



The New Zealand Gazette.

Published by Authority.

WEDNESDAY, JUNE 11, 1862.

A PROCLAMATION

Intimating Her Majesty's assent to certain Bills passed by the General Assembly.

By His Excellency Sir GEORGE GREY, Knight, Commander of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice Admiral of the same, &c., &c., &c.

WHEREAS by an Act passed in the Session of Parliament held in the Fifteenth and Sixteenth years of Her Majesty's reign, intituled "An Act to grant a Representative Constitution to the Colony of New Zealand," it is amongst other things enacted that no Bill which shall be reserved for the signification of Her Majesty's pleasure thereon shall have any force or authority within the Colony of New Zealand until the Governor of the said Colony shall signify by Speech or Message to the Legislative Council and House of Representatives of the said Colony, or by Proclamation, that such Bill has been laid before Her Majesty in Council, and that Her Majesty has been pleased to assent to the same;

And whereas certain Bills passed by the Legislative Council and House of Representatives of the said Colony, intituled,

"An Act to extend to the Province of Marlborough certain provisions of the Naval and Military Settlers Act, 1860,"

"An Act to amend the Regulations for the sale or disposal of Crown Lands in the Province of Nelson,"

"An Act to enable the Superintendent of the Province of Auckland to issue Certificates by way of Land Orders to certain persons,"

"An Act to provide for the settlement of certain outstanding claims by Pensioners lately serving in the New Zealand Fencible Force," were presented to the Governor of the said Colony for Her Majesty's Assent, and the said Bills were reserved for the signification of Her Majesty's pleasure thereon:

Now, therefore, I, the Governor of New Zealand, in pursuance of the provisions of the said in part recited Act, do by this Proclamation signify and proclaim to all whom it may concern that the said Bills have been laid before Her Majesty in Council, and that Her Majesty has been pleased to assent to the same.

Given under my hand at Wellington, and issued under the Seal of the Colony of New Zealand, this twenty-ninth day of May, in the year of Our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,
WILLIAM FOX.

GOD SAVE THE QUEEN!

A PROCLAMATION

Disallowing certain Ordinances passed by the Superintendent and Provincial Council of the Province of Canterbury.

By His Excellency Sir GEORGE GREY, Knight Commander of the Most Honorable Order of

the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by an Act made and enacted in the Imperial Parliament, holden in the Fifteenth and Sixteenth years of the reign of Her Majesty Queen Victoria, intituled "An Act to grant a Representative Constitution to the Colony of New Zealand," it is amongst other things enacted that whenever any Bill shall have been assented to by the Superintendent as in the said Act provided, the Superintendent shall forthwith transmit to the Governor an authentic copy thereof, and it shall be lawful for the Governor at any time within three months after any such Bill shall have been received by him to declare by Proclamation his disallowance of such Bill, and that any such disallowance shall make void and annul the same from and after the day of the date of such Proclamation or any subsequent day to be named therein;

And whereas the Ordinances hereinafter specified have been enacted by the Superintendent of the Province of Canterbury, with the advice and consent of the Provincial Council thereof, and the said Ordinances were received by the Governor on the Twentieth day of May, One thousand eight hundred and sixty-two;

And whereas it is expedient that the said Ordinances should be disallowed:

Now, therefore, I, the Governor of New Zealand, in pursuance of the authority vested in me in that behalf by the said recited Act of Parliament, do hereby proclaim and declare my disallowance of the following Ordinances passed by the Superintendent and Provincial Council of the Province of Canterbury, viz.:—

"The Railway Severance Ordinance, Session 17, No. 11."

"The Lyttelton Municipal Council Reserves Ordinance, Session 17, No. 10."

Given under my hand at Wellington, and issued under the Seal of the Colony of New Zealand, this twenty-ninth day of May, in the year of our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,

WILLIAM FOX.

GOD SAVE THE QUEEN!

A PROCLAMATION

Disallowing the Taranaki "Public Reserves Ordinance, 1861."

By His Excellency Sir GEORGE GREY, Knight, Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New

Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by an Act made and enacted in the Imperial Parliament holden in the fifteenth and sixteenth years of the Reign of Her Majesty Queen Victoria, intituled "An Act to grant a Representative Constitution to the Colony of New Zealand," it is amongst other things enacted that whenever any Bill shall have been assented to by the Superintendent as in the said Act provided, the Superintendent shall forthwith transmit to the Governor an authentic copy thereof, and it shall be lawful for the Governor at any time within three months after any such Bill shall have been received by him, to declare by Proclamation his disallowance of such Bill, and that any such disallowance shall make void and annul the same from and after the day of the date of such Proclamation, or any subsequent day to be named therein.

And whereas the Ordinance hereinafter specified has been enacted by the Superintendent of the Province of Taranaki, with the advice and consent of the Provincial Council thereof, and the said Ordinance was received by the Governor on the fifth day of May, one thousand eight hundred and sixty-two,

And whereas it is expedient that the said Ordinance should be disallowed:

Now, therefore, I, the Governor of New Zealand, in pursuance of the authority vested in me in that behalf by the said recited Act of Parliament, do hereby proclaim and declare my disallowance of the following Ordinance passed by the Superintendent and Provincial Council of the Province of Taranaki, viz.:—

"Public Reserves Ordinance, 1861."

Given under my hand, at Auckland, and issued under the Seal of the Colony of New Zealand, this ninth day of June, in the year of our Lord, One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's Command,

WILLIAM FOX.

GOD SAVE THE QUEEN!

A PROCLAMATION

For the Naturalization of certain persons.

By His Excellency Sir GEORGE GREY, Knight Commander of the most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c.

WHEREAS by "The Naturalization Act, 1861," it is enacted that every person who shall be declared to come within the operation of that Act by any Proclamation to be issued in that behalf by His Excellency

the Governor, shall, as from the time in such Proclamation specified, be deemed and taken until the termination of the next Session of the General Assembly, to be, and to have been from such specified time, a Natural-born subject of Her Majesty within the Colony of New Zealand, as fully to all intents and purposes as if his name had been inserted in the Schedule to that Act annexed. Provided always that every such Proclamation shall contain the description, occupation or calling, of every person therein named, and his place of residence at the date of such Proclamation:

Now, therefore, I, Sir George Grey, Governor of the said Colony, in pursuance of the power and authority in me vested by the said Act, do hereby proclaim and declare that the persons hereinafter mentioned, shall come within the operation of the said Act from the dates hereinafter specified, viz. :—

JOHN GEORGE RUDDENKLAU,

From the 9th day of April, one thousand eight hundred and fifty-nine, Publican, native of Hessen Cassel; residence, Christchurch, Canterbury.

LUDEWEG HOLSTEN,

From the 14th day of March, one thousand eight hundred and sixty-two, Sawyer, native of Hanover; residence, Rangiora bush, in the Province of Canterbury.

PHILIPP TISCH,

From the 24th day of April, one thousand eight hundred and fifty-seven, Farmer, native of Paebarian; residence, Great North Road, in the Province of Canterbury.

Given under my hand, at Wellington, under the Seal of the Colony of New Zealand, this twenty-ninth day of May, in the year of our Lord, One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,

WILLIAM FOX.

GOD SAVE THE QUEEN!

A PROCLAMATION

For the Naturalization of certain Persons.

By His Excellency Sir GEORGE GREY, Knight, Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand, and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by the "Naturalization Act, 1861," it is enacted that every person who shall be declared to come within the operation of that Act by any Proclamation to be issued in that behalf by His Excellency the Governor shall as from the time in such Pro-

clamation specified, be deemed and taken until the termination of the next Session of the General Assembly to be and to have been from such specified time a natural born subject of Her Majesty within the Colony of New Zealand, as fully to all intents and purposes, as if his name had been inserted in the Schedule to that Act annexed. Provided always that every such Proclamation shall contain the description, occupation or calling, of every person therein named, and his place of residence at the date of such Proclamation.

Now therefore, I, the Governor of New Zealand, in pursuance of the power and authority in me vested by the said Act, do hereby proclaim and declare that the persons hereinafter mentioned shall come within the operation of the said Act, from the dates hereinafter specified, viz. :—

ANTOINE RODRIGUEZ,

From the third day of December, One thousand eight hundred and fifty-two, Native of Madeira, Farmer, residence New Plymouth, Province of Taranaki.

HEINRICH CONRAD THIELE,

From the twenty-eighth day of April, One thousand eight hundred and sixty-two, Native of Hanover, Farmer, residence Purarekanui, Province of Canterbury.

DEIDERICH GERKIN,

From the sixth day of November, One thousand eight hundred and fifty-eight, Native of Hanover, Farmer, residence Lower Lincoln Road, Province of Canterbury.

JOSEPH ANTOINE,

From the first day of January, One thousand eight hundred and fifty-two, Native of Portugal, Mariner, residence Dunedin, in the Province of Otago.

WILLIAM WELLS,

From the first day of June, One thousand eight hundred and sixty-two, Native of Holland, Mariner, residence Auckland, in the Province of Auckland.

MORRIS MEHON,

From the thirtieth day of April, One thousand eight hundred and sixty-two, Native of Massachusetts, United States of America, Gold Miner, residence Collingwood, in the Province of Nelson.

Given under my hand at the Government House, at Auckland, and issued under the Seal of the Colony of New Zealand, this seventh day of June, in the year of Our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,

WILLIAM FOX.

GOD SAVE THE QUEEN!

CUSTOMS.

*Governor's Order No. 21.**Appointing Limits and Landing Places for the Port of Akaroa.*

By His Excellency Sir GEORGE GREY, Knight, Commander 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., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor of the Colony of New Zealand, do hereby appoint that on and from the day of the date hereof the limits of the Port of *Akaroa* shall be:—

The Harbour of *Akaroa* and Anchorage of Pigeon Bay included within a line drawn across the entrance of each from their Eastern and Western extreme Points or Headlands, viz., *Timatim* and *Akaroa Heads*, *Pigeon* and *Wakaroa Points*, as shown on the Chart numbered 2178 of *Banks' Peninsula*.

The inland boundaries of the said Port shall be:—On the East, a line drawn Northerly and Southerly from *Wakaroa Point* along the highest watershed and by a summit noted by the figures 2250 (being the height in feet above the level of the sea), and by *Mount Berard* to *Akaroa Head*; on the West, a line drawn, Northerly and Southerly, from *Pigeon Point* by *Mount Sinclair*, *Saddle Mount* and *Mount Bossu* to *Timatim Head*.

Together with the Bays and Anchorages of *Ikurangi* and *Peraki*, *Bone Bay*, *Oken Bay*, and *Akaloa Bay*, as shewn on the said Chart, No. 2178.

And I do hereby further declare and appoint that the Beach at the end of *Balguéri Street*, and the Beach frontage of the General Government Reserve at *Akaroa*, marked No. 81 on the plan of the Chief Surveyor for *Canterbury*, shall be deemed and taken to be the legal Landing Places for the lading and unlading of Goods at the Port of *Akaroa*, under the "Customs Regulations Act, 1858."

Given under my hand at *Auckland*, this sixth day of *June*, One thousand eight hundred and sixty two.

G. GREY.

By His Excellency's Command,
READER WOOD.

CUSTOMS.

*Governor's Order No. 22.**Appointing Limits of Landing Places for Port of Timaru.*

By His Excellency Sir GEORGE GREY, Knight, Commander of

the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor of the Colony of New Zealand, Do hereby annul the limits of the legal Quay or Landing Place at the Port of *Timaru*, as appointed by an Order given under the hand of Colonel *Thomas Gore Browne*, C.B., late Governor of the said Colony, on the fourth day of *September*, one thousand eight hundred and sixty-one, And Do hereby declare and appoint that on and from the day of the date hereof, the Landing Place now known and used as "*Cain's Landing Place*," the limits thereof to be the *Beach Road* at the end of *Strathallan Street* (*Rhodes Town*), and for a distance of four chains northerly and four chains southerly on each side of *Strathallan Street*, and the Landing Places now known and used as "*Beswick's*" or "*William's*" Landing Place, the limits thereof to be the *Beach Road* extending from *George Street* to *North Street* (*Rhodes Town*), shall be deemed and taken to be the legal Landing Places for the lading and unlading of Goods at the Port of *Timaru*, under the "Customs Regulation Act, 1858."

Given under my hand, at *Auckland*, this Sixth day of *June*, One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,
READER WOOD.

CUSTOMS.

*Governor's Order No. 23.**Appointing Riverton a Warehousing Port.*

By His Excellency SIR GEORGE GREY, Knight, Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, Governor of the Colony of New Zealand, Do hereby appoint that the Port of *Riverton* shall be a Warehousing Port for the purposes of the Customs Regulations Act, 1858, and do hereby approve of the same as a Port for the Importation of *Tobacco*.

Given under my hand, at Auckland,
this sixth day of June,
in the year of our Lord One
thousand eight hundred and
sixty-two.

G. GREY.

By His Excellency's command,
READER WOOD.

CUSTOMS.

Governor's Order, No. 24.

Appointing Limits for the Port of Lyttelton.

By His Excellency Sir GEORGE GREY,
Knight Commander of the Most
Honorable Order of the Bath,
Governor and Commander-in-
Chief in and over Her Majesty's
Colony of New Zealand and its
Dependencies, and Vice-Admiral
of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor of the Colony of New Zealand, Do hereby appoint that on and from the day of the date hereof the limits of the Port of Lyttelton shall be—

Within a line drawn North-westerly and South-easterly from Baleine Point (at the East Head of Port Levy) to Cachalot Head (now known as Godley Head), thence by the highest watershed round the shores of Port Lyttelton to Rhodes Sugar Loaf, thence to the Southernmost shore (high water mark) of Port Levy, and along the Eastern shore of Port Levy to Baleine Point; including also all that parcel of land situate on the river Heathcote, being part of Rural Section No. 32, and containing two (2) acres, two (2) roods, and thirty (30) perches more or less, commencing at a marked peg on the Christchurch and Lyttelton Road (commonly called the Ferry Road) the said marked peg being the North-western corner peg of the South-eastern block of Rural Section No. 32, thence along the South side of the Christchurch and Lyttelton Road South-easterly a distance of 881 links to the Corner of Sumner Place Road, thence South-westerly at a right angle along the North-west side of Sumner Place Road, a distance of 630 links to the River Heathcote, thence along the river North-westerly to a point due South (true) of the commencing point or peg on the road, and from thence in a direct line to the commencing point.

Given under my hand, at Auckland,
this seventh day of June, One
thousand eight hundred and
sixty-two.

G. GREY.

By His Excellency's command,
READER WOOD.

CUSTOMS.

Governor's Order No. 25.

Appointing Legal Quays for Port of Lyttelton.

By His Excellency Sir GEORGE GREY,
Knight Commander of the Most
Honorable Order of the Bath,
Governor and Commander-in-
Chief in and over Her Majesty's
Colony of New Zealand, and its
Dependencies, and Vice-Admiral
of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor of the Colony of New Zealand, Do hereby declare and appoint that, on and from the day of the date hereof, that part of the Jetty now constructed in open pile work, being the outer end added by the Provincial Government of Canterbury to the jetty at the South end of Oxford Street, in the Town of Lyttelton, formerly known as the "Canterbury Association's" but now as the "Government Jetty," and the open pile work Jetty designated hereby as "Peacock's Jetty," and running out from Simmon Quay in front of Town Section Number 302 into the Harbour of Lyttelton from the Wharf built along the Beach thereof, and commonly known as "Peacock's Wharf," shall be deemed and taken to be the Legal Landing Places for the lading and unloading of Goods at the Port of Lyttelton under the Customs Regulation Act, 1858."

Given under my hand at Auckland,
this seventh day of June, One
thousand eight hundred and
sixty-two.

G. GREY.

By His Excellency's command,
READER WOOD,

CUSTOMS.

Governor's Order No. 26.

Appointing Limits for Port of Timaru.

By His Excellency Sir GEORGE GREY,
Knight Commander of the most
Honourable Order of the Bath,
Governor and Commander-in-
Chief in and over Her Majesty's
Colony of New Zealand and its
Dependencies, and Vice-Admiral
of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor of the Colony of New Zealand, Do hereby annul the limits of the Port of Timaru, as appointed by an Order given under the hand of Colonel Thomas Gore Browne, C.B., late Governor of the said Colony, on the fourth day of September, one thousand eight hundred and sixty-one, and Do hereby appoint that on and from the day of the date hereof, the limits of the Port of Timaru shall be as follows:—

Boundaries on Shore

To commence at the low water extreme of Pateti Point, thence Westerly to the South-eastern corner of the Town of Timaru, as shown on the Map of the Chief Surveyor of the Province of Canterbury, thence from the said South-eastern corner along the Southern and Western boundary of a road running round the said Town, and past Rural Sections numbered 1702, 1706, 1607, 1606, and 1707, to the North-eastern corner of Rural Section 707, thence direct to Theodosia-street in Rhodes Town, thence following Northwards up the Western side of Theodosia-street to the Sea Beach at low water mark.

Sea Boundaries.

To be the Roadstead and Anchorages off the Town of Timaru, included within a line extending due East off Pateti Point aforesaid to a distance of one statute mile and a half, thence by a line drawn due North to a Point where it intersects a line drawn North-east true from the point where the Western side of Theodosia-street terminates on the Beach at low water mark as before described, thence from the said point of intersection, South-westerly, by the said line drawn North-east back to the Sea Beach at the end of Theodosia-street as before described.

Given under my hand, at Auckland, this seventh day of June, one thousand eight hundred and sixty-two,

G. GREY.

By His Excellency's command,
READER WOOD.

GENERAL ASSEMBLY.

Acts left to their operation by Her Majesty.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Acts, passed by the General Assembly of New Zealand in the Session held in the twenty-fifth year of the reign of Her Majesty Queen Victoria, intituled—

- "An Act to enable certain Commissioners appointed under the Seal of the Colony to examine Witnesses on Oath,"
- "An Act to define the boundary between the Provinces of Canterbury and Otago,"
- "An Act to amend the Law relating to advances *bonâ fide* made to Agents intrusted with goods,"
- "An Act for amending 'An Ordinance for establishing Standard Weights and Measures, and for the prevention of the use of such as are false and deficient,'" "
- "An Act to declare that certain Statutes do not apply to Civil Cases before Resident Magistrates and Justices of the Peace,"
- "An Act for the Naturalization of certain persons in the Colony of New Zealand,"
- "An Act to amend the Ordinance of the late Legislative Council, intituled 'An Ordinance for the relief of persons imprisoned for debt,'" "

- "An Act to amend the Jury Amendment Ordinance,"
 - "An Act to amend the New Zealand Company's Land Claimants Ordinance, Session XI, No. 15,"
 - "An Act to regulate the practice of the profession of the Law in New Zealand,"
 - "An Act to authorize the issue of a Grant for certain Land to Henry Colin Balneavis,"
 - "An Act for authorizing the issue of Crown Grants in certain cases of loss of original Land Orders,"
 - "An Act to amend 'The Registration of Electors' Act, 1858,'" "
 - "An Act to amend 'The Canterbury and Otago Boundary Act, 1861,'" "
 - "An Act to authorize the preparation and the interim validity of amended Standing Orders for Private Bills,"
 - "An Act to continue 'The Arms Act, 1860,'" "
 - "An Act to provide for the audit of the accounts of Provincial Governments,"
 - "An Act to amend 'The New Provinces Act, 1858,'" "
 - "An Act to provide for the protection of certain Animals and Birds within the Colony of New Zealand,"
 - "An Act to divide the Province of Auckland into new Electoral Districts for the election of Members of the Provincial Council,"
 - "An Act for the due rendering of accounts by Official Administrators ceasing to hold the office of Registrar of the Supreme Court,"
 - "An Act to amend the Act of the Legislature of the Province of Auckland, intituled 'The Immigration Certificate Act, 1858,'" "
 - "An Act for the taxation of costs on Private Bills in the General Assembly,"
 - "An Act to amend 'The Civil Service Superannuation Act, 1858,'" "
 - "An Act to apply certain sums out of the ordinary Revenue, and other moneys, to the service of the year ending the thirtieth day of June, one thousand eight hundred and sixty-two,"
 - "An Act to empower the Dun Mountain Copper Mining Company (limited) to construct a Railway, and for other purposes,"
- having been laid before the Queen, in conformity with the provisions of the "Constitution Act," Her Majesty has been graciously pleased to leave the same to their operation.
- WILLIAM FOX.
-
- F. D. Bell appointed Commissioner under "Auckland Immigration Certificate Act 1858 Amendment Act, 1861."*
- Colonial Secretary's Office,
Auckland, 9th June, 1862.
- HIS Excellency the Governor has been pleased to appoint
FRANCIS DILLON BELL, Esq.,

to be Commissioner under the "Auckland Immigration Certificate Act 1858 Amendment Act, 1861."

WILLIAM FOX.

S. J. Williams appointed Emigration Officer.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to appoint
SAMUEL JOHN WILLIAMS
to be Emigration Officer at the Port of Auckland.

WILLIAM FOX.

A. F. Morris appointed Harbour Master.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to appoint
ALEXANDER F. MORRIS,
to be Harbour Master in the Province of Southland.

WILLIAM FOX.

R. A. Gunn appointed a Pilot.

Colonial Secretary's Office,
Auckland, June, 1862.

HIS Excellency the Governor has been pleased to appoint
RALPH ABERCORMBY GUNN,
to be a Pilot for the Port of Otago.

WILLIAM FOX.

P. Gilroy and D. Bray appointed Pilots.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to appoint
PATRICK GILROY
to be a Pilot at the Bluff Harbour, *vice* Gilbert Everingham, whose appointment is hereby cancelled, and

DANIEL BRAY
to be Pilot at the New River.

WILLIAM FOX.

MILITIA.

Appointment of Officers to Rifle Volunteers.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to make the following appointments in the "Nelson" Rifle Volunteers;—

No. 2 or "Waimea East" Company.
Robert Malcolm—to be Captain. Date of Commission—6th June, 1862.

Roderick McRae—to be Lieutenant. Date of Commission—5th June, 1862.

Thomas Hunt—to be Ensign. Date of Commission—6th June, 1862.

WILLIAM FOX.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to make the following appointments in the "Nelson" Rifle Volunteers:—

No. 3 or "Waimea South" Company.

Henry William Perryman—to be Captain. Date of Commission—7th June, 1862.

Joshua Bird—to be Lieutenant. Date of Commission—6th June, 1862.

Alfred Baigent—to be Ensign. Date of Commission—7th June, 1862.

WILLIAM FOX.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to make the following appointments in the "Nelson" Rifle Volunteers:—

No. 4 or "Motueka" Company.

Frederick Edward Horneman—to be Captain. Date of Commission—5th June, 1862.

Frederick Guerin—to be Lieutenant. Date of Commission—7th June, 1862.

George Harding—to be Ensign. Date of Commission—5th June, 1862.

WILLIAM FOX.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to make the following appointments in the "Auckland" Rifle Volunteers:—

"Victoria" Company.

James Derrom—to be Captain. Date of Commission—7th June, 1862.

William Richard Waddel—to be Lieutenant. Date of Commission—7th June, 1862.

Thomas Thompson—to be Ensign. Date of Commission—7th June, 1862.

WILLIAM FOX.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to make the following appointments in the 1st and 2nd Companies "Canterbury" Rifle Volunteers:—

Edward Batt, M.D.—to be Surgeon. Date of Commission—7th June, 1862.

WILLIAM FOX.

PROVINCE OF AUCKLAND.

Act left to its operation.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Act, passed by the Provincial Council of the Province of Auckland, intituled

“The Appropriation Act, 1862, (No. 2.)”

having been laid before the Governor, His Excellency has been pleased to leave the same to its operation.

WILLIAM FOX.

Acts assented to.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Bills passed by the Provincial Council of the Province of Auckland, intituled—

- “The Debenture Act, 1862,”
- “The Public Buildings Commissioners Act, 1862,”

which Bill were reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

PROVINCE OF HAWKE'S BAY.

Acts assented to.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Bills, passed by the Provincial Council of the Province of Hawke's Bay, intituled—

- “Publicans Licensing Amendment Act, Session 4, No. 3,”
- “Executive Amendment Act, Session 4, No. 4,”
- “Appropriation Act, Session 4, No. 5,”

which Bills were reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

PROVINCE OF MARLBOROUGH.

Acts assented to.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Bills passed by the Provincial Council of the Province of Marlborough, intituled—

- “The Thistle Act, 1862.”
- “Provincial Loan Act, 1862.”
- “The Licensing Amendment Act, 1862.”
- “Picton Improvement Act, 1861.”

which Bills were reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

PROVINCE OF SOUTHLAND.

Act assented to.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following Bill passed by the Provincial Council of the Province of Southland, intituled—

“Provincial Government Ordinance, 1862.” which Bill was reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

MILITIA AND VOLUNTEERS.

Officers of General Government who are Members of Volunteer Corps will be allowed to attend Parades.

Colonial Secretary's Office,
Auckland, 10th June, 1862.

THE Heads of Departments under control of the General Government are authorised to allow, when the exigencies of the Public Service admit, their subordinate officers who are Members of Volunteer Corps half a day in each week (on such day as shall be fixed by the Commanding Officer for the purpose) to attend parade.

It must be distinctly understood that, unless those who avail themselves of this leave, attend the parade for which it is granted, a day's pay will be deducted from their salaries, and the Heads of Departments and the Officers Commanding the Volunteers will be good enough to see that this is attended to.

WILLIAM FOX.

MISCELLANEOUS.

J. E. Green, Papers from W. B. Adams respecting construction of cheap Rail-roads.

Colonial Secretary's Office,
Auckland, 9th June, 1862.

THE following correspondence respecting the construction of cheap lines of rail road is published for general information.

WILLIAM FOX.

London, 3, Bank Buildings,
25th February, 1862.

SIR,—I have the honour to enclose, for your Excellency's kind consideration, a letter from Mr. William Bridges Adams, C.E., so well known as the promoter of a cheap and efficient system of Roads, a subject which he has advocated for the past twenty years.

Concurring in the remarks made by Mr. Adams, I venture, as a merchant of this city, to state to Your Excellency that I am prepared

to carry out the suggestions of Mr. Adams, and to supply the requisite materials for any lines which may be needed, taking in payment either cash or the Bonds of the Colony upon such terms as might be agreed upon with the parties interested. Or, I would arrange to place the Bonds in this country in such a way as to afford the desired accommodation and facilities to any of the Colonial Provinces.

I naturally feel the delicacy of addressing Your Excellency upon a subject which is apparently one of so mercantile a character, yet as it really is so intimately connected with the welfare and prosperity of a Colony, I do not hesitate to bring it before your notice.

J. E. GREEN.

To His Excellency Sir George Grey, K.C.B.,
&c., &c., &c.
Governor of New Zealand.

Holly Mount, Hampstead,
Near London, 25th February, 1862.

SIR,—I beg leave respectfully to call the attention of Your Excellency to a fact belonging both to ancient and modern times, that an uncivilized or semi-civilized country can only be really subdued or civilized by the process of opening up Roads. It was so that the old Romans did in ages before Britain began her career. It was by the same process that rebellion was finally extinguished in the Scottish Highlands, and there seems to be no reason why New Zealand should be exempt from the operation of the same law.

Viewing Roads as civilizers, I have for many years turned my studies to the process of cheapening their structure, and especially in our Colonies. The result I have arrived at is, that a simple light rail with a light engine is the cheapest, the most easily constructed, and the cheapest and most easily worked road, being perfectly fitted for curving valley lines in mountainous countries. I therefore beg respectfully to offer to your attention the enclosed statement and plan which was last year forwarded to Ceylon by the Secretary for the Colonial Office, and laid before the Government there. It was published in the "Colombo Overland Observer" in September, 1861, and was reprinted in similar terms, with his own name attached, by Mr. Fitzgibbon the Engineer to the Dun Mountain Copper Company in New Zealand, without acknowledgment. I enclose a copy.

Should Your Excellency deem it desirable to sanction this system in New Zealand, ten miles of permanent way complete, with one light locomotive and twenty vehicles can be delivered in England free on board, for the sum Thirteen thousand five hundred pounds, or £1350 per mile.

Thoroughly responsible parties would undertake this under my superintendence here.

I have, &c.,

WILLIAM BRIDGES ADAMS.

To His Excellency Sir George Grey, K.C.B.,
&c., &c., &c.
Governor of New Zealand.

Mr. W. Bridges Adams, of London, the earliest advocate for the proportional adjustment of power and weight to the requirements of local traffic on railways, has produced a system of rails, engines, and trains, adapted for Branch lines and Colonies, at a very small comparative cost. The rail is five inches in depth, equal to that of the ordinary English standard, but weighing only from 25 to 28 pounds per yard. It is fished at the joints and secured by transverse trenails of hard wood between longitudinal timbers of small scantling, which give great vertical and horizontal stiffness, and is trenailed down to cross ties at intervals of nine feet. The gauge of way is three feet six inches, but may be wider if preferred. The engine is on four coupled wheels, the total weight being eight tons, equally distributed. It is adapted for speeds of fifteen to twenty miles per hour, and carries fuel and water for that distance. It will be seen that the engine being only one-fourth of the ordinary modern weight, will not crush the rails, which are one-third the ordinary weight, while the bearing surface of the timber sleepers on the ground or ballast, is little less than the ordinary area. It may be laid where needful without ballast, will be perfectly efficient in dry weather, and will be little liable to disturbance in rain.

In economizing traction, it is important so to construct the vehicles that they may be convertible to various uses, as for example the conveyance both of cotton bales and passengers. It is also important that the weight of the vehicles should not exceed one-half the weight of the load. The vehicles on this system weigh one ton and a quarter, and the load is two tons and a half. Moveable seats are provided so that the wagon becomes an open carriage, capable also of being covered in, and by a peculiar construction of springs, it will carry a few passengers as easily as a heavy load of goods, the power of the springs varying with the load, and saving the road from damage. The axles run loose in their boxes, and the wheels of the carriage run independently on their axles. One carriage will carry forty passengers. If required, first class bodies can be applied on the same frames.

The engine and train are adapted to work curves of three to four chains radius, and will ascend slopes of one in twenty, with a gross load of twenty tons, and one hundred and sixty tons on the level. There may occasionally be a need of passing up a steep slope, but with their trains adapted to sharp curves there is no difficulty in skirting hills, instead of ascending them pursuing the valley lines. Assuming a continuous gradient of one in one hundred, the gross load will be sixty-five tons. If merely short runs of one per hundred, the load may be taken at one hundred tons and the nett or paying load at sixty tons. The same rails may be used for horse traction, but in such case it will be needful to provide a good road for the horses' feet. The same engine, with its wheels set further apart, and increased in diameter, can be applied for the

conveyance of passengers at thirty miles per hour. The cost of laying down the rails must of course vary with circumstances and localities. In the plains of Australia and India it could scarcely exceed one to two hundred pounds per mile. Bridges are not included in the estimate, but as the heaviest portion of the train does not exceed ten cwt. per foot run, very light bridges—which may be exported—will suffice. The sides of ordinary roads may be taken advantage of.

The weight of ten miles of line, one engine, and twenty vehicles, including rails, sleepers, and fastenings, will not exceed seven hundred and eighty tons—equal to the transit in one train of eight hundred passengers, or fifty tons nett of goods, so that the freight may be calculated.

The cost of this delivered in England will be at the present time

DESCRIPTION OF IMPROVED RAILROAD,
SUITABLE FOR THE COLONIES, AND FOR
BRANCH LINES, OR FEEDERS TO MAIN
TRUNK RAILROADS.

It being very desirable that a system of Railroad be introduced, suitable for the requirements of a moderate traffic conveyed at a low rate of speed, and which may be constructed at a low cost within the means of our Colonies, and of rural districts in Europe, the following description of improved Railroad is submitted, as being found to fulfil the conditions desired, and which has received the approval of many eminent engineers and capitalists.

In Railroad construction, the weight of the locomotive engine intended to be used, and the speed proposed to be maintained, governs the strength and cost of structure.

The engines in use upon most European and American Railroads weigh from twenty-six to thirty-six tons, exclusive of the weight of the tender; and the running speed ranges from twenty-five to fifty miles an hour, with gross loads of from eighty to three hundred tons.

These weights and speeds involve the adoption of a permanent way (rails, sleepers, &c.,) of great weight and solidity; the rails weighing 65lbs. to 100lbs. per yard, and necessitating the construction of bridges and substructure of a correspondingly massive and expensive character.

It needs no argument to prove that a Railroad so constructed, and suitable for carrying the enormous traffic existing between the large European and American cities, is more than is demanded by the requirements of an ordinary traffic and a thin population, such as is generally to be found in our Colonies, and in our agricultural districts at home.

It is found that, for the conveyance of a traffic beyond the capacity of ordinary macadamised roads, at a speed not exceeding twenty miles an hour, a locomotive engine, weighing not more than eight tons, running upon light rails, is sufficient.

Engines of this kind have, of late years, been patented by various inventors, such as Bloydell, Bray, Taylor, and others, whose traction engines are constructed for running on ordinary macadamised roads, and have been adopted by several ship-builders and others, and by Government for use in the national dockyards, and for service in India.

A locomotive engine, somewhat similar in principle to these, weighing eight tons, on four coupled wheels, with a gauge of 3 feet to 3 feet 6 inches, and capable of passing round curves of four to five chains radius, will draw, upon a level Railroad, a gross load of 160 tons, at a speed of fifteen to twenty miles an hour; a gross load of sixty-five tons up an incline of one foot in one hundred; of thirty-five tons up an incline of one foot in forty; and of twenty tons up an incline of one foot in twenty.

The weight of engine being reduced to about one-fourth that of ordinary locomotives, the weight and strength of bridges and permanent way can be reduced proportionably; so that, instead of having a rail weighing 65lbs. to 100lbs. to the yard, one of 30lbs. to the lineal yard is ample.

The width between the rails (or gauge) being only 3 feet to 3 feet 6 inches, curves of four to five chains radius being admissible, and gradients so steep as one foot in twenty employed, the natural surface of the ground can be the more readily followed; and heavy earth-works and viaducts being avoided, the formation of the road-bed, bridging, and all the work underneath the ballast usually denominated "the substructure," will be of an inexpensive character.

The road-bed, at formation level, need not be more than sixteen feet wide, including three feet on either side the ballasting for side drains.

For the light engines and trains used on these lines, the heaviest portions of which do not exceed 10 cwt. per foot run, wire suspension bridges, at a very low cost, such as those used in America, will answer every purpose; these are very durable, and are made up to spans of one thousand feet or more.

The permanent way, occupying a width of only six feet, may be laid down along the sides of common roads, and the traffic worked by horses, where it is not sufficient to necessitate the use of locomotive engine power. The rail used is five inches in depth, and weighs 30lbs. per yard; it is fished at the joints, and secured between longitudinal timbers of hard wood, which give great vertical and horizontal stiffness; it is trenched down to cross sleepers, placed at intervals of nine feet.

The locomotive engine, used as before described, is adapted for speeds of fifteen to twenty miles an hour, and carries fuel and water for that distance.

The engine, being about one-fourth the weight of ordinary locomotives, will not crush the rails, which are something over one-third the ordinary weight, while the bearing surface of the timber sleepers upon the ballast is little less than the ordinary area.

The sleepers may be laid upon six inches in depth of ballast; and, by proper attention to the drainage, the permanent way can be kept in perfect order at a small expense, as compared with the cost of upkeep of that of an ordinary Railroad.

In economising traction, it is important so to construct the vehicles that they may be convertible to various uses; as, for example, the conveyance of wool, cotton, passengers, &c.

It is also important that the weight of the vehicles should not exceed one-half the weight of the load.

The vehicles, on this system, weigh one ton and a-quarter, and the load is two tons and a-half.

Movable seats are provided, so that the waggon becomes an open carriage, capable also of being covered in, and, by a peculiar construction of springs, it will carry a few passengers as easily as a heavy load of goods, the power of the springs varying with the load, and saving the road from damage. The axles run loose in their boxes, and the wheels of the carriages run independently upon their axles. One carriage will carry forty passengers. If required, first class bodies can be mounted on the same frames. With a 3ft. 6in. gauge, the carriage bodies are seven feet wide. The weight of ten miles of line, including one engine, twenty carriages, rails, sleepers, and fastenings, will not exceed 800 tons; equal to the transit, in one train, of 800 passengers, or fifty tons nett of goods; so that the freight from England may be calculated:—

Cost of ten miles of Line.

Rails, Sleepers, one Engine, and twenty Vehicles, in England ...	£14,000
Freight, Insurance Charges, Unloading and Stacking Rails and Sleepers, &c. ...	2,500
Ballasting and Boxing, £300 per mile ...	3,000
Laying Permanent Way, including Haulage of Materials, &c. ...	2,000
	<hr/>
	£21,500

Or, say £2,200 per mile, including rolling stock complete, if laid down along the side of existing roads.

If laid down in a locality where there are no roads in existence, forming and levelling for a width of sixteen feet, and draining and bridging, fencing, &c., would be required, and the expense per mile added to the above estimate.

The trains being adapted to sharp curves of four to five chains radius, inclinations of one foot in twenty capable of being ascended, and the heaviest portion of the train not exceeding 10 cwt. per foot run, the substructure for the line will not, except in very exceptional cases, exceed £1,000 to £1,500 per mile, exclusive of purchase of land and fencing.

As compared with the cost of Australian Railways (of £30,000 to £40,000 per mile), the foregoing estimate seems ridiculously low; yet the writer is able to state, from actual

experience of Railway construction in Europe, America, Ceylon, and New Zealand, that a line of the description given can be constructed and equipped for the estimate mentioned.

The writer has been for some time engaged in the setting out and in the construction of a Railroad (the route for which was selected by Mr. Doyne) for the Dun Mountain Copper Mining Company (limited), from the port of Nelson, New Zealand, to the Company's mines in the interior.

Eleven miles of this line are constructed through a most difficult country, the rise in that distance being about 2,800 feet. Five miles of the line have a gradient of one foot in eighteen, succeeded by four and a-half miles having a gradient of one foot in twenty.

The curves range from one chain to ten chains radius; and, of the eleven miles, not more than half a mile in the aggregate is straight.

The line is, at present, but six feet wide at formation level, and is cut out of the mountain sides the entire way, which are very steep, having an average inclination to the horizon of thirty-three degrees.

About two-thirds of the excavation is in rock, the remainder clay.

The gauge of the line is three feet, with a rail of 30lbs. to the yard, fished at the joints, supported by transverse sleepers of black birch timber, 8in. by 4½in., placed three feet apart.

The sleepers rest on eight inches in thickness of broken stone ballast, and the space between the sleepers is filled up with similar material, which, having two inches of gravel on top, forms a most excellent roadway for the horses which work the traffic.

The cost of this line, as it is, including permanent way, and rolling stock imported from England (say two wagons to the mile), has not exceeded £2,000 per mile.

Tenders have been received for widening the road bed of the line to ten feet, for £600 per mile; and if £400 per mile additional were expended in easing the curves, so that they should not be less than three chains radius, and £400 per mile in replacing the dry masonry in some of the culverts with rubble masonry in mortar, we should have, at a cost not exceeding £3,600 per mile, a very substantial and good line, up which a traction engine might work, or a team of two horses could take a nett load of two tons with ease; the nett load now taken up by such a team being one and a-quarter tons, at two miles per hour.

Considering the results which have been attained, under unusual difficulties, upon the Dun Mountain Railroad, with a country to traverse somewhat similar to the Semering Pass in Austria, the Bore Ghauts near Bombay, or to the Kandian range in Ceylon, and with ordinary labour at ten shillings for eight hours' work; it is assumed that an estimate which has been found sufficient for Railroad construction at Nelson, will more than suffice for localities where the difficulties of country are not so great, nor the state of the labour

market and other conditions so unfavourable and so exceptional.

Wherever, after laying down the description of permanent way referred to, the traffic so increases as to necessitate the use of more powerful and heavier engines and vehicles, a heavier kind of permanent way can be substituted, and that taken up can be relaid in extension of the main line, and used as a feeder thereto, or for branch lines.

In many localities, where stone suitable for metalling ordinary roads, and timber for bridges, are difficult to procure, and where labour and haulage is expensive, the improved Railroad will be cheaper in first cost, and in after cost of upkeep, than a macadamized road.

It may further be remarked, that mineral and other regions, such, for instance, as that through which the Dun Mountain Railway passes, presenting such difficulties of country as to put the construction of ordinary Roads for any useful purpose out of the question, may be traversed, easily and inexpensively, by lines of Railroad made on the improved system described; and so districts abounding in mineral and other wealth may be opened up, which otherwise, are practically inaccessible.

Moreover, the Railroad can be used in conveying material for forming, bridging, and metalling the macadamised road, wherever it may be desirable to construct such alongside the Railroad; the road being used for the purely local purposes required by an agricultural community, and the Railroad used for the through traffic between the various settlements upon its route.

American experience proves that many advantages are gained by having an ordinary road alongside a Railroad; while the inconveniences sometimes supposed to result from having locomotive engines running alongside ordinary roads traversed by horses and vehicles, are found to be more imaginary than real.

One of the chief advantages, however, of the improved Railroad is, that it can be worked either by engine or horse power at pleasure, or by both.

A. C. FITZGIBBON, C.E.,
Engineer and Manager to the Dun Mountain
Copper Mining Company, Nelson, New
Zealand.
October, 1861.

NATIVES.

Appointment of Native Assessor.

Office of Minister for Native Affairs,
Auckland, June 9, 1862.

HIS Excellency the the Governor has been pleased to appoint

KITAHI TE TANIWHA, Thames,

to be a Native Assessor under the Resident Magistrate's Court Ordinance, Sess. VII, No. 16.

W. FOX.

Officiating Minister under "Marriage Act."

Registrar-General's Office,
Auckland, 30th May, 1862.

PURSUANT to the provisions of an Act of the General Assembly of New Zealand, passed in the eighteenth year of the reign of Her Majesty Queen Victoria, and entitled "The Marriage Act, 1854," the following Name of an OFFICIATING MINISTER, within the meaning of the said Act, is published for general information:—

Roman Catholic Church.

The Reverend AUGUSTIN MARY JOSEPH
SAUZEAU.

I, JOHN B. BENNETT, Registrar-General of Births, Deaths, and Marriages in New Zealand, do hereby certify that the foregoing NAME of an OFFICIATING MINISTER, within the meaning of "The Marriage Act, 1854," has been sent in to me, in addition to the Names in Lists published in the *New Zealand Gazette*, No. 6, of the 30th of January, No. 8, of the 3rd of February, No. 12, of the 28th of February, No. 13 of the 7th of March, and No. 15 of the 22nd of March in the present year.

Given under my hand, at Auckland,
this thirtieth day of May, 1862.

JOHN B. BENNETT,
Registrar-General.

Treasury, Auckland,
10th June, 1862.

THE following Return is published for general information.

READER WOOD.

RETURN OF THE QUANTITY AND VALUE OF GOLD EXPORTED FROM NEW ZEALAND FROM THE 1ST APRIL, 1857, TO 31ST MARCH, 1862.

PORT OF EXPORT.	Produce of Gold-fields in the Province of	DURING THE QUARTER ENDED 31ST MARCH, 1862.							From the 1st April, 1857, to 31st December, 1861.		Total Exported from New Zealand to 31st March, 1862.	
		To Great Britain.	To New S. Wales.	To Victoria.	To Tasmania.	To other Places.	Total.		ozs.	£	ozs.	£
Auckland	Auckland .....	...	...	...	...	...	...	...	354	1,372	354	1,372
Wellington	Nelson .....	...	...	...	...	...	...	...	5,124	19,856	} 46,591	180,541
Nelson	"	4,765	...	...	...	...	4,765	18,464	36,702	142,221		
Wellington	Otago .....	...	138	...	...	...	138	534	...	...	} 359,639	1,393,600
Nelson .....	" .....	...	38	...	...	...	38	147	...	...
Lyttelton	"	65	180	...	...	...	245	950	...	...
Dunedin	"	278	1,745	168,632	35	81	170,771	661,737	187,696	727,322		
Invercargill .....	" .....	...	...	751	...	...	751	2,910	...	...
		5,108	2,101	169,383	35	81	176,768	684,742	229,876	890,771	406,584	1,575,513

R. F. PORTER,
Assistant Treasurer.

Treasury, Auckland,
2nd June, 1862.

THOMAS OUTHWAITE, Esquire, Receiver of Intestate Estates for the Northern Division of the Colony of New Zealand, in account with the Estate of GEORGE WILLIAM ARMER, deceased intestate.

DR.		CR.	
1861.	£ s. d.	1861.	£ s. d.
May 23—By cash from } Mr. Philip Le Quesne ...	24 18 4	May 23—Paid A. Marshall, funeral expenses ...	5 7 6
July 30—By cash from Mr. P. Le Quesne ...	5 0 0	" " — " Washing linen ...	0 6 6
Aug. 17— " sale of Effects ...	39 18 3	July 11— " Supreme Court, Letters of Administration ...	1 10 0
1862.		1862.	
May 19— " from H. W. Garland, per P. Le Quesne ...	3 0 0	Jan. 7— " Postage of letter to deceased's father in England ...	0 1 0
		" 10— " Dr. Wilson, Medical attendance ...	1 0 0
		May 16— " D. Burn, Esq., per Connell & Ridings ...	17 19 0
		" " — " Provincial Hospital, Fees ...	0 12 0
		" 19— " Advertizing Notice to Creditors ...	0 4 6
		" " — " Do. Balance Sheet ...	0 7 6
		" " — " Administrator's Commission ...	4 8 6
		" " — " Balance ...	41 0 1
	<u>£72 16 7</u>		<u>£72 16 7</u>

THOMAS OUTHWAITE, Esquire, Receiver of Intestate Estates for the Northern Division of the Colony of New Zealand, in account with the Estate of GEORGE HAGAN, deceased intestate.

DR.		CR.	
1859.	£ s. d.	1860.	£ s. d.
Dec. 16—By Cash found in deceased's box ...	3 3 0½	Feb. 4—Paid S. A. Bushnell ...	0 11 9
1860.		" 13— " Supreme Court, Letters of Administration ...	0 5 0
Feb. 2— " Sale of Effects ...	2 6 6	" 29— " Martin Tims, making Coffin ...	3 17 0
" 8— " from A. Dunn, left in his hands by deceased ...	13 0 0	April 27— " C. Gough, per Andrew Dunn ...	0 8 6
		1861.	
		Aug. 22— " Advertizing Notice to Creditors ...	0 4 6
		" " — " Do. Balance Sheet ...	0 7 6
		" " — " Dr. Stratford ...	1 13 6
		" " — " Dr. White ...	1 0 0
		1862.	
		May 28— " C. Nash Longford Ireland (per A. Dunn) ...	9 6 5
		" " — " Union Bank of Australia, Prem. on Bill in favor of Nash ...	0 5 0½
			<u>9 11 5½</u>
		" " — " Administrator's Commission ...	0 10 4
	<u>£18 9 6½</u>		<u>£18 9 6½</u>