 14 feet, and navigable for boats 12 miles.

Curious Quarrel.

Some years ago when the river was blocked up, the natives at either end of the Boulder bank, began to cut a channel, and a dispute nearly caused a war.

Whalers.

The whaling encampment at Long Point, which consisted of about 100 Europeans, is considerably reduced by the wages given for other labour, and from the scarcity of the Scamper-down whale.

Auckland Entrances.

In regard to the surveying operations near Auckland carried on, as I mentioned, by a party from the *Pandora*, whilst we were in the South.

They found the bar of the Thames to have 5 feet, or 15 feet high water springs, $3\frac{1}{2}$ miles from the river mouth, and $2\frac{1}{2}$ miles from the nearest East Coast.

River Thames.

The channel from thence to the river is straight one-third of a mile wide. From the bar, the channel has 2 fathoms at low water, which depth can be carried to Kopu, 2 miles above Opani (the west point of entrance), and close to which shore the channel runs.

Kopu.

Vessels can anchor at Kopu in 12 to 15 feet at low water, where there is good landing.

Turua.

Vessels of 100 tons can reach Turua at half-tide, $5\frac{1}{2}$ miles from Opani; here again is anchorage in 2 to 3 fathoms, but the channel is narrow. Where the river turns suddenly to the eastward, and winds again southerly $7\frac{1}{2}$ miles, there is not less than 4 feet at low water.

Hikutatia.

Here is the junction with the Hikutaia: from Hikutaia to Opita, 10 miles, the channel is not more than 2 feet at low water, and the tide may be said to end. One mile beyond this the channel is 100 feet wide.

*Approach to the Thames.**Bar.*

The approach to the low lands of the Thames is known by a dense Kaihikatea forest on its west bank, a mile from the mouth; and the white Mission-house on the east bank, elevated 75 feet, and on the Kauwheronga Creek. When the right tangent of this forest bears S.S.E. $\frac{1}{2}$ E., and the Mission-house E., we come to the bar. Opani Point will then bear S.E. by E. $\frac{1}{4}$ E.

Navigation.

The banks of the river are of very soft mud. A quarter of a mile within Opani Point is a shoal of 4 feet, but leaving a depth of 12 feet in the channel. But to navigate this river, reference must be had to the chart; and I shall conclude by recommending the following beacons and buoys between it and Auckland, supposing a vessel to take the direct channel, i.e., through Tamaki Strait, and Sandspit Channel between Ponui and Pakihi Islands.

Buoys and Beacons.

- A buoy off Pakihi sandspit.
- Ditto off a reef extending from Oreri Point E. $\frac{1}{4}$ N. three-quarters of a mile.
- A beacon at the tail of Pakauai Spit.
- Ditto at the mouth of the Piako.
- Two buoys on the Thames bar, and
- A beacon on Opani Point.

The following are the times of high water, full and change, at different points in the Thames:—

Names.	Times.		Rise and Fall.	Strength.	
	h.	m.			
Opani Point..	7	35	10 feet	3 knots	} Ebbs 7 hrs. Ebbs 9 h
Turua	7	59	9 "	2 to 3	
Hikutaia.....	8	34	8 "		
Opita	9	45	6 "		

High water, full and change, in the Frith off Oreri Point; 6h. 40m.

Creeks.

Besides the main river, there are several creeks on the east side of the Frith, navigable for boats at high water, and two on the west shore.

Wairoa River.

The Wairoa river, between the Thames and Auckland, is 160 yards wide at the mouth. Pakia Point, the east head, is 160 feet high. The west point is $\frac{1}{4}$ of a mile within, and is low and swampy. There is one foot at low water at the entrance; but within, the average depth is 6 to 4 feet, with a channel 125 yards wide. The first reach of half a mile has a depth of 6 feet, then 4 feet until reaching Mr. Locke's residence 3 miles from the head.

Half a mile above this, 1 foot with a rocky ledge, dry at low water, stretching across $2\frac{1}{2}$ miles above, the river is 40 feet wide, having 1 foot at low water, and 7 feet at high water. There are holes with 10 to 14 feet.

Six miles is the farthest our boat reached.

There is at present a beacon marking the entrance, but a larger one should be substituted and the channel staked.

High water, full and change.

	h.	m.	Rise & fall
At the entrance .	7	15	8 feet.
Two miles up .	7	30	
Six " .	8	45	

Te Kooma Harbour.

The Harbour of Te Kooma, just south of Coromandel, affords excellent shelter, in all winds, to vessels not drawing more than 12 feet. The anchorage, $2\frac{1}{2}$ fathoms, is within the Island of Rangapukia one-third mile from the entrance.

There is a rock south one-eighth of a mile from Rangapukia, covered at high water.

This harbour is $1\frac{1}{2}$ miles in depth, its greatest breadth $\frac{1}{2}$ a mile.

High water, full and change, 6h. 40m. Rise & fall, 10 feet.

Channels to Auckland.

The channels into Auckland have been closely sounded, and no new dangers discovered; the only deviation from the uniform soundings in the Tamaki Strait is a shell bank, near mid channel, between Park Point and Clarke's Island, three fathoms at low water. The ordinary depth hereabouts being 4 to 6 fathoms.

The bank bears from Park Point (Moturahui) S. 59° E. $3\frac{1}{2}$ miles.

From N. Point, Clarke's Island (Motu Karaka) N. 51° E. $3\frac{1}{2}$ miles.

From Maraitai Point, N. 10° W. $1\frac{1}{2}$ miles.

All bearings in these notices are magnetic, and distances in nautical miles.

I am, Sir,

Your obedient servant,
BYRON DRURY,
Commander.

The Honorable
The Colonial Secretary.

THOMAS OUTHWAITE, ESQUIRE, RECEIVER of INTESTATE ESTATES for the Northern Division of the Colony of New Zealand, in account with the Estate of CHARLES SEYMOUR, deceased intestate.

1854.	£	s.	d.	1854.	£	s.	d.
August 21. By cash from Mr. Walton, balance due deceased	4	1	1	Aug. 28. Paid Supreme Court letters of administration	1	10	0
1855.				Dec. 18. " advertising notice to creditors	0	2	3
March 8. " " sale of effects	0	8	6	March 31. " " balance sheet	0	5	0
				" " administrator's commission	0	4	6
				" Balance	2	7	10
	£4	9	7		£4	9	7

I, THOMAS OUTHWAITE, do swear that to the best of my knowledge and belief, the above is a just and true Account of the Receipts and Disbursements on account of the Estate of Charles Seymour, deceased, intestate.

THOMAS OUTHWAITE.

Sworn at Auckland this second day of April, }
1855, before me.

WM. MARTIN, C. J.

I do hereby certify that I have examined and allowed this account of the Official Administrator of the Estate of Charles Seymour deceased, intestate. Dated the second day of April, 1855.

WM. MARTIN, C. J.

THOMAS OUTHWAITE, ESQUIRE, RECEIVER of INTESTATE ESTATES for the Northern Division of the Colony of New Zealand in account with the Estate of ROBERT FECKNEY, deceased, intestate.

1855.	£	s.	d.	1854.	£	s.	d.
Jan. 4. By cash, sale of effects	44	0	3½	Aug. 28. Paid Supreme Court letters of administration	3	0	0
March 29. " " in purse	0	4	2	Sept. 5. " postage	0	0	2
				Dec. 15. " advertising notice to creditors	0	2	3
				1855.			
				March 31. " " balance sheet	0	5	0
				" " administrator's commission	2	4	0
				" Balance	38	13	0½
	£44	4	5½		£44	4	5½

I, THOMAS OUTHWAITE, do swear that to the best of my knowledge and belief the above is a just and true account of the receipts and disbursements on account of the Estate of Robert Feckney, deceased.

THOMAS OUTHWAITE.

Sworn at Auckland this second day of April, }
1855, before me,

WM. MARTIN, C. J.

I do hereby certify that I have examined and allowed this account of the Official Administrator of the Estate of Robert Feckney, deceased intestate. Dated this second day of April 1855.

WM. MARTIN, C. J.

THOMAS OUTHWAITE, ESQUIRE, RECEIVER of INTESTATE ESTATES for the Northern Division of the Colony of New Zealand, in account with the Estate of JOHN GOFTON STUARD, deceased, intestate.

1854.	£	s.	d.	1854.	£	s.	d.
Feb. 22. By cash from sale of wheat, &c.	15	17	5	Feb. 27. Paid Supreme Court letters of administration	1	10	0
				April 25. " A. B. White	4	17	9
				Dec. 5. " advertising notice to creditors	0	4	6
				" " balance sheet	0	5	0
				1855.			
				April 5. " A. B. White	5	4	4
				" " D. Low per A. B. White	3	0	0
				" " administrator's commission	0	15	10
	£15	17	5		£15	17	5

I, THOMAS OUTHWAITE, do swear that to the best of my knowledge and belief, the above is a just and true Account of the Receipts and Disbursements on account of the Estate of John Gofton Stuard, deceased.

THOMAS OUTHWAITE.

Sworn at Auckland, this eighteenth day of April, }
1855,

WM. MARTIN, C. J.

I do hereby certify that I have examined and allowed this account of the Official Administrator of the Estate of John Gofton Stuard, deceased. Dated at Auckland this eighteenth day of April, 1855.

WM. MARTIN, C. J.

THOMAS OUTHWAITE, ESQUIRE, RECEIVER OF INTESTATE ESTATES for the Northern Division of the Colony of New Zealand, in account with the Estate of WILLIAM LILICO, deceased intestate.

1853.		£ s. d.	1853.		£ s. d.
Oct.	By Cash from McIntosh on account of Rev. J. Shepherd, wages due deceased	78 11 0	Nov. 22.	Paid postage letter	0 0 4
1854.			Jan. 21	Supreme Court letters of Administration	3 0 0
Jan. 3.	sale of effects	32 10 0	June 16.	H. D. Snowden	6 0 0
Aug. 10.	watch	3 0 0	August 10.	James Reid, funeral expenses	3 13 4
			Oct. 2.	Advertising notice to creditors	0 1 6
			" "	Advertising Balance Sheet	0 7 6
			" 15.	H. D. Snowden	22 14 4
			1855.		
			Jan. 23	McIntosh	5 18 0
			" "	James Reid	7 7 6
			" "	Robt. Edney	1 1 6
			March 23	Saml. Bowyer	1 12 0
			" "	Administrator's Commission	2 5 0
		£54 1 0			£54 1 0

I, THOMAS OUTHWAITE, do swear that to the best of my knowledge and belief the above is a just and true account of the receipts and disbursements on account of the estate of William Lillico, deceased intestate.

Sworn at Auckland, this twenty-sixth day of March, }
1855, before me,

THOMAS OUTHWAITE.

WM. MARTIN, C. J.

I do hereby certify that I have examined and allowed this account of the Official Administrator of the Estate of William Lillico, deceased intestate. Dated this twenty-sixth day of March, 1855.

WM. MARTIN, C. J.

THOMAS OUTHWAITE, ESQUIRE, RECEIVER OF INTESTATE ESTATES for the Northern Division of the Colony of New Zealand, in account with the Estate of WILLIAM SMALLEY.

1854.		£ s. d.	1854.		£ s. d.
Feb. 16.	By Cash from Tihapa	4 9 0	March 16.	Paid Supreme Court Letters of Administration	3 0 0
March 19.	" " in purse, deposited with Sergt. J. Russell	2 1 0	" 22.	Paid Tihapa, freight kauri gum	3 0 0
" 22.	" " from Tihapa, sale of effects	20 2 0	July 28.	Mr. Thos. Russell	26 7 1
" 23.	" " Mr. White, kauri gum	19 9 9	August 7.	Pereneho, on account	5 0 0
" 31.	" " net proceeds, sale of schooner <i>Rovers Bride</i>	252 14 0	" "	Tihapa, on account	5 0 0
April 4.	" " from Nehapo per Mr. T. Gordon	4 0 0	Sept. 19.	Tihapa, balance	10 0 0
" 6.	" " Ta Watene per Mr. T. Gordon	1 0 6	Oct. 9.	Porohoru	8 16 0
May 17.	" " from Mr. T. Gordon, cattle	16 0 0	" "	Pereneho, balance	5 0 0
August 4.	" " from Tihapa, sale of effects	31 1 6	" 26.	Advertising Notice to creditors	0 4 6
Sept. 18.	" " sale of effects	1 13 0	Dec. 4.	M. Somerville	18 5 6
Oct. 9.	" " sale of wheat and flax	28 3 4	1855.		
1855.			Jan. 18.	W. S. Grahame	1 16 0
Feb. 23.	" " from U. B. of Australia to credit of deceased	373 16 11	Feb. 5.	B. Snodgrass	6 12 6
" 24.	" " from Mr. J. Robertson amount of bill	100 0 0	" 17.	F. W. Whitaker, legal expenses	1 1 0
		£1352 11 0	" 24.	Dr. Ford, per H. King	3 8 6
			" "	Mr. J. Robertson	52 15 10
			March 23.	Advertising Balance Sheet	0 7 6
			" "	Administrator's Commission	45 13 3
				Balance	1156 3 4
					£1352 11 0

I, THOMAS OUTHWAITE, do swear that to the best of my knowledge and belief the above is a just and true account of the receipts and disbursements on account of the Estate of William Smalley, deceased.

Sworn at Auckland this second day of April, }
1855, before me,

THOMAS OUTHWAITE.

WM. MARTIN, C. J.

I do hereby certify that I have examined and allowed this account of the Official Administrator of the Estate of William Smalley, deceased. Dated this second day of April, 1855.

WM. MARTIN, C. J.