



The New Zealand Gazette.

Published by Authority.

MONDAY, FEBRUARY 28, 1859.

PROCLAMATION.

By His Excellency Colonel THOMAS GORE BROWNE, Companion of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and Vice-Admiral of the same, &c., &c.

WHEREAS, the lands hereinafter mentioned, have been acquired by purchase from the aboriginal inhabitants of New Zealand, and it is expedient that the acquisition thereof should be notified by Proclamation accordingly.

Now, therefore, I, the Governor, do hereby proclaim and notify that the Native Title has been extinguished over the Blocks of Land whereof the boundaries are mentioned or described in the schedule hereunto annexed.

Given under my hand, and issued under the Public Seal of the Colony, at the Government House, at Auckland, this twenty-fifth day of February, in the year of our Lord one thousand eight hundred and fifty-nine.

THOMAS GORE BROWNE.

By His Excellency's command,
H. J. FANCREP,
For the Colonial Secretary.
GOD SAVE THE QUEEN!

SCHEDULE.

PROVINCE OF WELLINGTON.

District of Waikanae.

Matahuka Block (supposed to contain 34,000 acres).

BOUNDARIES :

A line commencing on the sea coast, at the mouth of the Whareroa stream ; thence along the sea coast in a northerly direction to Wharemauku-a-Pakahu; thence, striking inland in a south-westerly direction, and crossing te Hakakohia-a-Toheahumu, it proceeds in a direct line over the mountain ranges to Tararua, to the boundary of the land formerly ceded by Ngatikahungunu to the Crown, following the said boundary to the southern end of Paparauponga ; thence striking off towards te Kapekape, and on to te Ahihura; thence descending to te Pahoahoa on the Whareroa stream, and following the said stream to its mouth.

Excepting the following Reserves :—

- | | | |
|---|---|-----------|
| 1. Wharemauku | - | 200 acres |
| 2. Tainati to Whakapakeke's Reserve at Whareroa | - | 50 acres |
| | | 250 acres |

PROVINCE OF TARANAKI.

District of Taranaki.

Tarurutangi Block (Area 14,000 acres).

BOUNDARIES:

A line commencing at Tarurutangi, at the

corner of the European's fence; thence in a straight line to Takapu, Hinaukuwai, and te Wateao; thence to Mangaorako, crossing to the other side, it runs straight to Puremu, Kirikiri-nui, te Rore, te Eringaparoro, Mangatuokura, till it reaches Manukapo, at the ferny spot; it then enters Ruangarara and Rotomate; thence straight to Orakipatea; thence to Mangamarie and Pukearuhe; thence to Komainui: thence in a straight line to Tawhirinikau, Waituaruapakapaka; thence to te Pingau; thence in a straight line till it reaches Mangapapa; thence to Manganaea; thence across to Wai-aruhe, and on till it enters Waiongona. The boundary then turns and follows the windings of the Waiongona up to its source; from thence it goes to Pourewa and Tahunatu-tawa, it then returns to the side of the mountain (Taranaki) when it reaches Mr. Cooper's boundary, Mangaoraka, it joins it and follows that boundary up that river till it reaches the northern boundary of te Hua, at Mangaoraka; it then runs towards the sea, and follows Mr. Cooper's boundary to Komore, and joins Mr. Bell's boundary; it then runs northerly and along the European's fence to Rorangia and Kokako, and in the direction of the sea till it reaches the corner, and thence to the point of commencement at Tarurutangi.

AT THE GOVERNMENT HOUSE, AT AUCKLAND, THE TWENTY-THIRD DAY OF FEBRUARY, 1859.

PRESENT:

His Excellency the Governor,
Colonel Gold, | Mr. Whitaker,
Mr. Richmond, | Mr. Tancred.

WHEREAS by the Harbour Regulations Ordinance, No. 15, of Session 2, it is enacted that it shall be lawful for the Governor in Council, from time to time, to make all such Regulations respecting Pilots' and Pilotage, Quarantine and Harbours, as in the said Ordinance provided.

Now, therefore, His Excellency the Governor, by and with the advice and consent of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Auckland.

F. G. STEWARD.

I.—Pilots and Pilotage.

1. No person shall be deemed a Pilot unless he be duly licensed by His Excellency the Governor.

2. All persons so licensed shall be provided with a License according to the form following:

Pilot's License.

By virtue of the power vested in me, you are hereby authorised and directed to act as Pilot for the Port of Auckland, and you are enjoined to use your best skill and knowledge in all matters appertaining to that office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders

and instructions as you may from time to time receive from me.

Given under my hand this
day of _____ in the year
of our Lord, One thousand
eight hundred and _____
at Government House,
Auckland, New Zealand.

3. Every Pilot shall carry his License with him, and shall produce it to the Master of any ship or vessel on its being demanded, or forfeit a sum not exceeding forty shillings.

4. The rates of pilotage are:

In the Harbour, 3s. per foot, and,

In any outer Roadstead, 1s. per foot.

But it is optional with Masters of vessels to take a Pilot.

5. The Master of any vessel requiring a Pilot to conduct her to sea, must make an application at least 24 hours previously at the office of the Harbour Master.

6. Pilots are not bound to conduct any vessel to sea until the pilotage has been paid, or satisfactorily secured.

7. Pilots on being appointed to outward bound vessels before taking charge are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper state for working, as regards masts, rigging, sails, and anchors.

8. Every Pilot detained on board a vessel longer than 48 hours, whether by stress of weather, quarantine, or otherwise, is to be paid 8 shillings per day, in addition to the regular pilotage.

9. Any Master who shall make a signal for a Pilot, or cause a Pilot to be sent for to take his vessel to sea, and shall not within 12 hours from the time of the arrival of the Pilot on board such vessel, proceed to sea, shall forfeit and pay a sum at the rate of £1 per day, for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage; and the Pilot shall not be compellable to conduct such vessel to sea until such additional payment and pilotage shall have been paid, or satisfactorily secured.

10. The Master of any vessel employing other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage. Pilots refusing or neglecting to perform their duty to forfeit a sum not exceeding £20.

11. To the Master of any vessel entering the harbour, or, in the absence of the Master, to the principal officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master: provided, however, that it shall not be necessary in any case to issue a second copy of the Regulations to the Master or officer in charge of the same vessel, unless on the demand of such Master or officer, and in such case only on the payment of a fee of two shillings and sixpence, to be accounted for by the Harbour Master.

12. Every Master, or other officer of a ship or vessel, to whom a copy of the Harbour Regulations shall have been delivered, shall give

on demand an acknowledgment thereof in writing to the Harbour Master, or other officer delivering the said copy; and any Harbour Master failing to demand, or any Master of a ship or vessel refusing on demand to give such acknowledgment, shall forfeit and pay a fine not exceeding £5.

13. No waterman or other person in charge of any boat shall go alongside, or board, or suffer or permit any person to board, any vessel arriving at any port from beyond sea, until such vessel is properly secured at her anchorage: and any person offending against this regulation shall forfeit and pay a sum not exceeding £5. Provided that this regulation shall not be construed to prevent the boarding of any such vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration agent, Pilot, boarding officer, officer of Customs, or health officer, or other person acting in the execution of his duty.

II.—Quarantine.

1. The Master of every vessel, arriving in the Harbour, which shall be deemed by the Harbour Master or Pilot to be liable to Quarantine, shall on being directed so to do by the Harbour Master, cause the same to be anchored in the Quarantine ground appointed for the Harbour, or in default thereof he will be liable to forfeit and pay the sum of one hundred pounds.

2. The Master of every vessel so anchored, shall neither himself quit, nor permit any seaman, passenger, or other person to quit the same, until he shall have been duly admitted to pratique, and any Master so infringing, or permitting to be infringed, this regulation, will be liable to forfeit and pay any sum not exceeding one hundred pounds.

3. Every seaman, passenger, or other person so quitting, shall for every such offence, forfeit the sum of twenty pounds.

4. Every vessel so anchored is to hoist a yellow flag, of not less than six breadths of bunting, at the Main, by day, and a light by night in a lanthorn, such as is used in her Majesty's Navy, and to keep the same respectively hoisted until released from Quarantine, or forfeit the sum of twenty pounds.

5. The Master of every vessel so anchored is to deliver to the Harbour Master, or Pilot or other authorized person, his Bill of Health, Manifest, Log-book, and Journal, and he is to fill up a Report in the form and manner pointed out in the Schedule A annexed.

6. The Master of every vessel so anchored who shall suffer any goods, wares, or merchandize, packets, books, letters, or other articles, to be unshipped or landed, and any person or persons who shall be concerned in the unshipping or landing of the same, shall forfeit for each and every article so unshipped and landed, the sum of twenty pounds.

7. Every person or persons who shall knowingly receive any goods, wares, or merchandize, packets, package, baggage, books,

or letters, or any other article whatever, from any vessel so anchored, shall forfeit for each and every article the sum of twenty pounds.

8. Any person going within the limits of any Quarantine Station, when any vessel shall be there at anchor, performing Quarantine, shall forfeit any sum not exceeding twenty pounds.

9. If any officer or person entrusted with orders respecting Quarantine shall in any way neglect his duty, he shall forfeit for each offence the sum of twenty pounds.

10. The Harbour Master or Pilot shall, immediately after his having so anchored any vessel, report the same to the Resident Magistrate and Health officer, or to the person or persons acting, or appointed to act for those functionaries.

11. The Resident Magistrate and Health officer, or a Medical Practitioner appointed for that purpose by the Resident Magistrate, shall, upon the receipt of such report, visit the vessel so anchored, and if they shall find that any sickness of an infectious, or contagious nature, exists on board, they shall submit the information to a Board, consisting of the Resident Magistrate, and one or more Justice or Justices of the Peace the superior, officer of the Customs of the Port, and the Health officer or Medical Practitioner as aforesaid, to be convened for that purpose by the Resident Magistrate, which board, or the majority of them, shall have authority to detain such vessel in Quarantine until every symptom of the aforesaid disease has disappeared, when the same board, or the majority of them, have hereby power to release such vessel from Quarantine, and admit her to pratique.

12. During the period any vessel may be in Quarantine, the Resident Magistrate and Health officer shall visit her alongside from time to time, and institute such regulations as the nature of the case may demand, and the Master, or Commander, shall carry such regulations into effect, or forfeit a sum not exceeding twenty pounds.

SCHEDULE A.

Questions required to be answered by the Master or other person in command of any ship or vessel arriving in the Port of Auckland from any infected place:—

1. What is the tonnage of the vessel and her name?

Answer.

2. What is the Master's name, and are you the Master?

Answer.

3. From whence do you come, and when did you sail?

Answer.

4. At what ports have you touched on your passage?

Answer.

5. What vessels have you had intercourse or communication with, on your passage, and from whence did they come?

Answer.

6. Have you any, and what Bills of Health?

Answer.

7. Did the Cholera, or any other infectious and dangerous disease, prevail at the place from which you sailed, or at any of the places at which you have touched, or on board of any vessel with which you have had communication? If so, state when and where?

Answer.

8. In the course of your voyage, have any persons on board suffered from sickness of any kind, what was the nature of such sickness, and when did it prevail? How many persons were affected by it, and have any of them died in the course of the voyage?

Answer.

9. What number of Officers, Mariners, and Passengers have you on board?

Answer.

10. What was the whole number of persons on board your vessel when you sailed?

Answer.

11. What is the whole number of persons now ill on board your vessel?

Answer.

12. If there be no sickness now on board, when did the last attack of disease appear, and when did it entirely disappear?

Answer.

III.—Harbour.

1. The Master of every vessel shall anchor or moor where the Harbour Master or Pilot may direct; and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's office, and any Master offending against this regulation shall forfeit a sum not exceeding five pounds.

2. All vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, and in default thereof the master shall forfeit and pay a sum not exceeding ten pounds.

3. All vessels are, when it is so ordered by the Harbour master or Pilot, to have buoys and buoy-ropes to their anchors to show their position, and to hoist a conspicuous light at their peak-end from dark to daylight, and in default thereof the master shall forfeit and pay a sum not exceeding ten pounds.

4. Any anchor, kedge, or cable, slipped or cut from, if not weighed within 24 hours, may be weighed by order of the Harbour Master, or Pilot, at the risk and expense of the owner; and when no buoy-rope has been attached, the anchor, kedge, or cable shall be forfeited.

5. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for vessels requiring berths to unload; and if there shall not be on board any vessel which has been unloaded sufficient men or ballast, or requisite tackle, to enable her to be removed, the Harbour Master or Pilot may remove such vessel at the expense and risk of the owner thereof.

6. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing place, by placing a vessel, cable, boat, warp, or other article in the way, shall be liable to a penalty not exceeding ten pounds; and, in case any person causing such obstruction or impediment will not remove, or cause to be removed, the same, when ordered by the Harbour Master, or Pilot, the Harbour Master, or Pilot, may cast off or cut such obstruction.

7. The owner, or part owner in, or the commander of any vessel, or boat, which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water, who does not clear the harbour of such vessel or boat, or remove such baulk of timber, or other bulky article upon being required so to do by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for that purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding twenty pounds; and any Justice, upon the complaint of the Harbour Master, or any other person, may issue his warrant for the clearing of the Harbour, or the removing of such baulk of timber, or other bulky article, in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article to be sold; and out of the money arising from such sale, may pay the charges of such clearing, or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

8. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea mark, and any Master or owner of a vessel being navigated without having a Pilot on board, or the owner of any boat by which any such buoy, beacon, or sea mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expenses of so doing, shall, for every such offence, forfeit a penalty not exceeding twenty pounds.

9. Whenever a vessel not employed in coasting only arrives within the harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored, and as often as the master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the

removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article, from any berth, alongside any wharf or elsewhere, or from or to any part of the harbour, whenever such removal is in the opinion of the Harbour Master desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master, there shall be paid by the master or owner of such vessel to such Harbour Master, the sum of 7s. 6d. for each vessel under 100 tons register and for each other article, and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, to be accounted for as aforesaid.

10. In the performance of any such service by the Harbour Master, the Master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid, and assist to effect the same, and in effecting any such service or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel; and if there is no crew of the vessel to be removed or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew or tackle or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charge of the Master or owner of such vessel, and such costs and charges such Master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person without the consent or authority of the Harbour Master cuts or casts off any such rope or tackle so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding £20.

11. Any person, without due authority, resisting, impeding, or obstructing the Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding £5.

12. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty not exceeding £5, to be paid by any person landing such rubbish or filth.

13. No ballast, rubbish, gravel, earth, stone, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour Master may direct, and no gravel, earth, stone, earthenware, glass bottles, filth, or rubbish, is to be placed by any other means at any place below the highwater mark within the harbour, and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth,

of any kind so as to prevent any part thereof falling into the harbour, and any person who shall offend against any of the provisions of this regulation, shall be liable to a penalty not exceeding £20.

14. No pitch, tar, rosin, or other combustible matter, shall be lighted or heated on board any vessel or boat, whilst lying alongside or near any wharf or vessel in the harbour, and any person who shall offend against this regulation shall be liable to a penalty not exceeding £20.

15. No wreck is to be left stranded in any part of the harbour, but must be conveyed on shore above high water mark, and if any wreck is so left the owner thereof shall be liable to a penalty not exceeding £20.

16. Any person throwing a dead animal into the harbour or placing any dead animal below high water mark within the limits of the anchorage, shall be liable to a penalty not exceeding £5, and to an additional penalty of £1 for every day during which any such animal remains in the harbour, or below high water mark, or unburied on the beach above high water mark. Provided that no such penalty and additional penalty shall together exceed the sum of £20.

17. Vessels, unless specially permitted in writing by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise, and on Sunday (except in cases of distress), and any person who shall offend against this regulation shall be liable to a penalty not exceeding £5.

18. Any person removing shingle, stone, shells, or any part of the soil below high water mark without the permission of the Harbour Master, or in the absence of the Harbour Master, of a Resident Magistrate shall forfeit a sum not exceeding £10.

19. Any person landing cattle from any vessel or boat, at any place on the shores of the harbour, within the limits of the said City of Auckland, shall be liable to a penalty not exceeding £5 for each head of cattle so landed. Provided that this regulation shall not apply to any vessel or boat employed in the service of the ferry between the North Shore and the City of Auckland, and licensed by the Superintendent of the Province of Auckland to land cattle at specified places within the said city.

Note.—The third part of the Act of the Imperial Parliament, "The Merchant Shipping Act 1854," has been brought into operation in New Zealand, so far as the same is applicable.

Signals

to be made from vessels in harbour when a Pilot is required.

Sea Pilot.—Union Jack at the fore.

Harbour ditto.—Ensign at the fore.

Police Boat	}	Day Signal.—The Union Jack over Ensign at the main.
		Night Signal.—Two lights vertical at the peak, 4 feet between each.

Custom House Boat.—Union Jack at the peak.

Medical Assistance.—Union Jack over Ensign at the peak.

Gunpowder.

20. No Gunpowder shall be shipped or landed at any wharf or other place within the City of Auckland, except between Britomart Point and Eden Street in Mechanic's Bay, and any person who shall offend against this regulation shall forfeit and pay for every such offence any sum not exceeding £20.

21. No boat or vessel of any kind shall take or have on board (except only while passing) any Gunpowder within the usual anchorage ground, (that is to say within that portion of the port of Auckland, which is situate between a line drawn on the east side from the point on which St. Barnabas' church stands, to the Flagstaff on Mount Victoria, and on the west side from the point on the western side of Freeman's Bay to Stokes' point), and the Master or person in charge of any boat or vessel taking or having gunpowder on board, contrary to the provisions of this regulation, shall for every such offence forfeit and pay any sum not exceeding £20.

22. The foregoing regulation No. 21 shall not apply to Gunpowder in such quantity as may be sufficient only for and be on board as ship's stores, provided that such stores shall in no case exceed 50 lbs. in weight, nor to vessels or boats in the act of landing Gunpowder within the limits specified in the foregoing regulation, No. 1.

23. The Master of any vessel arriving with gunpowder on board, exceeding the said quantity necessary as ship's stores, shall hoist the signal thereof at the main, and shall land such powder at the Powder Magazine before anchoring at the usual anchorage ground, and the Master or person in charge of any vessel so anchoring before such powder shall have been so landed, shall forfeit and pay a sum not exceeding £20.

24. No Gunpowder will be either received or issued by the keeper of the Magazine except between the hours of 7 in the morning and 5 in the afternoon.

25. The Master of any vessel shall cause all Gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding £10.

26. All Gunpowder so landed must be packed in barrels containing not more than one hundred weight each, closely joined and hooped, without any iron about the packages, so secured that no portion of the Gunpowder be in danger of being scattered in the passage, under a penalty of any sum not exceeding £10.

Note.—Thomas Beckham, Esq., Resident Magistrate, is specially authorised, in accordance with the proclamation of the 25th June, 1857, to grant licenses for the importation of Gunpowder, &c.

Private Secretary's Office,
Auckland, 24th February, 1859.

HIS Excellency the Governor has been pleased to make the following appointments in the Taranaki Volunteer Rifles—

I. N. WATT, to be Captain.

JAMES HIRST, to be 1st Lieutenant.

C. HAMMERTON, to be 2nd Lieutenant.

These Commissions to bear date the 12th February, 1859.

By His Excellency's command,
F. G. STEWARD,
Private Secretary.

Colonial Secretary's Office,
Auckland, 25th February, 1859.

HIS Excellency the Governor directs it to be notified for general information that

CHRISTOPHER WILLIAM RICHMOND, Esq., has resigned the office of Colonial Treasurer, and that his resignation has been accepted.

H. J. TANCRED,
(For the Colonial Secretary.)

Colonial Secretary's Office,
Auckland, 25th February, 1859.

HIS Excellency the Governor directs it to be notified that

HENRY SEWELL, Esq., has been appointed Colonial Treasurer, and has taken and subscribed the proper oaths.

H. J. TANCRED,
(For the Colonial Secretary.)

Colonial Secretary's Office,
Auckland, 25th February, 1859.

HIS Excellency the Governor directs it to be notified that

CHRISTOPHER WILLIAM RICHMOND, Esq., has been appointed a Member of the Executive Council, and has taken and subscribed the proper oaths.

H. J. TANCRED,
(For the Colonial Secretary.)

Colonial Secretary's Office,
Auckland, 25th February, 1859.

HIS Excellency the Governor directs it to be notified that the

Honble. CHRISTOPHER WILLIAM RICHMOND, has resigned the office of Commissioner of Customs, and that his resignation has been accepted.

H. J. TANCRED,
(For the Colonial Secretary.)

Colonial Secretary's Office,
Auckland, 25th February, 1859.

HIS Excellency the Governor directs it to be notified that

The Honble. HENRY SEWELL has been appointed Commissioner of Customs.

H. J. TANCRED,
(For the Colonial Secretary.)

THE following Statements of the Average Amount of the Liabilities and Assets of the Bankers in the Colony of New Zealand, are published for general information, in conformity with the 5th Section of the "Bankers' Returns Act, 1858."

C. W. RICHMOND

STATEMENT of the AVERAGE AMOUNT of LIABILITIES and ASSETS of the UNION BANK of AUSTRALIA, within the Colony of New Zealand, during the Quarter ended the 31st December, 1858.

LIABILITIES.																																												
BRANCHES.																																												
Notes in Circulation.																																												
Bills in Circulation.																																												
Balances due to other Banks.																																												
Government Deposits.																																												
Other Deposits.																																												
Total Average Liabilities.																																												
£ s. d.																																												
Auckland	10,561	0	0	7,162	6	9	0	0	0	8,049	14	1	0	0	0	116,530	17	4	142,303	18	2												
Wellington	18,341	5	9	4,346	3	6	0	0	0	325	2	9	0	0	0	78,231	2	2	101,293	14	2												
Napier	0	0	0	148	7	8	0	0	0	1,894	15	1	8,797	19	3	0	0	0	10,341	2	0												
Nelson	15,660	0	0	3,010	16	6	0	0	0	20,684	14	6	48,554	5	6	0	0	0	87,909	16	6												
Lyttelton and Christchurch	18,931	5	9	4,449	6	5	0	0	0	24,812	19	4	85,269	19	2	0	0	0	133,463	10	8												
Dunedin	11,025	10	9	5,428	10	9	0	0	0	17,927	0	1	36,385	15	5	0	0	0	70,766	17	0												
Totals												74,519	2	3	24,545	11	7	0	0	0	73,694	5	10	179,007	19	4	194,811	19	6	546,578	18	6												
ASSETS.																																												
BRANCHES.																																												
Coined Gold and Silver, and other coined Metal.																																												
Gold or Silver in Bullion or Bars.																																												
Notes and Bills of other Banks.																																												
Balances due from other Banks.																																												
Landed Property.																																												
Amount of all other Securities.																																												
Notes and Bills discounted.																																												
Colonial Government Securities.																																												
Other Funded Securities.																																												
Debts due to the Bank (exclusive of Debts abandoned as bad.)																																												
Securities not included under the above heads.																																												
Total Average Assets.																																												
£ s. d.																																												
Auckland	73,954	16	7	0	0	0	603	0	0	0	0	0	1,324	11	9	124,149	15	5	879	0	11	0	0	0	14,104	17	9	0	0	0	215,016	2	5
Wellington	33,406	19	3	1	17	6	980	1	5	0	0	0	5,650	6	7	107,656	18	1	755	6	2	0	0	0	4,102	19	0	12,689	14	3	165,274	2	3
Napier	7,074	19	0	0	0	0	104	0	0	0	0	0	0	0	0	6,309	7	1	0	0	0	351	6	10	0	0	0	13,839	12	11			
Nelson	13,384	19	5	1,018	16	11	3,185	7	10	0	0	0	1,100	0	0	61,337	6	6	0	0	0	8,628	12	6	0	0	0	90,655	3	2			
Lyttelton & Christchurch	22,522	0	10	0	0	0	1,314	2	9	0	0	0	5,044	19	1	110,094	11	6	0	0	0	19,361	2	3	0	0	0	158,336	16	5			
Dunedin	12,065	6	1	0	0	0	131	6	2	0	0	0	928	19	5	27,172	8	0	0	0	0	6,366	18	4	4,451	8	3	51,111	6	3			
Totals												164,409	1	2	1,020	14	5	6,317	18	2	0	0	0	14,073	16	10	436,720	6	7	1,634	7	1	0	0	0	52,915	16	8	17,141	2	6	694,233	3	5
Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1858												£		s. d.																														
Rate of the last Dividend declared to the Shareholders														per cent.																														
Amount of the last Dividend declared																																												
Amount of the Reserved Profits at the time of declaring such Dividend																																												

(Compiled from the Quarterly Abstracts, received at the Colonial Treasury, pursuant to the "Bankers' Returns Act, 1858.")

Dated at Auckland this 24th day of February, 1859.

R. F. PORTER,
Assistant Treasurer.

NOTE.—The Quarterly Abstract received from the Wellington Branch, has the following entries :—

Balances due to other Banks and Branches £75,091 3 3
Balances due from other Banks and Branches 20,023 18 10

In a General Abstract, including all the Branches, which has been forwarded to the Treasury by the Manager of the Auckland Branch, these items are returned as "Nil."

STATEMENT of the AVERAGE AMOUNT of LIABILITIES and ASSETS of the ORIENTAL BANK CORPORATION, within the Colony of New Zealand, during the Quarter ended the 31st December, 1858.

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THE NEW ZEALAND GAZETTE.

LIABILITIES.																							
BRANCHES.										Notes in Circulation.		Bills in Circulation.		Balances due to other Banks.		Government Deposits.		Other Deposits.		Total Average Liabilities.			
										£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.			
Auckland										5,347 0 0		6,944 1 9		0 0 0		0 0 0		135 5 10		16,721 8 5		29,147 16 0	
Wellington										6,160 0 0		1,723 6 2		0 0 0		550 0 9		121 2 0		16,225 17 2		24,780 6 1	
Totals										£11,507 0 0		8,667 7 11		0 0 0		550 0 9		256 7 10		32,947 5 7		53,928 2 1	
ASSETS.																							
BRANCHES.						Amount of all other Securities.						Total Average Assets.											
Coined Gold and Silver, and other Coined Metal.		Gold or Silver, in Bullion or Bars.		Notes and Bills of other Banks.		Balances due from other Banks.		Landed Property.		Notes and Bills Discounted.		Colonial Government Securities.		Other Funded Securities.		Debts due to the Bank (exclusive of Debts abandoned as bad.)		Securities not included under the above heads.					
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.					
Auckland ...		15,022 16 3		0 0 0		2 16 11.		0 0 0		0 0 0		33,719 12 7		0 0 0		0 0 0		16,387 3 6		1,009 1 5		66,141 10 8	
Wellington ...		7,825 3 5		1,602 19 8		1,666 19 9		0 0 0		0 0 0		50,262 7 1		138 0 0		0 0 0		267 10 4		26,818 1 9		88,581 2 0	
Totals ...		£22,847 19 8		1,602 19 8		1,669 16 8		0 0 0		0 0 0		83,981 19 8		138 0 0		0 0 0		16,654 13 10		27,827 3 2		154,722 12 8	
										£ s. d.													
Amount of the Capital Stock paid up at the close of the Quarter ended 31st December, 1857										1,260,000 0 0													
Rate of the last Dividend declared to the Shareholders 10 per cent., and bonus 2 per cent., together										12 0 0		per cent.											
Amount of the last Dividend declared (including bonus)										88,200 0 0													
Amount of the Reserved Profits at the time of declaring such Dividend										256,820 16 3													

Dated at Auckland, this 18th day of February, 1859.

J. S. OLIVER, *Manager.*