



The New Zealand Gazette.

Published by Authority.

TUESDAY, APRIL 19, 1859.

AT THE GOVERNMENT HOUSE, AT AUCKLAND, THE EIGHTEENTH DAY OF APRIL, 1859.

Present:—

His Excellency the Governor,	
Col. Gold,	Mr. Sewell,
Mr. Whitaker,	Mr. Tancred.

WHEREAS by the "Customs Regulation Act, 1858," it is provided that it shall be lawful for the Governor in Council by Order in Council published in the *New Zealand Gazette* from time to time to suspend during such time as may appear expedient, the operation of any provisions of the said Act, either throughout the Colony of New Zealand, or in or at any particular district or part to be defined or specified for the purpose. Provided that every such Order in Council shall expire and cease to be in force at latest at the expiration of one month after the commencement of the session of the General Assembly next ensuing the session during which the said Act was passed." Now, therefore, His Excellency the Governor, by and with the advice and consent of his Executive Council, doth by this present Order, suspend throughout the said Colony of New Zealand, from the day of the date hereof, so much and such provisions of the said Act as prohibit the importation and direct the forfeiture and destruction, or other disposition of Snuff or Tobacco, unless in whole and complete packages, each containing not less than 60 lbs. net weight, and not containing any other goods; and so much and such pro-

visions of the said Act as prohibit the importation and direct the forfeiture and destruction or other disposition of Cigars, in packages containing not less than 60 lbs. net weight, or not less than 10,000 in number, and not containing any other goods: and so much and such provisions of the said Act, as render liable to forfeiture any such Snuff, Tobacco, or Cigars, and the casks or packages containing the same, and any ship or boat having or having had the same on board or in any manner attached thereto, or conveying or having conveyed the same; and so much and such of the provisions of the said Act as render persons liable to penalties in respect of the matters aforesaid.

F. G. STEWARD,
Clerk of Executive Council.

MANUKAU HARBOUR REGULATIONS.

At the Government House, at Auckland, the eighteenth day of April, 1859.

PRESENT:—

His Excellency the Governor.	
Colonel Gold,	Mr. Sewell,
Mr. Whitaker,	Mr. Tancred.

WHEREAS by the Harbour Regulations Ordinance, No. 15 of Sess. 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 Manukau.

F. G. STEWARD,
Clark of the Executive Council.

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 Manukau, and you are enjoined to use your best skill and knowledge in all duties 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 40 shillings.

4. The rates of Pilotage to or from the usual anchorage in the Port of Manukau, from or to the vicinity of Paratutu within the Bar, are 4 shillings per foot: Provided that no Vessel shall be liable to less than £2 for pilotage. But no pilotage is to be chargeable on any vessel engaged in the Coasting Trade unless the assistance of a Pilot be required by the Master of the Vessel, and no Pilot shall be bound to take charge of any Vessel either outward or inward bound beyond and to the westward of Paratutu aforesaid: and on any subsequent change of berth for the purpose of loading or otherwise, there shall be payable one half of the above rate.

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 as aforesaid until payment of the pilotage has been 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, chains, 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 eight shillings per day in addition to the regular pilotage; and if any Master of a Vessel

shall have made a signal for a Pilot or caused a Pilot to be sent for to take his Vessel to sea, such additional payment shall commence at the expiration of 12 hours from the time of the arrival of the Pilot on board such vessel, and the Pilot shall not be bound to conduct such vessel to sea until such additional payment and pilotage shall have been satisfactorily secured.

9. No Pilot shall be taken to sea by the Master of any Vessel except in cases of absolute and unavoidable necessity, under a Penalty of £20, to be paid by any Master offending against this Regulation.

10. In the event of a Vessel outward bound under charge of a Pilot being detained by stress of weather, or any act of the Master or otherwise, after being safely anchored, the Pilot may leave such Vessel until an opportunity offers to conduct her to sea; but should a vessel be off the Harbour at the time requiring a Pilot and only one Pilot be on the station, the inward bound Vessel is to have the preference of the Pilot's services until conducted into a place of safety.

11. Pilots refusing or neglecting to perform their duty, shall forfeit a sum not exceeding Twenty pounds.

12. The Master of any Vessel (except as hereinafter mentioned) arriving from beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage hereinbefore specified, whether taking a Pilot or not.

13. All Vessels trading to or from the Australasian Colonies shall be exempted from taking a Pilot upon paying one half the usual rate of pilotage,—but if a Pilot is taken full pilotage to be paid.

14. All vessels under 50 tons trading from or to the neighbouring Colonies having made six successive voyages to the Harbour, may, upon the master proving himself qualified, be furnished with a Certificate of Exemption from pilotage, but shall in lieu thereof pay one full pilotage inwards and outwards per annum.

15. Every Master so qualified and Vessel so exempted shall, on approaching the Harbour within two leagues, hoist a white flag, at least six feet long and four broad, at the main, without any flag at the fore—showing their exemption from pilotage—and in default thereof full pilotage shall be paid.

16. Every Master of every Ship or Vessel shall be furnished with a copy of the Harbour Regulations on her Entry into Port by the Pilot; and any Pilot failing to deliver such copy upon leaving the Vessel shall forfeit and pay a fine not exceeding (£5) Five pounds.

17. 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 shilling and sixpence, to be accounted for by the Harbour Master.

18. Any 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 acknowledgement thereof.

in writing, to the Pilot or other officer delivering the said copy, and any Pilot 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) Five pounds.

19. Every Vessel, excepting Vessels engaged solely in the coasting trade, and Vessels exempted as aforesaid, shall be placed in charge of the first duly licensed Pilot who shall offer his services, and Masters of Vessels neglecting to heave-to and take the Pilot on board, or refusing to accept his services when offered, shall be liable to the same amount of pilotage as if the services of a Pilot had been accepted.

II.—QUARANTINE REGULATIONS.

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 shall 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 infringing or permitting to be infringed this regulation, shall forfeit the sum of 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 authorised 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 or 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 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 of her, they shall submit the information to a Board, consisting of the Resident Magistrate and one or more Justices of the Peace, the superior Officer of 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 (£20).

13. All penalties hereby imposed shall be recovered in a summary way.

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 Manukau 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 he

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 must have buoys and buoy-ropes to their anchors to show their positions, and when at anchor must hoist a constant bright 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 twenty-four 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 such vessel 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 vessel whose time at a discharging berth alongside any public wharf has expired, or which the Harbour Master or Pilot considers

necessary to remove, must be removed on the request in writing of the Harbour Master or Pilot made to the Master or other person on board in charge; and any person offending against this regulation shall forfeit and pay a sum not exceeding ten pounds; and if there be not sufficient men or ballast, or requisite tackle on board of such vessel to enable her to be removed, she may be removed by the Harbour Master or Pilot, at the risk and expense of the owner.

7. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or any public landing place, by placing a vessel, boat, cable, 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.

8. The Harbour Master or Pilot, or other person deputed by either of them in the execution of their duty, is empowered to make fast any rope or tackle to any vessel, and any Master or principal Officer or other person on board such vessel refusing or neglecting to aid in such making fast, shall be liable to a penalty not exceeding five pounds.

9. The Harbour Master, or any person deputed by him, may order any ship, lighter, boat, timber, or other article to be removed from any berth alongside any public wharf, or any anchorage from or to any part of the Harbour, when such removal shall, in his opinion, be requisite for the accommodation of the shipping.

10. 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 five pounds.

11. Any vessel arriving, having on board a mail, shall, on approaching the usual anchorage, hoist a white flag at the foremost head, and keep the same flying until the mail is landed; and in default thereof, the Master shall forfeit and pay any sum not exceeding twenty pounds.

12. All goods or articles landed on any public wharf, are to be placed so as to keep the mooring posts and rings free, and allow a clear passage of at least eight feet from the edge of the wharf; and any person offending against this regulation shall forfeit and pay a sum not exceeding £5.

13. No timber or bulky article is to be left on any public wharf or landing place, and any person infringing this regulation shall forfeit and pay any sum not exceeding five pounds; and any timber or any other article left on any public wharf or landing place, if not removed at the request of the Harbour Master, or person authorised by him, may be removed at the

risk and expense of the owner or consignee thereof.

14. No rubbish or filth is to be landed on any land 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 the person landing the same.

15. No ballast, rubbish, gravel, earth, stone, or filth is to be thrown overboard from any vessel or boat, but is to be landed at such place as the Harbour Master may direct, and proper tarpaulings 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.

16. No pitch, tar, resin, or other combustible matter, shall be lighted or heated on board any vessel or boat while lying alongside or near any wharf or vessel in the Harbour; and any person who shall offend against this regulation shall be liable to any penalty not exceeding £20.

17. 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.

18. Any person making fast any vessel, raft, timber or other article to, or in any way removing or wilfully injuring or destroying any buoy, beacon, or sea mark, shall forfeit a sum not exceeding £20.

19. Any person throwing a dead animal into the Harbour, or placing any dead animal below high water mark, 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.

20. 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.

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

Gunpowder.

22. All vessels arriving, having gunpowder on board, exceeding thirty pounds, shall hoist the "Union Jack" at the main, and remain clear of the shipping until such gunpowder be landed; and any person offending against this regulation shall be liable to a penalty not exceeding £20.

23. Provided that the foregoing regulation shall not apply to gunpowder in such quantity

as may be sufficient only for and be on board as ships' stores, but in no case to exceed the weight of 50 lbs.

NOTES.

Gunpowder, &c.

The penalty for landing gunpowder (and also arms and other warlike stores) without a license is any sum not exceeding £500.

Merchant Shipping Act.

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.

General Directions.

All masters of vessels are requested to heave the lead constantly when crossing the bar or passing through the channels at the entrance of the Harbour, in order that any change in the soundings may be noted, and any such change must be reported to the Harbour Master as soon as practicable.

All persons navigating vessels are to observe the following established nautical rules:—

Sailing vessels having the wind fair are to give way to vessels on a wind.

When two vessels are going by the wind the vessel on the starboard tack shall keep her wind, and the vessel on the port tack shall bear up, thereby passing each other on the port hand.

When two vessels have the wind free or abeam and meet, they shall pass each other on the port hand, the helm of each being put to port.

Steam vessels when passing or near other vessels are always to be considered as vessels navigating with a fair wind, and as far as practicable, due regard must be paid to the tides, and the dangers and position of each vessel, but the law is to pass on the port hand.

Signals.

Code of Signals for entering and leaving the Harbour of "Manukau," and when a vessel is seen approaching the Harbour. The following signals will be hoisted at the Pilot station (Paratutai), for their guidance.

The master of every vessel entering or leaving the Harbour is requested to answer the signals by hoisting and dipping the ensign at the peak.

No. 1.—Second Distinguishing Pendant at Mast head with one ball underneath—
The Vessel is seen from the Station.

No. 2.—White Flag at Mast head, with two balls underneath—
First Quarter Flood.

No. 3.—No. 4 Marryatt's Code at Mast head, three balls underneath—

Ebb Tide—wait for the Flood.

No. 4.—No. 5 Marryatt's Code at Mast head, ball in centre of yard, and balls at both yard arms—

Take the Bar—no danger.

No. 5.—No. 8 Marryatt's Code at Mast head, ball underneath, and balls at each yard arm—

Keep to Sea—Bar unsafe.

No. 6.—No. 5 Marryatt's Code at Mast head, two balls at South, one ball at North yard arm—

Take the South Channel.

No. 7.—Telegraph Flag, Marryatt's Code, at Mast head, ball at North yard arm—

Anchor at the Huia Banks—Bar unsafe.

No. 8.—Ball at Mast head, and ball at North yard arm—

No Wind outside the Heads.

No. 9.—Three balls vertically at South yard arm—

Anchor with Kedge and Warp.

No. 10.—Three balls describing a triangle from the South yard arm to centre of yard—

Let go the Bower Anchor.

The first five signals (with the exception of the balls) are the same as given in the New Zealand Pilot (published by order of the Lords Commissioners of the Admiralty), but the remainder have been added since, in order to make the signals more complete and better understood. When the wind is light or blowing in or out of the Harbour, the leading marks for crossing the Bar may be considered the same as published in the New Zealand Pilot, viz., the Nine Pin Rock, the South entrance of "Paratutai," and the extreme of "Puponga," in a line N.E. by E. by compass, leads over the bar, but the smoothest water seems to be found by keeping the Nine Pin Rock a little open of "Paratutai," shutting in the extreme of "Puponga," high water over the Bar on the fall and change of the moon, 10 o'clock.

In cases where two or more vessels are in sight of the Signal station at the same time (inward and outward bound) a large red square will be fixed at the foot of the signal mast, which will denote, the signal hoisted is intended for the vessel inside the Harbour. Also, when the "Blue Peter" signal is hoisted to the vessels inside the Harbour, it is to be understood, come to anchor, the Bar is unsafe.

Persons in charge of vessels crossing the Bar or passing through the channels should pay particular attention to the Telegraph Arms which are attached to the Signal mast, and which soever way they are pointed, steer the vessel in that direction until the Arm falls,

then steady the helm, until the Arm is pointed again. But should the vessel be close on the wind or beating, the pointing of the Arm denotes, tack in that direction, when in the vicinity of the Pilot station the vessel will be boarded by the Pilot, except such vessel be exempt by law, and has flown the exemption flag according to the rules.

Colonial Secretary's Office,
Auckland, 19th April, 1859.

HIS Excellency the Governor directs it to be notified that Writs issued for the election of members of the Provincial Council, for the Province of Hawke's Bay have been returned with certificates to the effect, that

For the District of Napier,—

Thomas Henry Fitzgerald,
William Coleriso,
Thomas Hitchings.

For the Napier Country District,—

Henry Stokes Tiffen,
John Chilton Lambton Carter.

For the District of Clive,—

Joseph Rhodes.

For the District of Mohaka,—

Robert Riddell.

For the District of Te Aute,—

Edward Spencer Curling.

For the District of Waipukurau,—

John D. Ormond,
John Tucker,

have been duly elected.

HENRY JOHN TANCRED,

Colonial Secretary's Office,
Auckland, 19th April, 1859.

HIS Excellency the Governor has been pleased to authorize

Mr. JAMES TOWNSEND, junior, Lyttelton, to grant Licenses for the Importation and Sale of Arms, Gunpowder, &c., in conformity with the provisions of the Proclamation of the 25th June, 1857.

H. J. TANCRED.

ACCEPTED TENDER.

Colonial Secretary's Office,
Auckland, 14th April, 1859.

NOTICE is hereby given, that the following Tender has been accepted by the General Government.

FIREWOOD, CUT & SPLIT TO SUIT OFFICE FIREPLACES.

Bernard McDonald, for six months, commencing 1st May, 1859, 15s. 6d. per ton.

W. GISBORNE,
Under Secretary.

A TRUE and PERFECT SCHEDULE of all UNCLAIMED BALANCES of DECEASED PERSONS' ESTATES, administered by THOMAS OUTHWAITE, Esquire, Registrar of the Supreme Court of New Zealand, as Official Administrator, in the Province of Auckland, Colony of New Zealand, from the 1st day of October to the 31st day of December, 1858.

Names of Intestates.	Colonial Residence.	Supposed British Residence of Family.	Moneys Received.	Payments made.	Balance in the hands of the Registrar.	Balance in Treasury.	Remarks.
Nil.	Nil.	Nil.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
			0 0 0	0 0 0	0 0 0	0 0 0	
			0 0 0	0 0 0	0 0 0	0 0 0	

I, Thomas Outhwaite, Registrar of the Supreme Court of New Zealand, do solemnly and sincerely declare that the above is a true and faithful Return of all Unclaimed Balances belonging to Deceased Persons' Estates administered by me, in the Province of Auckland, Colony of New Zealand, from the 1st day of October to the 31st day of December, 1858.

Made and declared at Auckland, this tenth day of January, 1859, before me,

GEORGE ALFRED ARNEY, C.J.

THOS. OUTHWAITE,

A TRUE and PERFECT SCHEDULE of all UNCLAIMED BALANCES of DECEASED PERSONS' ESTATES, administered by THOMAS OUTHWAITE, Esquire, Registrar of the Supreme Court of New Zealand, as Official Administrator, of the Province of Auckland, Colony of New Zealand, from the 1st day of January to the 31st day of March, 1859.

Names of Intestates.	Colonial Residence.	Supposed British Residence of Family.	Moneys Received.	Payments made.	Balance in the hands of the Registrar.	Balance in Treasury.	Remarks.
Nil.	Nil.	Nil.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
			0 0 0	0 0 0	0 0 0	0 0 0	
			0 0 0	0 0 0	0 0 0	0 0 0	

I, Thomas Outhwaite, Registrar of the Supreme Court of New Zealand, do solemnly and sincerely declare that the above is a true and faithful Return of all Unclaimed Balances belonging to Deceased Persons' Estates administered by me as Official Administrator of the Province of Auckland and Colony of New Zealand, from the 1st day of January to the 31st day of March, 1859.

Made and declared at Auckland this seventh day of April, 1859, before me,

GEORGE ALFRED ARNEY, C.J.

THOS. OUTHWAITE.

Land Claims' Office,
New Plymouth, March 21, 1859.
I. WILLIAM HALSE, a Commissioner
duly appointed by virtue of the Ordinance
No. 15, Session xi, of the Legislative Council
of the Islands of New Zealand, to hear and
decide Claims to Land by persons claiming
Title thereto, from, through, or under the
New Zealand Company, Report that the
claims of the persons whose names appear in
the Schedule hereunder, having been duly
referred to me for investigation, I do hereby
decide that the said persons are respectively
entitled to the Crown Grants set against their
Names in the said Schedule.

W. HALSE,
Commissioner of Claims.

SCHEDULE.

No. of Report.	No. of Claim.	Name of Claimant.	Commissioner's decision.
552	651	Henry Barriball	Entitled to a Grant of Suburban Section, No. 93, Fitzroy district.
553	652	Ditto	Entitled to a Grant of 3 acres (more or less) of Suburban Section, No. 91, Fitzroy district.
554	665	Thomas Hirst	Entitled to a Grant of 47 acres 3 roods 7 1/2 perch. (more or less) of Rural Section, No. 13, Bell district.
555	693	George Cutfield	Entitled to a Grant of 298 acres (more or less) of Rural Section, No. 21, Tataraimaka district.
556	694	Ditto	Entitled to a Grant of Rural Section, No. 22, Tataraimaka district.
557	695	Ditto	Entitled to a Grant of Rural Sections, Nos. 3 and 34, Tataraimaka district.
558	696	Ditto	Entitled to a Grant of Rural Section marked Reserve, Tataraimaka district.
559	697	Rev. Jacob Samuel	Entitled to a Grant of Town Section, No. 1439 Town of New Plymouth Fitzroy district.
560	780	Samuel Newell	Entitled to a Grant of Town Section, No. 99, Town of New Plymouth Fitzroy district.
561	781	Benjamin Sutherland	Entitled to a Grant of Town Section, No. 1091 Town of New Plymouth Fitzroy district.
562	782	George Young	Entitled to a Grant of Town Section, No. 1424 Town of New Plymouth Fitzroy district.
563	783	William Paynter	Entitled to a Grant of Suburban Section, No. 89, Fitzroy district.
564	810	William Knight Collins	Entitled to a Grant of Rural Section, No. 9, Hua district.
565	815	Rev. Thomas Gilbert	Entitled to a Grant of Rural Section, No. 26, Omata district.
566	841	Robert Scott	Entitled to a Grant of Rural Section, No. 27, Hua district.
567	843	James Gray	Entitled to a Grant of Town Section, No. 1176 Town of New Plymouth Fitzroy district.
568	844	Ditto	Entitled to a Grant of Town Section, No. 1174 Town of New Plymouth Fitzroy district.
569	847	Richard Phenev	Entitled to a Grant of Rural Section, No. 37, Omata district.
570	848	Tom Newsham	Entitled to a Grant of Rural Section, No. 29, Omata district.
571	849	Ditto	Entitled to a Grant of Rural Section, No. 8, Omata district.
572	855	Samuel Knight	Entitled to a Grant of Rural Section, No. 781, Grey district.
573	883	Joseph Broomhead Greaves	Entitled to a Grant of Rural Section, No. 24, Omata district.
574	884	Ditto	Entitled to a Grant of Rural Section, No. 69, Omata district.
575	897	Richard Old	Entitled to a Grant of Town Section, No. 1591 Town of New Plymouth Fitzroy district.
576	899	Rev. Jacob Samuel	Entitled to a Grant of Town Section, No. 1579 Town of New Plymouth Fitzroy district.