



THE  
**NEW ZEALAND GAZETTE.**

Published by Authority.

WELLINGTON, THURSDAY, SEPTEMBER 27, 1866.

G. GREY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, the  
 fifteenth day of September, 1866.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

**W**HEREAS by "The Marine Board Act, 1863" it is enacted that it shall be lawful for the Governor in Council, from time to time, to make such Regulations as may be found necessary respecting the anchoring and mooring of vessels in any port, the packing, landing, deposit and removal of gunpowder, the erection of magazines for the safe keeping thereof, the watering and ballasting and discharging of ballast of or from vessels, and all other matters relating to the safe and commodious navigation of any port, harbour or river, and the order and management of vessels resorting thereto; and for the purpose of giving effect to such regulations, to authorize the levying of Harbour Masters' fees, not exceeding the rate specified in the schedule to the said Act, and to impose any penalty not exceeding twenty pounds for any one offence against any provisions thereof:

Now therefore, His Excellency the Governor, with the advice and consent of the Executive Council of New Zealand, in pursuance and exercise of the above recited power and authority, doth hereby make the following Harbour Regulations for the several Ports of Entry in the Province of Auckland, and the following Special Regulations for the Ports of Auckland and Onehunga, and doth order that the same shall come into operation and take effect from and after the fifteenth day of October, one thousand eight hundred and sixty-six.

FORSTER GORING,  
 Clerk of the Executive Council.

HARBOUR REGULATIONS FOR THE SEVERAL PORTS  
 OF ENTRY IN THE PROVINCE OF AUCKLAND.

*Pilots and Pilotage.*

1. 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.

2. The rates of pilotage to and from the anchorage are as per scale annexed:—

*Rates of Pilotage.*

Sailing vessels under 100 tons, the sum of sixpence per ton, and for every ton above 100 tons the sum of twopence per ton shall be paid in addition to the sum before specified. Steam vessels under 100 tons the sum of fourpence per ton, and for every ton above 100 tons the sum of three halfpence per ton shall be paid in addition to the sum before specified.

3. The master of any vessel requiring a pilot to conduct her to sea must make an application at least twenty-four hours previously, at the office of the Harbour Master.

4. Pilots are not bound to conduct any vessel to sea, as aforesaid, until the pilotage and all harbour dues and port charges have been paid, and the vessel cleared at the Customs.

5. 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.

6. Every pilot detained on board a vessel longer than twenty-four hours, whether by stress of weather, quarantine, or otherwise, is to be paid ten shillings per day, in addition to the regular pilotage.

7. No pilot is to be taken to sea by the master or owner of any vessel, except in the case of absolute and unavoidable necessity, under a penalty of twenty pounds, and such expenses as may be incurred in getting the pilot back to his station, are to be paid by the master or owner offending against this regulation.

8. 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, any inward-bound vessel is to have the preference of the pilot's services until conducted into a place of safety.

9. The master of any vessel employing other than a duly licensed pilot, if such should have offered his services, and pilots refusing or neglecting to perform their duty, shall each forfeit a sum not exceeding twenty pounds.

10. In case where it is necessary to tow a vessel under pilot charge, and the pilot boat's crew have that duty to perform, or be otherwise employed for the said vessel, the master of such vessel shall pay to the pilot for each of the aforesaid crew, the sum of five shillings for every tide so employed.

11. 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, if one be employed, and any pilot failing to deliver such copy before leaving the vessel, shall forfeit and pay a fine not exceeding five pounds.

12. 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.

13. 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 acknowledgment 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 five pounds.

#### *Harbour Master's Fees.*

14. The sum of one penny per ton shall be paid to the Harbour Master for repairing on board and appointing the places of anchorage of ships or vessels entering the port, and for each removal of the same from one place of anchorage or mooring to another, not being for the purpose of leaving the port.

15. 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 permission has been granted, and any master offending against this regulation shall forfeit a sum not exceeding five pounds.

16. 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.

17. All vessels must have buoys and buoy ropes to their anchors, to show their positions, and when at anchor must between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile, and in default thereof the master or officer neglecting the same shall forfeit and pay a sum not exceeding ten pounds.

18. 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.

19. 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 person on board in charge; and every 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 at the risk and expense of the owner.

20. 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 adrift, or otherwise remove such obstruction at the risk and expense of the person so offending.

21. The Harbour Master, 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.

22. 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 twenty pounds, nor less than five pounds.

23. Any vessel arriving, having on board a mail, shall, on approaching the usual anchorage, hoist a white flag on the foremast 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.

24. 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 other article left on any public wharf or landing place, if not removed at the request of the Harbour Master, or person authorized by him, may be removed at the risk and expense of the owner or consignee thereof.

25. 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 five pounds, to be paid by the person landing the same.

26. No ballast, rubbish, gravel, earth, stone, filth is to be thrown overboard or laid down by any means whatever from any vessel or boat, but is to be landed at such place as the Harbour Master may direct; and no gravel, earth, stone, earthenware, glass, bottles, filth, or rubbish, dead animals, or other matter is to be placed by any other means, below the high water 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 regulations shall be liable to a penalty not exceeding twenty pounds.

27. 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 harbour, unless by permission in writing first obtained from the Harbour Master, and any person who shall offend against this regulation shall be liable to any penalty not exceeding twenty pounds.

28. If the master, or owner, or part owner of any vessel or boat that has been sunk or stranded in the harbour, or any of the coves or creeks thereof, upon notice in writing from the Harbour Master, does not remove the same within such time as may be men-

tioned in such notice for that purpose; any Justice of the Peace may issue his warrant for the removal and sale thereof, deducting the amount of all expenses from the proceeds of such sale, and pay the surplus, if any, to the Provincial Treasurer; and if the proceeds be insufficient to cover such expenses, he may demand the balance from such owner or master, and may levy the same by distress if not paid within fourteen days.

29. Any person who wilfully injures, removes, or destroys any buoy, beacon, or sea mark used for the convenience of navigation, or the preservation of vessels, shall be guilty of felony, and on conviction of the said offence shall be liable to penal servitude for a period not exceeding four years.

30. If any person wilfully breaks down, destroys, or in anywise damages or injures any wharf, quay, pier, or dock shed, roadway, building, or other work whatsoever which is under the charge of any Superintendent, every person so offending shall for every such offence forfeit a penalty not exceeding fifty pounds, over and above the amount of injury or damage done.

31. If any person wilfully or negligently breaks, throws down, damages, or takes away any lamp, lamp-post, lamp-iron, or other work set up for the purpose of lighting any such wharf, quay, pier, or dock, as aforesaid, or any such adjoining roadway, or street as aforesaid, or wilfully extinguishes any light within such lamp, every person so offending shall forfeit for every such offence a penalty not exceeding twenty pounds over and above the amount of the injury or damage done.

32. All masters of vessels exceeding two hundred tons register shall cause a sufficient guard or watch to be kept on deck both by day and night. All other descriptions of decked vessels must have at least one person on board by day or night, and in default thereof shall be liable to a penalty of ten pounds.

33. No waterman or other person in charge of any boat or craft shall be allowed to leave any such boat or craft in the way so as to obstruct the accommodation for getting to or from the steps of any vessel or public landing place; and if such obstruction be not removed by the person or persons so offending when requested to do so by the Harbour Master, or officer deputed by him, such person shall forfeit a sum not exceeding five pounds.

34. All masters or other persons in charge of vessels are immediately to strike any yard or top-mast, or rig in any boom, and move or clear hawse when called upon by the Harbour Master, and are generally to follow such directions as the state of the weather or other circumstances may render necessary or expedient in the judgment of the Harbour Master for the safety and interest of the shipping, and in default thereof shall forfeit and pay any sum not exceeding ten pounds.

#### *Gunpowder.*

35. All vessels arriving having gunpowder on board exceeding fifty pounds weight 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 twenty pounds.

36. Provided that the foregoing regulations shall not apply to Her Majesty's ships of war, or those of any foreign Power, or 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 fifty pounds.

37. All gunpowder shall be landed from vessels in boats properly troused over, and carrying a red distinguishing flag, under a penalty of ten pounds.

#### *General Directions.*

All persons navigating vessels are to observe the following established nautical rules as enacted by the Imperial "Merchant Shipping Act, 1862."

#### *Preliminary.*

Act. 1. In the following rules every steam ship which is under sail, and not under steam, is to be considered a sailing ship, and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

#### *Rules concerning Lights.*

Act. 2. The lights mentioned in the following articles, and no other, shall be carried in all weathers between sunset and sunrise.

Act. 3. Seagoing steam ships when under weigh shall carry—

(A.) At the Foremast Head: A bright white light so fixed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz., from right a head to two points abaft the beam on either side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least five miles.

(B.) On the Starboard Side: A green light, so constructed as to throw an uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right a head to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(C.) On the Port Side: A red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right a head to two points abaft the beam on the port side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(D.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Act. 4. Steam ships, when towing other ships, shall carry two bright white mast-head lights vertically in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam ships are required to carry.

Act. 5. Sailing ships under weigh or being towed shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

Act. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck on their respective sides of the vessel ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such a manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, they shall each be painted outside, with the colour of the light they respectively contain, and shall be provided with suitable screens.

Act. 7. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light, visible all

round the horizon, and at a distance of at least one mile.

Act. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast head visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

Act. 9. Open fishing boats and other open boats shall not be required to carry side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having green slide on the one side, and a red slide on the other side, and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor or attached to their nets and stationary shall exhibit a bright white light. Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition if considered expedient.

#### *Rules concerning Fog Signals.*

Act. 10. Whenever there is a fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz. :—

(A.) Steam ships under weigh shall use a steam whistle placed before the funnel not less than eight feet from the deck.

(B.) Sailing ships under weigh shall use a fog horn.

(C.) Steam ships and sailing ships when not under weigh shall use a bell.

#### *Steering and Sailing Rules.*

Act. 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port so that each may pass on the port side of the other.

Act. 12. When two sailing ships are crossing so as to involve the risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side, except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

Act. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Act. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Act. 15. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Act. 16. Every steam ship when approaching another ship so as to involve risk of collision, shall slacken her speed, or if necessary stop and reverse; and every steam ship shall when in a fog go at a moderate speed.

Act. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last mentioned vessel.

Act. 18. When by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article:—

Act. 19. In obeying and constructing these rules due regard must be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

Act. 20. Nothing in these rules shall exonerate any ship, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look out, or of any neglect of any precaution which may be required by the ordinary practice by seamen or by the special circumstances of the case.

Note.—The third part of the Act of the Imperial Parliament "The Merchant Shipping Act, 1854," and "The Merchant Shipping Act Amendment Act, 1862," has been brought into operation in New Zealand, so far as the same is applicable.

#### *Signals*

to be made from Vessels in harbour when required as under:—

Sea Pilot.—Union Jack at the fore.

Harbour Master.—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.

#### REGULATIONS.

##### SPECIAL FOR THE PORT OF AUCKLAND.

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

2. The master of any vessel who shall, without a license from the wharfinger, fire or permit to be fired any gun from his vessel, whilst such a vessel is alongside or within one hundred yards of any wharf or jetty in the Harbour of Auckland, shall be liable to a penalty of two pounds for each offence.

#### REGULATIONS.

##### SPECIAL FOR THE PORT OF ONEHUNGA.

1. Pilotage is to and from the usual anchorage from or to the vicinity of the bar.

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

3. Any person landing or shipping cattle from or into any vessel or boat on the shores of the harbour, without first obtaining the permission of the Harbour Master or Resident Magistrate shall forfeit and pay five pounds for each head so landed or shipped, but no penalty shall exceed the sum of twenty pounds in the whole.

#### *General Direction.*

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

#### *Signals.*

When vessels are seen approaching or leaving the harbour, the following signals will be hoisted at the

Signal Station for their guidance; and the master of every vessel entering or leaving the harbour is requested to answer the signals by hoisting and dipping the ensign where best seen at the Signal Station, South Head.

No. 1.—One ball at the masthead denotes "ebb tide."

No. 2.—Two balls up and down the mast denotes "Flood tide has made."

No. 3.—Two balls up and down the mast and semaphore arms pointed up, denotes "Wait for high water."

No. 4.—Two balls up and down at south yardarm and one at north yardarm denotes "Take south channel."

No. 5.—Two balls up and down at each yardarm denotes "South channel unsafe."

No. 6.—When the signals are intended for a vessel inside the Heads a red sign will be shown as in figure annexed, take south channel.

No. 7.—Signal annexed denotes "South channel unsafe, come to an anchor at the Huia."

No. 8.—One ball at north yardarm, and south semaphore arm pointed up with red sign above denotes "No wind about the Heads."

No. 9.—Two balls up and down at north yardarm and red sign as in figure annexed denotes "Remain at anchor."

No. 10.—When it happens that the wind is considered too light or baffling for a sailing vessel, outward bound, the signal as shown in figure annexed will denote "Come to an anchor at the Huia."

No. 11.—Signal as shown in figure annexed denotes "A vessel on shore at the Heads."

No. 12.—When a vessel is on shore outside the Heads the red sign will be omitted and the signal shown as in figure annexed.

No. 13.—One ball at each yardarm denotes "Take the main channel."

No. 14.—One ball at masthead and one at each yardarm denotes "Main channel unsafe."

No. 15.—When a signal is made as shown in figure annexed it will denote "Both channels are breaking."

Note.—When the main channel signals are intended for a vessel inside the harbour the red sign will be used at the middle of the yard (as shown in signals for the southern channel.)

#### *Telegraphic Directions.*

When more than one vessel is entering or leaving the harbour at the same time particular attention should be paid to the telegraph arms, and observe the following signs for their guidance:—Steering in the direction shown by the pointing of the Telegraph Arm, the dropping of which will denote "To steady the helm, and keep the vessel in that direction until the Telegraph Arm is again pointed."

No. 16.—When only one vessel is in sight in the offing or about the channel, the plain arm will be used as shown in figure annexed; but in case there be more vessels the plain arm will be shown for the vessel nearest South Head.

No. 17.—When two vessels are entering or leaving by the southern channel the annexed sign will be for the vessel furthest to seaward.

#### *Main Channel.*

No. 18.—When the telegraph signs are made for a vessel about the main channel, the second distinguishing pendant will be hoisted at the signal-mast head; but, should more than one vessel be about the channel at the same time, the telegraphic sign annexed will be for the vessel nearest the bar.

No. 19.—For a vessel in the vicinity of the Orwell Shoal, when more than one vessel is about the main channel.

No. 20.—For a vessel to come to an anchor, in

cases of the wind falling light or otherwise, being set near the shoals.

No. 21.—Send a boat on shore.

No. 22.—Will send a pilot.

No. 23.—Come to an anchor.

No. 24.—Keep the vessel more off shore.

Note 2nd.—The following telegraphic signs will be, as a general rule, for the southern channel; but, in cases when they are required for the main channel, the second distinguishing pendant will be hoisted at the signal-mast head, as before shown.

Note 3rd.—Any further telegraphic communications (when sufficiently near) will be made by means of the New Commercial Code of Signals or that of Marryat's.

G. GREY, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, this fifteenth day of September, 1866.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by an Act of the General Assembly of New Zealand, intituled "The Militia Act, 1858," it is enacted that it shall be lawful for the Governor in Council from time to time to constitute throughout the Colony, or in any part thereof, Militia Districts, and such districts from time to time to abolish, and the boundaries thereof to vary:

Now therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, in exercise of the above recited power, doth by this present order, constitute a Militia District in the Province of Auckland, to be called by the name following, namely—

#### THE TAURANGA DISTRICT,

and doth define the said district to be all the territory comprised within the circumference of a circle, having a radius of 15 (fifteen) miles from the mouth of the Wairoa River.

FORSTER GORING,

Clerk of the Executive Council.

G. GREY, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, this fifteenth day of September, 1866.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by an Act of the General Assembly of New Zealand, intituled "The Militia Act, 1858," it is enacted that it shall be lawful for the Governor from time to time to constitute throughout the Colony, or in any part thereof, Militia Districts, and such districts from time to time to abolish and the boundaries thereof to vary:

Now therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, in exercise of the above recited power, doth by this present order constitute a Militia District in the Province of Auckland, to be called by the name following, namely—

#### THE OPOTIKI DISTRICT;

and doth define the said district to be all the territory comprised within the circumference of a circle, having a radius of fifteen (15) miles from the junction of the Otara and Waiokeka Rivers.

FORSTER GORING,

Clerk of the Executive Council.

G. GREY, Governor.

## ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-fifth day of September, 1866.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

**W**HEREAS by "The Gold Fields Act, 1862," it is amongst other things enacted that it shall be lawful for the Governor in Council, from time to time, to appoint Wardens as Judges of Wardens' Courts for any gold field, or for any part thereof, for the administration of justice therein, with power to act alone or with Assessors or Juries, and in such manner and to exercise all or any of the powers thereinafter mentioned, as the Governor shall think fit to direct:

Now therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council of New Zealand, doth hereby appoint the person undermentioned, that is to say—

HENRY ROGERS, Esq., J.P.,

to be a Warden and Judge of all Wardens' Courts now constituted or hereafter to be constituted within the Pahies and Longwood Gold Fields District, of the Province of Southland, with power to him to act alone or with Assessors or Juries, and to exercise all or any of the powers subsisting and mentioned in the twentieth, twenty-first, twenty-second, twenty-third, twenty-fourth, twenty-fifth, twenty-sixth, twenty-seventh, twenty-eighth, twenty-ninth, thirtieth, thirty-fourth, and fifty-seventh sections of "The Gold Fields Act, 1862," and all other powers, duties, and authorities by "The Gold Fields Act Amendment Act, 1863," or "The Gold Fields Acts Amendment Act, 1865," vested in or imposed on Judges of Wardens' Courts.

FORSTER GORING,  
Clerk of the Executive Council.

G. GREY, Governor.

TO ALL TO WHOM THESE PRESENTS SHALL COME,  
GREETING:

**W**HEREAS by the "Militia Act, 1858," it is enacted that it shall be lawful for the Governor, by warrant under his hand, to direct the Officer commanding the Militia of any District, with all convenient speed, to draw out for actual service such Militia Force:

Now know ye, that I, Sir George Grey, the Governor of the Colony of New Zealand, do hereby order and direct you, Lieutenant-Colonel Philip Harington, the Officer commanding the Militia of the District of Tauranga, with all convenient speed to draw out for actual service the whole of the Militia Force within the said District of Tauranga.

Given under the hand of 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, at the Government House, at Wellington, this twenty-fourth day of September, one thousand eight hundred and sixty-six.

T. M. HAULTAIN.

Approved in Council, 15th September, 1866:

FORSTER GORING,  
Clerk of the Executive Council.

G. GREY, Governor.

TO ALL TO WHOM THESE PRESENTS SHALL COME,  
GREETING:

**W**HEREAS by "The Militia Act, 1858," it is enacted that it shall be lawful for the

Governor, by warrant under his hand, to direct the Officer commanding the Militia of any district, with all convenient speed, to draw out for actual service, such Militia Force:

Now know ye, that I, Sir George Grey, the Governor of the Colony of New Zealand, do hereby order and direct you, Major John Henry Herbert St. John, the Officer commanding the Militia of the District of Opotiki, with all convenient speed, to draw out for actual service, the whole of the Militia Force within the said District of Opotiki.

Given under the hand of 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, at the Government House, at Wellington, this twenty-fourth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

T. M. HAULTAIN.

Approved in Council, 15th September, 1866.

FORSTER GORING,  
Clerk of the Executive Council.

G. GREY, Governor.

**W**HEREAS by "The Military Pensions Act, 1866," it is enacted that it shall be lawful for the Governor from time to time to constitute and appoint a Board or Boards of Medical Officers, and to cancel or vary any appointment at pleasure; such Board or Boards in each case to consist of not less than three duly qualified medical practitioners:

Now therefore, I, Sir George Grey, the Governor of the Colony of New Zealand, in pursuance and exercise of the said power and authority, do hereby appoint—

MORGAN STANISLAUS GRACE, M.D., M.R.C.S., E.  
LEONARD BOOR, M.R.C.S., L., and L.S.A.;  
And CHARLES FRANCE, M.R.C.S., L.,

to constitute a Board of Medical Officers for the purpose of carrying out the provisions of the said recited Act.

As witness the hand of His Excellency the Governor this twenty-fourth day of September, one thousand eight hundred and sixty-six.

T. M. HAULTAIN.

Colonial Secretary's Office,  
Wellington, 13th September, 1866.

**H**IS Excellency the Governor has been pleased to appoint

JOHN LANGLEY ADAMS, Esq.,

to be Returning Officer for the Election of Members of the Provincial Council for the District of Upper Wairau, in the Province of Marlborough.

E. W. STAFFORD.

Colonial Secretary's Office,  
Wellington, 13th September, 1866.

**H**IS Excellency the Governor has been pleased to grant Letters Patent, dated the 8th day of September, 1866, under "The Patents Act, 1860," in favor of

JOSEPH ROBLEY,

of Auckland, in the Province of Auckland, Miller, for an invention for manufacturing "Aerated Flour."

E. W. STAFFORD.

Colonial Secretary's Office,  
Wellington, 14th September, 1866.

HIS Excellency the Governor has been pleased to grant Letters of Registration dated the fourteenth day of September, 1866, under "The Patents Act, 1860," in favor of

ZENAS WHEELER,

of San Francisco, California, (who has previously obtained Letters Patent in the Colony of Victoria, dated the thirteenth day of May, 1865,) for an invention intituled "A new and improved Gold and silver Amalgamator and Separator, the object of which is to work every description of quartz containing gold, silver, or other precious metals, whether combined with mundic pyrites or other impurities, by finely dividing that which contains the precious metals and ultimately separating the same from the pulp in the form of amalgam," with all the privileges thereto belonging.

E. W. STAFFORD.

Colonial Secretary's Office,  
Wellington, 19th September, 1866.

THE following Proclamation issued by His Honor the Superintendent of Canterbury, is published for general information.

E. W. STAFFORD.

#### PROCLAMATION

By His Honor WILLIAM SEFTON MOORHOUSE, Esq., Superintendent of the Province of Canterbury, under "The Diseased Cattle Act, 1861."

Whereas by "The Diseased Cattle Act, 1861," it was provided that the Governor in Council might by warrant under his hand, from time to time, delegate to the Superintendent of any Province within the said Colony all or any of the powers vested in the Governor or Governor in Council by the said Act, subject to such regulations as he might think fit, and might from time to time rescind such delegation.

And whereas the said Governor hath, with the advice and consent of the Executive Council of New Zealand, delegated to William Sefton Moorhouse, Esq., so long as he shall hold the office of Superintendent of the Province of Canterbury, the several powers vested in the said Governor by the second, fourth, fifth, seventh, ninth and tenth sections of the said Act, subject to be rescinded as in the said Act provided, and subject to the regulations issued by the Governor on the eighteenth day of September one thousand eight hundred and sixty-five, and to any other regulations to be from time to time duly made.

And whereas by a proclamation dated the twelfth day of March, one thousand eight hundred and sixty-six, and published in the *New Zealand Gazette*, all that portion of the Province of Canterbury to the west of the dividing range was appointed a quarantine ground under the said Act:—

Now therefore, I, the said William Sefton Moorhouse, by virtue of such powers in me vested, do hereby make the following regulation for the management of the said quarantine ground, to take effect from and after Friday the fifth day of October, one thousand eight hundred and sixty-six.

"No cattle shall be driven or removed from the said Quarantine ground into any other portion of the Province of Canterbury, and any person driving or removing, or causing to be driven or removed, or assisting in driving or removing any cattle from the said quarantine ground into any other portion of the Province of Canterbury, shall be liable to a

penalty of fifty pounds for every head of cattle so imported driven or removed."

Given under my hand this seventeenth day of September, one thousand eight hundred and sixty-six.

W. S. MOORHOUSE,  
Superintendent of Canterbury.

By His Honor's command,  
F. E. STEWART,  
Provincial Secretary.

Colonial Secretary's Office,  
Wellington, 19th September, 1866.

THE following letter, with enclosures, from the Secretary to the proposed Melbourne Inter-Colonial Exhibition, is published for general information.

E. W. STAFFORD.

Offices of the Royal Commission,  
64, Elizabeth Street, Melbourne, July, 1866.

SIR,—I have the honor to enclose for your approval, copy circular addressed to the various Superintendents of the New Zealand Provincial Governments, on the subject of the forthcoming Exhibition; and which, as the time for any active exertions in the matter has now arrived, I take the liberty of bringing afresh under your notice, relying upon the favour shown to the enterprise in any communications received by your direction.

I have, &c.,  
J. G. KNIGHT.

To His Excellency Sir George Grey,  
New Zealand.

Offices of the Royal Commission,  
64, Elizabeth Street, Melbourne, 20th June, 1866.

SIR,—Referring to the applications already made to your Council on behalf of the objects of the Inter-Colonial and Paris Exhibitions, I have the honor to inform you that, amongst other things, it is considered desirable to obtain a good collection of samples of the following clays,—adapted for pottery, brick and tile making, bricks made therefrom, building stones, lime stones, flagging, &c.

I therefore, take the liberty of asking you to aid us in this matter by forwarding samples of such of these minerals as are peculiar to your district, with a short descriptive account thereof. Each sample, except the flagging, should contain one cubic foot.

Trusting to your assistance in this matter,

I have, &c.,  
J. G. KNIGHT,  
Secretary.

Offices of the Royal Commission,  
64, Elizabeth Street, Melbourne, 23rd July, 1866.

SIR,—Not having for some time received any information from your Colony on the subject of progress in Exhibition matters, I do myself the honor of addressing you afresh on the subject; but with the hope that any silence on the part of the New Zealand Provinces is not to be interpreted as implying that nothing has been done.

However, as the time is now approaching for the opening of the Exhibition, and as all the Colonies of the Australian group, and even beyond, as far as the Netherland India, New Caledonia, &c., have all generously responded to the invitation of the Melbourne Commission, we trust that New Zealand will fully redeem any promise made by her, and that her principal resources will be adequately represented at the forthcoming Exhibition.

The magnitude of the preparations for the

proper reception of the various products intended for Exhibition from the different Colonies may be estimated by the fact that the cost of the buildings now in course of erection, in connection with those of the Public Library, will amount to £22,000.

Recommending this fact to your notice, I have the honor to forward you herewith, a supply of our principal circulars, with a view to aiding any action taken by your Province in the matter. I would also beg leave to suggest, that in order to afford time for the preparation of our catalogue, it is most desirable that a list of your contributions, with the names and addresses of the exhibitors, should be sent in to us at the earliest opportunity; and it would further add to the interest of your department if the collection was accompanied with a descriptive outline of the resources and characteristics of the Province or Colony represented, similar to the hand books issued by the various Colonies at the London Exhibition of 1862.

I have, &c.,

J. G. KNIGHT,  
Secretary.

Colonial Secretary's Office,  
(Judicial Branch.)  
Wellington, 11th September, 1866.

**H**IS Excellency the Governor has been pleased to appoint

HENRY ROGERS, Esq., J.P.,  
of Waiau, in the Province of Southland, to be a Resident Magistrate.

E. W. STAFFORD.

General Post Office,  
Wellington, 18th September, 1866.

**N**OTICE is hereby given that on and after the 1st of October, 1866, the Chief Post Office of the Province of Marlborough will be removed from Picton to Blenheim.

JOHN HALL,  
Postmaster-General.

General Post Office,  
Wellington, 18th September, 1866.

**I**T is hereby notified for general information that on and after the 1st October, 1866, the Post Office at

PICTON,

in the Province of Marlborough, will be constituted a Post Office of the second class, for the exchange of separate mails and other purposes within the meaning of the fourth clause of the Postal Regulations of 1st January, 1866.

JOHN HALL,  
Postmaster-General.

General Post Office,  
Wellington, 20th September, 1866.

**T**HE following Pilot and Port Regulations for the Port of Lyttelton, approved of by the Governor in Council, are published for general information.

JOHN HALL,  
Postmaster-General.

LYTTELTON PILOT AND PORT REGULATIONS.

1. No person shall be deemed a pilot unless he be duly licensed by the Marine Board.
2. Every pilot shall carry his license with him, and shall produce it to the master of any ship or vessel on its being demanded.
3. Any master requiring a pilot to conduct his vessel to sea, must make an application at the Harbour Master's Office twenty-four hours previous to sailing.
4. The rate of pilotage into or out of the Port of Lyttelton, from or to the distance of one league

from the Pilot Station (Little Port Cooper), shall be fourpence per ton register.

5. 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 twelve hours of the time of arrival of the pilot on board such vessel proceed to sea, shall pay a sum at the rate of one pound per day, for every day such pilot may be detained on board such vessel, in addition to the regular pilotage.

6. Every pilot detained on board a vessel longer than forty-eight hours, whether by stress of weather, quarantine, or otherwise, except in the case provided for in clause 5 of these regulations, is to be paid eight shillings per day in addition to the regular pilotage.

7. Pilots refusing or neglecting their duty to forfeit a sum not exceeding twenty pounds.

8. All ballast-lighters must be licensed by the Superintendent, and no such lighter shall be used without such license, the license to be granted and to be in force from the date of issue till the 1st of July then next ensuing. Every such license shall be numbered and contain the name of the vessel for which the same is granted, and the master and owner thereof, and carrying capacity. All vessels, lighters, or boats employed in carrying ballast shall have the number of their respective licenses painted on both bows, and shall be marked with a plate of iron on the stem and stern-posts at the loaded and light water lines, and for every such license the person obtaining the same shall pay one pound; any person offending against this regulation shall be liable to a penalty not exceeding ten pounds.

9. The head of the Harbour Department or any person authorized by him may at any time inspect or re-measure any ballast-lighter or test the accuracy of such measurement, and appoint the time, place and manner, when, where and in which such measurement or inspection shall be made; and any person failing to comply with any order of such authorized person shall be liable to a penalty not exceeding ten pounds.

10. The expense of measuring, re-measuring and marking ballast-lighters shall be borne and paid by the owner or owners of such ballast-lighters.

11. All water-tank boats must be licensed by the Superintendent, the same to be in force from the date of issue till the 1st of July then next ensuing. Every such license shall be numbered and contain the name of the vessel for which the same is granted, the master and owner thereof, and the number of gallons she carries; and for every such license the person obtaining the same shall pay one pound. Any person supplying water from, or plying with any water-tank boat without such license, or committing any offence against this regulation shall be liable to pay a penalty not exceeding ten pounds.

I, William Sefton Moorhouse, Superintendent of the Province of Canterbury, by virtue of all powers in anywise enabling me in this behalf, do hereby make and publish the foregoing Bye-Laws and Regulations for the Port of Lyttelton.

Given under my hand this twenty-first day of July, one thousand eight hundred and sixty-six.

W. S. MOORHOUSE,  
Superintendent.

The Marine Board of New Zealand in virtue of all powers in anywise the Board in this behalf enabling, doth hereby also make and publish the foregoing Regulations.

CHAS. SHARP,  
President of the Marine Board.  
Wellington, 2nd August, 1866.



The foregoing Regulations, submitted to and approved of by the Governor in Council, this fifteenth day of September, one thousand eight hundred and sixty-six.

G. GREY,  
Governor.

FORSTER GORING,  
Clerk of the Executive Council.

General Post Office,  
Wellington, 19th September, 1866.

THE following Bye-Laws (Waterman's Regulations) for the Port of Lyttelton, approved of by the Governor in Council, are published for general information.

JOHN HALL,  
Postmaster-General.

BYE-LAWS (WATERMAN'S REGULATIONS), PORT OF  
LYTTELTON.

1. Every person who wishes to ply as a waterman in the Port of Lyttelton must make application in writing to His Honor the Superintendent for a license, such application to be signed by two respectable residents in the said port.

2. Before a licence is granted to any boat she must be inspected by two or more competent persons appointed by the Superintendent, who will, if approved of for a passenger boat, issue a certificate as to her dimensions and the number of passengers she is entitled to carry; such certificate must be produced before a license will be granted.

3. For every such license a fee of one pound sterling per annum must be paid at the time the applicant receives his license, and the said license must be renewed on or before the first day of July in each year, subject to the clauses one and two of these regulations.

4. Every licensed waterman plying for hire must have his name legibly painted in letters two inches long together with his number on the inside part of the gunwale of the stern-sheets of his boat, also the number of passengers his boat is licensed to carry, and the name of his boat as inserted in his license legibly painted on the back-board.

5. Any person carrying passengers for hire without a license, or any person lending his license to another to make use of, or any licensed waterman charging more than the authorized rate of fares, or refusing to employ his boat when required to do so, shall forfeit his license, and will be liable to a penalty not exceeding five pounds. But any licensed waterman who from sickness is prevented from plying, may, on the production of a medical certificate, be permitted to transfer his license to a person approved of by the harbour authorities for a period not exceeding one month.

6. No boat shall be allowed to remain at any landing place after discharging her passengers or to make fast to any steps or handrails belonging thereto or in any way obstruct the passage to and from the same, and no boats, casks, timber, bulky or heavy article of any description shall be hauled up or down the steps so as to obstruct passengers from landing or embarking, under a penalty not exceeding five pounds.

7. Watermen, boatmen, carters, porters, and all other persons engaged on the wharves in Port Lyttelton shall be under control of the harbour authorities. Any person resisting, impeding, or obstructing the said authorities in the execution of their duty, or using threatening, abusive, or obscene language, either when plying for hire, or on board or alongside of any vessel, or on or at any landing place, shall forfeit and pay a sum of not more than twenty pounds.

8. The house on the Government Wharf known as the "waterman's house" will be set apart for the use of licensed watermen, and no other person will be allowed to occupy this building. Should any person persist in doing so, the watermen on duty are requested to report the same to the police, who will cause such intruders to be removed.

9. The authorized fares shall be as follows for the Port of Lyttelton:—

	s.	d.
From any wharf or jetty to the steamers	1	0
Single fare to or from—		
From any wharf or jetty to any place or to any vessel other than steamers lying within a space bounded on the east by a line drawn from Stoddart's to Sticking Point, and on the west by a line drawn from Naval Point to the eastern point of Church Bay	1	6
From any wharf or jetty to any vessel lying to the eastward of Sticking and Stoddart's Points, and to the westward of Battery Point and the buoy on Parsons' Rock	2	6
From any wharf or jetty to Church Bay	4	6
From any wharf or jetty to Gollan's Bay	2	0
From any wharf or jetty to Rhodes' Bay—		
One passenger	3	6
Two or more, each	2	6
From any wharf or jetty to the Quarantine Station—		
One passenger	10	0
Two or more, each	7	0
To the Heads or head of the Bay, as per agreement.		

Every passenger shall be allowed to take 20 lbs. weight of luggage free of extra charge, and for any quantity over 20 lbs. and under 50 lbs. weight, a charge of one shilling may be made, and for every additional 50 lbs. or fraction of 50 lbs. weight a further charge of one shilling may be made.

10. Any passenger detaining a boat for a period exceeding twenty minutes, shall be liable to an extra charge of sixpence for every quarter of an hour during which the boat shall be detained.

11. During the stormy weather, notice of which will be given by hoisting a blue flag half-mast at the Harbour Master's Office, and between the hours of sunset and sunrise, watermen holding a license are authorized to charge double fares, but only at those times above mentioned.

12. Passengers having any complaints to make must make them in writing to the head of the Harbour Department. Complaints made in any other way will not be acknowledged.

I, William Sefton Moorhouse, Superintendent of the Province of Canterbury, by virtue of all powers in anywise enabling me in this behalf, do hereby make and publish the foregoing Bye-laws and Regulations for the Port of Lyttelton.

Given under my hand this twenty-first day of July, one thousand eight hundred and sixty-six.

W. S. MOORHOUSE,  
Superintendent.

The Marine Board of New Zealand in virtue of all powers the Board in this behalf enabling, doth

hereby also make and publish the foregoing Bye-laws and Regulations.

CHAS. SHARP,

President of the Marine Board.

Wellington, 2nd August, 1866.

The foregoing Bye-Laws and Regulations submitted to and approved of by the Governor in Council, this fifteenth day of September, one thousand eight hundred and sixty-six.

G. GREY,  
Governor.

FORSTER GORING,

Clerk of the Executive Council.

*Notice to Mariners.*

General Post Office,  
Wellington, 17th September, 1866.

THE following remarks respecting the entrance to Manukau Harbour are published for general information.

JOHN HALL,  
Postmaster-General.

REMARKS ON MANUKAU HARBOUR, by THOMAS WING,  
Harbour Master.

Subsequently to Captain Sidney's survey of the entrance of the Manukau, and to his Report in 1863, the following changes and improvements, hereby notified for general information, have been made.

A Signal Mast has been erected on the South Head at the entrance of the harbour, and is now attended for the purpose of signalling vessels to and from sea. The signals are similar to those formerly used on the North Head (Paratutai), signified in the present Harbour Regulations for general use. Also three large iron Buoys have been placed in the Southern Channel in the positions hereafter mentioned. In future there will not be any fairway buoys as formerly, in consequence of their having been so frequently damaged and sunk by vessels while passing in and out of the harbour. But in place of fairway buoys, two large Beacons, cone-shaped at top, 600 feet apart, are now erected on the South Head, about 400 feet above the sea-beach painted white, with a vertical red stripe in the centre; and by keeping the same in one, bearing about N.E. by N. (magnetic), from sea, will lead a fairway course between the shoals to the turning of the channel at the Tranmeer and Treachery Buoys; and by keeping northward along the line of beach, the South Head and Emma Spit Buoys will be plainly seen. Two Beacons in line are now being erected on the north side of the harbour to guide vessels through this part of the channel, particularly as a guide when the buoys are missing or otherwise out of place.

*Buoys in Southern Channel.*

South Head Spit Buoy—*Red*; placed in three and a half fathoms water low water, near the Spit, with low beacon at South Head, bearing S.E.  $\frac{1}{2}$  E., magnetic.

Emma Spit Buoy—*Black*; placed at the extreme N.E. end of the shoal, in three and a half fathoms low water.

Tranmeer Shoal Buoy—*Black*; placed at the eastern part of the shoal in three and a half fathoms low water.

Treachery Shoal Buoy—*Red*; placed at the eastern part of the shoal, in four fathoms low water.

Note.—As the shoals at the entrance of the harbour are liable to shift (although not very frequently), care should be taken to follow the telegraphic signals given by the signalman at the Signal Station, particularly when there is strength in the tide, which has a strong tendency to set towards and through the

swathways in the shoals, which should be avoided as far as possible.

*Tides.*

High water at the full and change of the moon at the entrance of the harbour, 9.30 a.m.; and the rise and fall of tides may be taken to be as follows: Neaps about eight feet, and springs twelve feet—at ordinary tides running (at half tide) from four to six knots between the South Head and Emma Spits, decreasing gradually to about three miles per hour as you leave this part of the channel.

*Sailing Directions for Southern Channel—Inwards.*

On entering the Manukau Harbour by the Southern Channel from the south, the soundings should not be less than six or six or seven fathoms before bringing the South Head Beacons in one, bearing about N.E. by N. (magnetic); and should it be strong flood when in the vicinity of the Tranmeer and Treachery Shoals, care should be taken not to keep northward, so as to open the South Head Beacons to the eastward, until in four or five fathoms water to the N.E. of the Tranmeer Shoal Buoy, or the proposed beacons on the north side of the harbour are brought in one; and then, by steering northward along the line of beach, the South Head and Emma Spit Buoys will be plainly seen, when a vessel may proceed up the harbour into safe anchorage.

Note.—The flood tide, after reaching the South Head Shoals, has a tendency to set across the Treachery and Tranmeer Shoals, passing through a narrow channel between the Tranmeer Shoal and Emma Bank, which channel should be avoided except when the tide is well in, and then should only be navigated by vessels of light draft of water. The soundings in the channel have been recently examined and found to be very uneven, having only six and seven feet water in places near it at low tide; but from this locality the flood sets fair into the harbour along the shore.

*Directions for the Southern Channel—Outward bound.*

On leaving the Manukau by the Southern Channel on the ebb tide, care should be taken to keep the South Head Shore aboard by one-fourth of the distance across the harbour, so as to keep a midway course between the South Head and Emma Spit Buoys (or the north leading beacons in one now being erected). This precaution, as a rule, will be the means of preventing the vessel from being set past the South Channel into the influence of the main channel tide, which may bring her in contact with the Emma Bank, or otherwise cause loss of time in regaining a proper position, should the bar be unsafe. Once a vessel has fairly entered the Southern Channel between the South Head and Emma Spit Buoys, the ebb tide sets fair towards the Tranmeer, and there will not be much difficulty in working to sea with a westerly wind in moderate weather. After passing the Tranmeer Buoy on the starboard hand, with a westerly wind, it will be advisable not to open the South Head Beacons in a northerly direction more than about three times their width, when, by tacking to the north-westward the whole force of the ebb tide will be brought on the vessel's lee, setting to windward clear of the Tranmeer Shoal, and by making short tacks on the line of South Head Beacons will soon set the vessel to sea clear of the influence of the tide, which has a tendency to set over the south part of the Treachery and South Head Shoals.

Note.—The South Head Beacons are placed on sliding ways for moving, so as to be adjusted to lead the channel course as circumstances may require in cases of the shoals shifting, and if required the beacons can be used as lighthouses.

*Main Channel.*

The present directions for crossing the bar are to get the signal mast on the South Head to bear E. by N.  $\frac{3}{4}$  N. (magnetic) on the Ninepin Rock, in line with the tangent of the inner point of the South Head, as shown on the chart and sketch by Commander Sydney, R.N., in 1863. This course will lead a fair way over the bar, carrying three and a half fathoms at low water. After crossing the bar, a glance at the chart will be sufficient to keep the channel. To cross the bar at low water is not advisable unless the water be very smooth, with a commanding breeze or steam. As a rule, it will be better to wait for half-flood or near high-water, and after having crossed the bar, and arrived to eight or nine fathoms water in the vicinity of the Orphens Shoal, it will be necessary to steer along the line of break in the middle banks, distance about one quarter of a mile, which will clear and leave the Orwell Shoal on the port hand. From this, towards Paratutai, the channel leads straight into the harbour. The main channel is seldom used since the South Channel has been buoyed and beacons, and the Signal Station removed from the North to the South Head, where the site is less obstructed by back land. The Southern Channel, in general, is preferred, in consequence of being more sheltered and accessible at times when the main bar is dangerous.

*Note.*—The flood comes from the northward, setting along the shore from one to two knots; but when coming in contact with the banks about the bar, it trends into the channel, increasing its rate to four or five knots as it approaches the Heads.

Care should be taken to guard against the cross tides about the spits, and swatchways when near them; but in the middle of the main channel the tides set fair in and out of the harbour.

The prevailing winds are from N.W. to S.W.; it seldom blows a gale from the southward, the wind moderating as it draws from S.W. to southward. Easterly gales are not frequent, and generally shift suddenly to the westward, in a violent squall, and bring heavy rain. The gales rarely continue long in one quarter, and a strong breeze from N.W., or even W.S.W., as a rule, does not cause a heavy sea in the South Channel, which can be taken with safety towards high water. The bar, with such winds, generally speaking, breaks, and sometimes dangerously, towards low water; but, in case the gale gets to the S.W., the sea will break right across both channels, but less across the South Channel, which is never at any time so dangerous as the main. This, however, is of short duration, and seldom lasts over a day and night, when by the morning it becomes moderate, and the South Channel free of break, (even though there is considerable swell outside and the banks breaking heavily) and safe to enter at proper time of tide, say half flood, or even at first quarter ebb, with a commanding breeze or steam.

*Barometer.*

A falling barometer generally indicates a change to a northerly quarter, to be shortly attended with rain; and, in case the barometer begins to rise, expect wind. When the barometer is ranging about 30in. steady weather may be expected from the westward; a high barometer, say above 31 inches, and the land appearing very clear and nearer than usual, is, (as a rule,) a sign of a change to the eastward. On the coast of New Zealand, for many years past, I have observed that very clear and cloudless nights are indications of a change being at hand, either wind or rain.

T. W.

Native Secretary's Office,  
Wellington, 13th September, 1866.

**H**IS Excellency the Governor has been pleased to license

HENRY WALKER MITCHELL, Esq., and  
GEORGE BURTON, Esq.,  
to be Surveyors under "The Native Lands Act, 1865."

J. C. RICHMOND.

Native Secretary's Office,  
Wellington, 24th September, 1866.

**H**IS Excellency the Governor has been pleased to license

JOHN RUSSELL, Esq.,

to be a Surveyor under "The Native Lands Act, 1865."

J. C. RICHMOND.

Colonial Defence Office,  
Wellington, 21st September, 1866.

**H**IS Excellency the Governor has been pleased to make the undermentioned appointments, viz.:—

*In the Auckland Militia.*

Charles Kingsford Jeffs to be Ensign. Date of Commission, 31st August, 1866.

*In the Auckland Volunteer Engineer Corps.*

Henry Lufkin Skeet to be Captain. Date of Commission, 9th June, 1866.

*In the Canterbury Yeomanry Cavalry Volunteers.*

Cornet Henry William Packer to be Lieutenant. Date of Commission, 14th September, 1866.

Cornet Frederick Strouts to be Lieutenant. Date of Commission, 15th September, 1866.

Henry Slater to be Cornet. Date of Commission, 14th September, 1866.

Frank Slee to be Cornet. Date of Commission, 15th September, 1866.

George Duncan Lockhart to be Cornet. Date of Commission, 17th September, 1866.

Henry Horsford Prins to be Surgeon. Date of Commission, 14th September, 1866.

Thomas Hill to be Veterinary Surgeon. Date of Commission, 14th September, 1866.

*In the No. 5 (Kaiapoi) Company Canterbury Rifle Volunteers.*

Joshua Porter to be Lieutenant. Date of Commission, 15th February, 1866.

T. M. HAULTAIN.

Colonial Defence Office,  
Wellington, 25th September, 1866.

**H**IS Excellency the Governor has been pleased to make the undermentioned change, viz.:—"The Clyde Company, Otago Rifle Volunteers," to be "The Dunstan District Rifle Volunteers."

T. M. HAULTAIN.

General Crown Lands Office,  
Wellington, 12th September, 1866.

**I**N conformity with the 29th clause of "The Gold Fields Acts Amendment Act, 1865," it is hereby notified that it is intended to grant Leases for Gold-mining purposes of the Crown Lands to the applicants specified in the following Schedule.

ALFRED DOMETT,  
Secretary for Crown Lands.

Applicant—Michael O'Halloran.

Locality—Situate in the Waipori District, in the Province of Otago.

Area—8 acres 2 roods and 11 perches.

Applicant—James Cowan.

Locality—Situate in the Waipori District, in the Province of Otago.

Area—9 acres 3 roods and 12 perches.

Applicant—Archibald Butters.  
 Locality—Waitahuna Gully, Province of Otago.  
 Area—1 acre and 12 perches.

Applicant—Peter Robertson.  
 Locality—Gabriel's Gully, in the Province of Otago.  
 Area—9 acres.

Compensation Court Office,  
 Auckland, 15th September, 1866.

NOTICE is hereby given that the sitting of the Compensation Court, advertised to be holden at Opotiki on the 1st day of October next, to determine the claims of persons to compensation on account of the taking of the Bay of Plenty District, is postponed till until further notice.

ROBERT H. EYTON,  
 Clerk of the Court.

#### PANUITANGA.

KIA rongu nga tangata katoa, Ko te Kooti whakawa mo nga whenua kua tangohia i karangatia ki Opotiki mo te 1 o nga ra o Oketopa ekore e turia i taua ra, erangi mo tetahi atu rangi; he tetahi atu Panuitanga te whataaturia ai.

NA TE AITANA,  
 Kai tuhituhi.

Kooti whakawa mo nga whenua kua tangohia,  
 Akarana, 15 Hepetema, 1866.

WHEREAS by "The New Zealand Settlements Amendment and Continuance Act, 1865," it is enacted that instead of the periods of six months and eighteen months prescribed by the seventh section of "The New Zealand Settlements Act, 1863," for preferring claims to compensation, the period for such purpose shall be a period not less than three months nor more than six months, to be prescribed by the Compensation Court in each case, and due notice of such periods for preferring claims shall be given by direction of the Court, by advertisement in public newspapers or otherwise by public notice in the Maori and English language.

And whereas by an Order in Council made by His Excellency the Governor in Council, at Wellington on the 1st day of September, 1866, it was ordered that, from the date thereof, the district the boundaries whereof are defined in the Schedule hereto should be a district within the provisions of the said "New Zealand Settlements Act, 1863," and should be designated by the name of "The Bay of Plenty District," and the lands within the said district were thereby reserved and taken for the purpose of settlement, and it was declared that all such lands were required for the purposes of the said last-mentioned Act, and were subject to the provisions thereof from the date of the said Order in Council now in recital: Now by the direction of the Compensation Court, it is hereby notified that the period for preferring claims to compensation on account of the taking as aforesaid of the said block of land has been prescribed by the Court to be three months from the said 1st day of September.

Dated at Auckland, this fifteenth day of September, one thousand eight hundred and sixty-six.

ROBERT H. EYTON,  
 Clerk of the Court.

#### SCHEDULE.

##### Bay of Plenty District.

All that land bounded by a line commencing at the mouth of the Waitahuna River, Bay of Plenty, and running due South for a distance of twenty miles, thence to the summit of (Mount Edgecombe) Puta-

uaki; thence by a straight line in an easterly direction to a point eleven miles due south from the entrance to the Ohiwa Harbour; thence by a line running due east for twenty miles; thence by a line to the mouth of the Aparapara River; and thence following the coast line to the point of commencement at Waitahanui.

#### PANUITANGA.

KO te mea i te Ture ("New Zealand Settlements Act, 1863"), te 7 o nga rarangi i kiia kia ono, kia te kau mauaru nga marama hei tukunga mai mo nga pukapuka whakaatu whenua a nga tangata e pana ki nga whenua kua riro i te Kawanatanga te tango. Na i te mahinga houtanga o taua Ture i te tau 1865 kua whakanoaia aua takiwa a kua kiia ko te takiwa he tukunga mai mo nga pukapuka pera kia kaua e hoki iho i te toru marama, kia kaua e neke ake i te ono marama, ma te Kooti e whakarite te takiwa hei tukunga mai mo aua pukapuka, me panui ki nga Nupepa me panui ki te reo Pakeha me te reo Maori, kia rongu ai te katoa.

Na, i te Runanga o te Kawana i noho a Runanga ki Poneke i te 1 o nga ra o Hepetema, 1866, i kiia ko te Takiwa whenua e mau nei ona rohe i te Pukapuka e tapiri nei, me waiho hei Takiwa e mahia ai nga tikanga o te Ture nei ("New Zealand Settlements Act, 1863") ko te ra e timata ai, ko taua 1 o nga ra o Hepetema, 1866, ka huaina tona ingoa ko te Takiwa o te Bay of Plenty, ko nga whenua i roto i taua Takiwa i rahuihia, i tangohia kia whakanohia ki te Pakeha, a i kiia hoki ko aua whenua katoa i riro hei mahinga mo nga tikanga o taua Ture, a mana katoa nga tikanga i runga timata mai i te ra i puta ai taua Ki Runanga kua whakahaua tia ake nei.

Na, ko tenei, ka whakaritia nei e te Kooti whakawa whenua te takiwa he tukunga mai mo nga pukapuka tono utu mo te tangohanga o taua piihi whenua, koia tenei kia toru marama, ka timata mai i taua ra ano, te 1 o nga ra o Hepetema, 1866.

I tuhia i te 15 o nga ra o Hepetema, 1866.

NA TE AITANA,  
 Kai tuhituhi.

#### Pukapuka Tapiri te Takiwa o te Bay of Plenty.

Ko taua whenua katoa ka timata te rohe ki te wahapu o te Awa o Waitahuna, ka rere whaka te Tonga, e rua te kau maero, ka maro atu i reira tae noa ki te tihi o Putauaki, ka rere whaka te Rawhiti kotahi te kau matahi maero whaka te Tonga o te Puaha o te wahapu o Ohiwa, ka rere i reira whaka te Rawhiti e rua tekau maero, ka rere i reira ki te puaha o te awa o Araparapa, ka haere, te tahataha moana ki te timatanga o te rohe ki te wahapu o te Awa o Waitahuna.

I the undersigned HENRY JOHN COPE, hereby make application to register "The Otago Pioneer Sluicing Company, Registered," under the provisions of "The Mining Companies Limited Liability Act, 1865," and I do solemnly and sincerely declare that the following statement is, to the best of my knowledge and belief, true in every particular, namely:—

1. The name and style of the Company is "The Otago Pioneer Sluicing Company."
2. The place of operations is at Dunstan Gorge.
3. The nominal capital of the Company is two thousand five hundred pounds in two hundred and fifty shares of ten pounds each.
4. The amount already paid up is one thousand seven hundred and fifty pounds.
5. The name of the manager is Henry John Cope.
6. The office of the Company is at Clyde.

7. The names and several residences of the shareholders and the number of shares held by each at this date are as follows :

Name.	Residence.	No. of Shares.
George Elliot Barton	Dunedin	6
John Bathgate	Ditto	8
Benjamin Leopold Farjeon	Ditto	45
James Gifford, Dunedin	Ditto	2
Robert Gillies	Ditto	15
Clarence Holt	Ditto	5
Henry Howorth	Ditto	6
John Logan	Ditto	6
Henry Dyer Maddock	Ditto	3
Alexander McLandress	Ditto	10
James Prendergast	Ditto	2
James Adie Steadman	Ditto	2
Charles Henry Street	Ditto	8
Julius Vogel	Ditto	43
Adam Irving	Hokitika	1
Henry John Cope	Clyde	8
Benjamin Leopold Farjeon, for Joseph Melville Wolf	Dunedin	5
Henry John Cope, in trust for the Committee	Clyde	75
		<hr/> 250

Dated this seventh day of August, 1866.  
HENRY JOHN COPE, Manager.  
Witness—H. W. ROBINSON, R.M.

NOTICE is hereby given that the partnership heretofore existing between Benjamin Taggart and Richard Reeves, of Sewell Street, Hokitika, carrying on business as Bonded Warehousekeepers under the style or firm of "Taggart and Reeves," is this day dissolved.

All debts due to and from the above firm will be received and paid by the undersigned.

Dated the fourteenth day of August, 1866.  
BENJAMIN TAGGART.

Witness—G. M. HARVEY,  
Solicitor, Camp Street.

NOTICE is hereby given that the partnership hitherto existing between the undersigned, as sheepowners, in the run called "Lochinvar," in the Province of Canterbury, has been dissolved by mutual consent.

Dated at Christchurch, New Zealand, this thirty-first day of August, 1866.

J. CRACROFT WILSON,  
R. M. MORTEN,

(by his Attorney, C. W. Turner.)

Witness to the signatures—JAMES E. GRAHAM, J.P.

Christchurch, 24th October, 1865.

NOTICE is hereby given that the copartnership heretofore subsisting between the undersigned,

as Free and Bonded Storekeepers and Commission Agents, of Hokitika, under the style of "A. Louisson and Co.," is this day dissolved by mutual consent.

A. LOUISSON,  
HYAM MARKS,  
M. HARRIS,  
L. E. NATHAN.

Witness—WALTER W. GOLLIN.

Christchurch, 24th October, 1865.

WE have this day entered into partnership as Free and Bonded Storekeepers at Hokitika, under the style of "A. Louisson and Co."

HYAM MARKS,  
A. LOUISSON.

Witness—WALTER W. GOLLIN.

CHRISTOPHER ALDERSON CALVERT, Esq., Registrar at Canterbury of the Supreme Court of New Zealand, in account with the estate of OWEN MALEN, late of Waireka, shepherd, deceased (7th May, 1865), intestate.

1865.	DR.	£ s. d.
July 28.	To cash (per Steward of Hospital) found on person	7 0 0
Aug. 10.	To cash of Messrs. Karlake and Anson (wages)	24 6 0
		<hr/> £31 6 0
June.	To balance brought down	£20 16 8

1865.	CR.	£ s. d.
July 25.	By cash paid Court fees, viz. :— Affidavit (death) swearing, 2s.; filing, 3s. ... ..	0 5 0
	Like (value) do., do. ... ..	0 5 0
	Setting down ... ..	0 5 0
	Order, 6s.; letters of administration, 30s. ... ..	1 16 0
„ 28.	By commission 5 per cent. on £7	0 7 0
Aug. 10.	By do. 8 per cent. on £24 6s. ...	1 18 10
	By cash paid funeral expenses ...	4 0 0
	By do. hospital expenses ... ..	1 0 0

1866.		£ s. d.
June.	By Court fees, viz. :— Affidavit to verify inventory and account swearing, 2s.; filing, 3s. ... ..	0 5 0
	By advertisement in Gazette ...	0 7 6
	By balance due to the estate carried down ... ..	20 16 8
		<hr/> £31 6 0

„ 7. By cash paid to Colonial Treasurer pursuant to Judge's order 20 16 8

PARTICULARS of the Estates of Deceased Persons which have been placed under the charge of W. R. E. BROWN, Curator of the Estates of Deceased Persons for the Province of Wellington, during the month of August, 1866.

No.	Name of Deceased.	Colonial Residence.	Supposed British or Foreign Residence.	Date of Rule or Order.	Value or Estimated Value of Personal Estate.	Time of Deceased's Death.	Remarks.
3	John William Roberts	Hutt	...	Transferred by Registrar of Supreme Court, 7th August, 1866.	£ s. d. 48 13 2	January, 1866	The amount mentioned is the amount handed over to the Curator by the Registrar of the Supreme Court.

Dated the fifth day of September, 1866.

W. R. E. BROWN, Curator.

STATEMENT of the Average Amount of LIABILITIES and ASSETS of the BANK OF NEW ZEALAND, within the Colony, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Notes in Circulation	374,743	10 1	Coined Gold and Silver and other		
Bills in Circulation	27,359	6 0	Coined Metal	303,254	2 10
Balances due to other Banks	73,567	18 11	Gold and Silver in Bullion or Bars	143,577	8 8
Government Deposits	201,809	16 11	Notes and Bills of other Banks	6,319	15 2
Other Deposits {	781,584	2 7	Balances due from other Banks	28,523	17 5
			Not bearing Interest		
			Bearing Interest	386,222	4 11
			Landed Property	19,743	16 0
			Amount of all other Securities—		
			1. Notes and Bills Discounted	730,061	8 6
			2. Colonial Government Securities	100,000	0 0
			3. Other Funded Securities	...	
			4. Debts due to the Bank (exclusive of Debts abandoned as bad)	1,067,524	2 1
			5. Securities not included under the above heads	176,102	8 8
Total Average Liabilities	£1,845,286	19 5	Total Average Assets	£2,575,106	19 4

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866	£	s. d.
	499,983	0 0
Rate of the last Dividend declared to the Shareholders, 10 per cent., and Bonus of 7s. per Share		17 $\frac{1}{2}$ cent. $\frac{1}{2}$ annum.
Amount of the last Dividend declared	42,500	0 0
Amount of the Reserved Profits at the time of declaring such Dividend	188,760	1 4

Dated at Auckland, this 24th day of July, 1866.

D. L. MURDOCH, Inspector.  
FRED. BATTLE, Inspector's Accountant.

STATEMENT of the Amount of the LIABILITIES and ASSETS of the UNION BANK OF AUSTRALIA, in the Colony of NEW ZEALAND, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Notes in Circulation	165,090	4 11	Coined Gold and Silver and other		
Bills in Circulation	21,756	4 7	Coined Metal	273,736	11 1
Balances due to other Banks	931	1 11	Gold and Silver in Bullion or Bars	8,836	9 7
Government Deposits	20,181	8 4	Notes and Bills of other Banks	20,323	11 3
Other Deposits {	549,099	10 11	Balances due from other Banks	14,198	17 3
			Not bearing Interest		
			Bearing Interest	310,513	15 1
			Landed Property	20,653	16 11
			Amount of all other Securities—		
			1. Notes and Bills Discounted	585,608	16 2
			2. Colonial Government Securities	...	
			3. Other Funded Securities	...	
			4. Debts due to the Bank (exclusive of Debts abandoned as bad)	272,425	13 4
			5. Securities not included under the above heads	2,810	5 11
Total Average Liabilities	£1,067,572	5 9	Total Average Assets	£1,198,594	1 6

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866	£	s. d.
	1,250,000	0 0
Rate of the last Dividend declared to the Shareholders		17 $\frac{1}{2}$ cent. $\frac{1}{2}$ annum.
Amount of the last Dividend declared	106,250	0 0
Amount of the Reserved Profits at the time of declaring such Dividend	358,736	5 0

Dated at Wellington, this 24th day of July, 1866.

J. CARTER, Manager.  
EDWD. H. TATE, Accountant.

## STATEMENT of the Average Amount of the LIABILITIES and ASSETS of the BANK OF NEW SOUTH WALES, in the Colony of NEW ZEALAND, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Notes in Circulation . . . . .	153,073	3 10	Coined Gold and Silver, and other Coined Metal . . . . .	231,117	13 0
Bills in Circulation . . . . .	506	14 3	Gold and Silver in Bullion or Bars . . . . .	39,476	17 4
Balances due to other Banks . . . . .	12,975	8 4	Notes and Bills of other Banks . . . . .	3,491	8 7
Government Deposits . . . . .	...		Balances due from other Banks . . . . .	29,648	13 5
Other Deposits { Not bearing Interest . . . . .	402,231	7 7	Landed Property . . . . .	15,305	15 9
{ Bearing Interest . . . . .	331,407	2 5	Amount of all other Securities—		
			1. Notes and Bills Discounted . . . . .	374,750	9 8
			2. Colonial Government Securities . . . . .	211,661	0 2
			3. Other Funded Securities . . . . .	...	
			4. Debts due to the Bank (exclusive of Debts abandoned as bad) . . . . .	118,252	6
			5. Securities not included under the above heads . . . . .	110,693	1 5
Total Average Liabilities . . . . .	£900,193	16 5	Total Average Assets . . . . .	£1,134,397	10 10

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866 . . . . .	£	s. d.	1,000,000	0 0
Rate of the last Dividend declared to the Shareholders 15 p cent. per annum, Bonus 5 p cent. per annum . . . . .			20 p cent.	p annum.
Amount of last Dividend declared . . . . .	100,000			
Amount of the Reserved Profits at the time of declaring such Dividend . . . . .	336,917	8 1		

Dated at Wellington, this 20th day of July, 1866.

EDWD. MILLER, Manager.

W. ROBERTON PEERSON, Acting Accountant.

## STATEMENT of the Average Amount of LIABILITIES and ASSETS of the BANK OF AUSTRALASIA in the Colony of New Zealand, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Notes in Circulation . . . . .	19,690	15 3	Coined Gold and Silver, and other Coined Metals . . . . .	49,939	6 3
Bills in Circulation . . . . .	4,294	6 2	Gold and Silver in Bullion or Bars . . . . .	112	17 2
Balances due to other Banks . . . . .	...		Notes and Bills of other Banks . . . . .	359	9 1
Government Deposits . . . . .	...		Balances due from other Banks . . . . .	...	
Other Deposits { Not bearing Interest . . . . .	84,198	4 4	Landed Property, Bank Premises . . . . .	19,300	0 0
{ Bearing Interest . . . . .	11,991	4 7	Amount of all other Securities—		
			1. Notes and Bills Discounted . . . . .	278,282	17 0
			2. Colonial Government Securities . . . . .	...	
			3. Other Funded Securities . . . . .	...	
			4. Debts due to the Bank (exclusive of Debts abandoned as bad) . . . . .	54,811	6 9
			5. Securities not included under the above heads . . . . .	...	
Total Average Liabilities . . . . .	£120,174	10 4	Total Average Assets . . . . .	£402,805	16 3

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866 . . . . .	£	s. d.	1,200,000	0 0
Rate of the last Dividend declared to the Shareholders . . . . .			14	per cent.
Amount of the last Dividend declared . . . . .	78,750	0 0		
Amount of the Reserved Profits at the time of declaring such Dividend . . . . .	370,000	9 3		

Dated at Auckland, this 28th day of July, 1866.

GEO. MATSON, Manager.

A. R. WEBB, Accountant.

## STATEMENT of the Average Amount of LIABILITIES and ASSETS of the BANK OF OTAGO (LIMITED), at DUNEDIN, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.				ASSETS.			
	£	s.	d.		£	s.	d.
Notes in Circulation	35,125	0	0	Coined Gold and Silver, and other			
Bills in Circulation	983	16	4	Coined Metal	49,306	12	3
Balances due to other Banks	17,443	3	6	Gold and Silver in Bullion or Bars	4,223	3	0
Government Deposits	1,079	1	7	Notes and Bills of other Banks	1,578	0	6
Other Deposits	100,421	13	2	Balances due from other Banks	126	4	4
				Not bearing Interest	36,163	18	1
				Amount of all other Securities—			
				1. Notes and Bills Discounted	108,047	1	1
				2. Colonial Government Securities	121,617	11	0
				3. Other Funded Securities	...		
				4. Debts due to the Bank (exclusive of Debts abandoned as bad)	207,837	7	10
				5. Securities not included under the above heads	1,679	6	2
Total Average Liabilities	£191,216	12	8	Total Average Assets	£512,346	6	2

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866	£	s.	d.
	200,785	0	0
Rate of the last Dividend declared to the Shareholders		6	½ cent. ½ annum.
Amount of the last Dividend declared	5,868	15	1
Amount of the Reserved Profits at the time of declaring such Dividend	2,773	7	7

Dated at Dunedin, this 3rd day of July, 1866.

JOHN BATHGATE, Manager.

H. EDGAR GLENNIE, Accountant.

## STATEMENT of the Average Amount of LIABILITIES and ASSETS of the BANK OF AUCKLAND at AUCKLAND, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.				ASSETS.			
	£	s.	d.		£	s.	d.
Notes in Circulation	10,090	0	0	Coined Gold and Silver and other			
Bills in Circulation	303	14	4	Coined Metal	10,700	5	6
Balances due to other Banks	9,922	19	6	Gold and Silver in Bullion or Bars	...		
Government Deposits	...			Notes and Bills of other Banks	37	6	1
Other Deposits	26,732	1	8	Balances due from other Banks	881	5	8
				Not bearing Interest	3,333	9	8
				Amount of all other Securities—			
				1. Notes and Bills Discounted	55,827	0	3
				2. Colonial Government Securities	275	0	0
				3. Other Funded Securities	...		
				4. Debts due to the Bank (exclusive of Debts abandoned as bad)	30,223	2	7
				5. Securities not included under the above heads	297	6	7
Total Average Liabilities	£50,382	5	2	Total Average Assets	£100,400	0	1

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866	£	s.	d.
	49,204	10	0
Rate of the last Dividend declared to the Shareholders		10	½ ct. ½ annum.
Amount of the last Dividend declared	1,824	4	8
Amount of the Reserved Profits at the time of declaring such Dividend	1,500	0	0

Dated at Auckland, this 12th day of July, 1866.

C. F. JOHNS, Manager.

WILLIAM FLOOD, Pro Accountant.



STATEMENT of the Average Amount of LIABILITIES and ASSETS of the COMMERCIAL BANK of NEW ZEALAND (LIMITED), at DUNEDIN, during the Quarter ended 30th JUNE, 1866.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Notes in Circulation . . . . .	6,525	0 0	Coined Gold and Silver, and other Coined Metal . . . . .	7,115	12 6
Bills in Circulation . . . . .	...		Gold and Silver in Bullion or Bars . . . . .	...	
Balances due to other Banks. . . . .	...		Notes and Bills of other Banks . . . . .	...	
Government Deposits . . . . .	...		Balances due from other Banks . . . . .	...	
Other Deposits { Not bearing Interest . . . . .	13,200	12 0	Landed Property . . . . .	8,402	19 1
{ Bearing Interest . . . . .	25,688	14 2	Amount of all other Securities—		
			1. Notes and Bills Discounted . . . . .	25,382	14 8
			2. Colonial Government Securities . . . . .	...	
			3. Other Funded Securities . . . . .	...	
			4. Debts due to Bank (exclusive of Debts abandoned as bad) . . . . .	57,681	2 10
			5. Securities not included under the above heads . . . . .	6,163	16 2
<b>Total Average Liabilities.</b> . . . . .	<b>£45,414</b>	<b>6 2</b>	<b>Total Average Assets</b> . . . . .	<b>£104,746</b>	<b>5 3</b>

Amount of the Capital Stock paid up at the close of the Quarter ended 30th June, 1866 . . . . . £ 100,000 0 0  
 Rate of the last Dividend declared to the Shareholders . . . . . 10 p cent.  
 Amount of the last Dividend declared . . . . . 2,749 3 3  
 Amount of the Reserved Profits at the time of declaring such Dividend . . . . . 5,000 0 0  
 Dated at Dunedin, this 30th day of June, 1866.

J. REID MACKENZIE, General Manag

GENERAL ABSTRACT of the LIABILITIES and ASSETS, and of the CAPITAL and PROFITS of the undermentioned BANKS of the Colony of NEW ZEALAND, for the Quarter ended 30th JUNE, 1866.

BANKS.	LIABILITIES.				
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	Total Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bank of New Zealand . . . . .	374,743 10 1	27,359 6 0	73,567 18 11	1,369,616 4 5	1,845,286 19 5
Union Bank of Australia . . . . .	165,090 4 11	21,756 4 7	931 1 11	879,794 14 4	1,067,572 5 9
Bank of New South Wales . . . . .	153,073 3 10	506 14 3	12,975 8 4	733,638 10 0	900,193 16 5
Bank of Australasia . . . . .	19,690 15 3	4,294 6 2	...	96,189 8 11	120,174 10 4
Bank of Otago . . . . .	35,125 0 0	983 16 4	17,443 3 6	137,664 12 10	191,216 12 8
Bank of Auckland . . . . .	10,090 0 0	303 14 4	9,922 19 6	30,065 11 4	50,382 5 2
Commercial Bank of New Zealand . . . . .	6,525 0 0	...	...	38,889 6 2	45,414 6 2
<b>Totals . . . . .</b>	<b>£ 764,337 14 1</b>	<b>55,204 1 8</b>	<b>114,840 12 2</b>	<b>3,285,858 8 0</b>	<b>4,220,240 15 11</b>

BANKS.	ASSETS.						
	Coin.	Bullion.	Landed Property.	Notes and Bills of other Banks.	Balances due from other Banks.	Notes and Bills discounted, and all other Debts due to the Banks.	Total Assets.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bank of New Zealand . . . . .	303,254 2 10	143,577 8 8	19,743 16 0	6,319 15 2	28,523 17 5	2,073,687 19 3	3,257,516 19 4
Union Bk. of Australia . . . . .	273,736 11 1	8,836 9 7	20,653 16 11	20,323 11 3	14,198 17 3	860,844 15 5	5,198,594 1 6
Bank of N. S. Wales . . . . .	231,117 13 0	39,476 17 4	15,305 15 9	3,491 8 7	29,648 13 5	815,357 2 9	9,134,397 10 10
Bank of Australasia . . . . .	49,939 6 3	112 17 2	19,300 0 0	359 9 1	...	333,094 3 9	402,805 16 3
Bank of Otago . . . . .	49,306 12 3	4,223 3 0	17,931 0 0	1,578 0 6	126 4 4	439,181 6 1	512,346 6 2
Bank of Auckland . . . . .	10,700 5 6	...	2,158 13 5	37 6 1	881 5 8	86,622 9 5	100,400 0 1
Commercl. Bk. of N.Z. . . . .	7,115 12 6	...	8,402 19 1	...	...	89,227 13 8	104,746 5 3
<b>Totals . . . . .</b>	<b>£ 925,170 3 5</b>	<b>196,226 15 9</b>	<b>103,496 1 2</b>	<b>232,109 10 8</b>	<b>73,378 18 14</b>	<b>14,698,015 10 8</b>	<b>46,028,396 19 5</b>

BANKS.	CAPITAL AND PROFITS.			
	Capital paid up.	Rate per annum of last Dividend.	Amount of last Dividend declared.	Amount of Re-served Profits at the time of declaring such Dividend.
	£ s. d.		£ s. d.	£ s. d.
Bank of New Zealand . . . . .	499,983 0 0	17 per cent. per annum . . . . .	42,500 0 0	188,760 1 4
Union Bank of Australia . . . . .	1,250,000 0 0	17 per cent. per annum . . . . .	106,250 0 0	358,736 5 0
Bank of New South Wales . . . . .	1,000,000 0 0	20 per cent. per annum . . . . .	100,000 0 0	336,917 8 1
Bank of Australasia . . . . .	1,200,000 0 0	14 per cent. per annum . . . . .	78,750 0 0	370,000 9 3
Bank of Otago . . . . .	200,785 0 0	6 per cent. per annum . . . . .	5,868 15 1	2,773 7 7
Bank of Auckland . . . . .	49,204 10 0	10 per cent. per annum . . . . .	1,824 4 8	1,500 0 0
Commercial Bank of N.Z. . . . .	100,000 0 0	10 per cent. per annum . . . . .	2,749 3 3	5,000 0 0
<b>Totals . . . . .</b>	<b>£ 4,299,972 10 0</b>		<b>337,942 3 0</b>	<b>1,263,687 11 3</b>

Treasury, Wellington, 4th September, 1866.

J. WOODWARD, Assistant Treasurer.

RETURN of the VALUE of IMPORTS at the several Ports of NEW ZEALAND, during the Quarter ended the 30th JUNE, 1866.

COUNTRIES.	Auckland.	Russell.	Mongomui.	Hokianga.	New Plymouth.	Wanganui.	Wellington.	Napier.	Nelson.	Pictou.	Wairau.	Lyttelton.	Akaroa.	Timaru.	Hokitika.	Greymouth.	Oamaru.	Dunedin.	Invercargill.	Bluff Harbour.	Riverton.	Chatham Islands.	Totals.	Corresponding Quarter, 1865.	
United Kingdom	83129	...	...	...	11577	14126	95314	9048	41061	220	34	127508	291	10147	...	...	358	102839	8139	72	300	...	504163	688345	
<i>British Colonies, viz.:</i>																									
New South Wales	56841	...	...	1309	6158	7787	31674	10201	26922	1183	...	...	...	530	...	...	534	22616	780	15	...	...	166500	301178	
Victoria	20290	...	...	...	8320	...	32947	5120	26167	867	82	22288	...	235	...	...	318	196453	32882	4899	6012	...	460925	813723	
South Australia	14718	...	...	...	...	...	3753	...	5500	...	...	16248	...	...	...	...	...	1760	...	...	...	...	66537	55612	
Queensland	...	...	...	...	...	...	...	...	797	...	...	...	...	...	...	...	...	...	...	...	...	...	797	...	
Tasmania	8936	...	...	...	...	...	...	...	842	...	...	6215	...	...	1402	...	...	4037	...	...	...	15	18032	21089	
Mauritius	3720	...	...	...	...	...	...	...	6126	...	450	5490	...	...	...	500	...	17000	...	...	...	...	33286	3166	
Cape of Good Hope	...	...	...	...	...	...	...	...	...	...	...	845	...	...	...	...	...	...	...	...	...	...	...	...	
Fiji Islands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<i>Foreign Countries, viz.:</i>																									
U. States America	20485	516	115	...	...	...	...	...	4800	...	...	...	...	...	...	...	...	9488	...	...	...	...	35404	11534	
South America	10445	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12910	...	...	...	...	23355	65661	
China	1532	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1532	...	
New Caledonia	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	...	
France	...	...	...	...	...	...	...	...	...	...	...	...	82	...	...	...	...	...	...	...	...	...	32	...	
Norway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	180	...	
South Sea Islands	...	...	...	...	...	...	...	...	...	...	...	180	...	...	...	...	...	...	...	...	...	...	957	2640	
Southern Whale Fishery	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Totals	216093	516	115	1309	22097	21913	163688	24912	112215	2220	516	178774	323	10912	18342	37913	1210	300303	37801	4986	6312	15	1282485	...	
Corresponding Quarter, 1865	537927	603	...	377	25988	17963	154768	17584	Colling-wood 150	105493	2423	1827	127707	790	5682	8230	507	433478	18775	1233	1398	...	...	1462948	

Office of Commissioner of Customs,  
10th September, 1866.

WILLIAM SKEP,  
Secretary.

RETURN of the VALUE of EXPORTS from the several Ports of NEW ZEALAND, during the Quarter ended the 30th day of JUNE, 1866.

COUNTRIES.	Auckland.	Russell.	Kaipara.	Mongonui.	Hokianga.	New Plymouth.	Wanganui.	Wellington.	Napier.	Nelson.	Havelock.	Picton.	Wairau.	Lyttelton.	Hokitika.	Greymouth.	Dunedin.	Invercargill.	Bluff Harbour.	Chatham Islands.	Totals.	Corresponding Quarter, 1865.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
United Kingdom . . . . .	21800	...	...	...	...	...	...	37701	...	...	...	...	...	182947	...	16	154592	...	61682	...	458738	175851
<i>British Colonies, viz.:</i>																						
New South Wales . . . . .	25645	...	...	...	780	319	4564	315	2165	4197	119	11	...	2218	106787	121125	15522	6213	4	...	289984	239991
Victoria . . . . .	...	...	327	...	...	...	...	3658	...	9338	...	...	...	240	231485	74972	104811	1185	233	...	426249	180147
South Australia . . . . .	1872	...	...	1811	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3683	2500
Queensland . . . . .	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	5	...
Tasmania . . . . .	13	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	200	...	...	...	215	396
Mauritius . . . . .	350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	350	...
Fiji Islands . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	120	...	...	...	...	...	...	120	...
<i>Foreign Countries, viz.:</i>																						
United States of America . . . . .	1052	...	...	108	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	1174	177
South America . . . . .	804	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	1338	...	...	...	2151	20
China . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
South Sea Islands . . . . .	3208	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3208	521
Southern Whale Fishery . . . . .	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...
Totals . . . . .	54744	9	327	1919	780	319	4564	41674	2165	13540	119	11	...	185534	338274	196113	276477	7398	61919	...	1185886	...
Corresponding Quarter, 1865 . . . . .	20025	2	...	177	936	...	22	6428	14305	29533	701	5355	21174	86761	112148	...	287869	14184	...	...	...	599620

Office of Commissioner of Customs,  
Wellington, 10th September, 1866.

WILLIAM SEED,  
Secretary.

RETURN of the QUANTITY and VALUE of EXPORTS from NEW ZEALAND, during the Quarter ended the 30th day of JUNE, 1866.

ARTICLES.	Province of Auckland.		Province of Wellington.		Province of Taranaki.		Province of Hawke's Bay.		Province of Nelson.		Province of Marlborough.		Province of Canterbury.		Province of Otago.		Province of Southland.		Totals.		Corresponding Quarter 1865.
	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.	
Ale in Wood	..	£	..	£	..	£	..	£	..	£	..	£	..	£	..	£	..	£	112	5	..
Bark	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20	125	..
Butter	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	30	..
Cheese	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chrome Ore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cordage and Wool Lashing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Curiosities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Flax	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fruits	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grain	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gold Dust	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gum (Kauri)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hides	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Horns, Hoofs, Bones, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oil (Fish)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Onions	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Potatoes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Plants and Seeds	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Skins (Sheep, &c.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallow	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Timber (Sawn)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Timber (Hewn)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Timber (Spars)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whalebone	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wool	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Not classified	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals—Produce and Manufactures of the Colony	..	44818	..	45728	..	319	..	2160	..	12582	..	119	..	716468	..	270807	..	65667	..	1158668	566701
Other Colonial, British and Foreign Produce and Manufactures	..	12961	..	510	..	..	..	5	..	958	..	11	..	3453	..	5670	..	8650	..	27218	32919
Specie	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTALS	..	57779	..	46238	..	319	..	2165	..	13540	..	130	..	719921	..	276477	..	69817	..	1185886	..
Corresponding Quarter, 1865	..	21140	..	6450	..	..	..	14305	..	29533	..	27230	..	198909	..	287869	..	14184	..	599620	..

WILLIAM SEED, Secretary.

Office of Commissioner of Customs, 10th September, 1866.

RETURN of the NUMBER, TONNAGE, and CREWS of VESSELS ENTERED INWARDS at the several Ports of NEW ZEALAND during the Quarter ended the 30th day of JUNE, 1866.

PORT OF ARRIVAL.	WHENCE.						BRITISH.						FOREIGN.						TOTALS.														
	United Kingdom.		British Possessions.		Foreign Countries and Whale Fishery.		With Cargoes.			In Ballast.			Totals.			With Cargoes.			In Ballast.			Totals.			With Cargoes.			In Ballast.			Totals.		
	With Cargoes	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Auckland ...	2	...	27	...	9	...	35	12,515	523	...	...	35	12,515	523	3	494	22	...	...	...	3	494	22	38	13,009	545	...	...	...	38	13,009	545	
Mongonui ...	...	...	...	2	1	...	...	...	2	648	26	2	648	26	1	297	26	...	...	...	1	297	26	1	297	26	2	648	26	3	945	52	
Hokianga ...	...	...	1	...	...	...	1	216	8	...	...	1	216	8	...	...	...	...	...	...	...	...	1	216	8	...	...	...	1	216	8		
New Plymouth...	1	...	3	...	...	...	4	1,033	37	...	...	4	1,033	37	...	...	...	...	...	...	...	...	4	1,033	37	...	...	...	4	1,033	37		
Wanganui ...	...	...	4	...	...	...	4	469	28	...	...	4	469	28	...	...	...	...	...	...	...	...	4	469	28	...	...	...	4	469	28		
Wellington ...	4	...	17	...	...	...	20	7,433	301	...	...	20	7,433	301	1	671	16	...	...	...	1	671	16	21	8,104	317	...	...	...	21	8,104	317	
Napier ...	2	...	7	...	...	...	9	1,636	81	...	...	9	1,636	81	...	...	...	...	...	...	...	...	9	1,636	81	...	...	...	9	1,636	81		
Nelson ...	2	...	32	...	1	...	34	11,053	749	...	...	34	11,053	749	1	428	16	...	...	...	1	428	16	35	11,481	764	...	...	...	35	11,481	765	
Picton ...	...	...	3	...	...	...	3	1,428	120	...	...	3	1,428	120	...	...	...	...	...	...	...	...	3	1,428	120	...	...	...	3	1,428	120		
Lyttelton ...	3	...	11	...	2	...	15	6,024	192	...	...	15	6,024	192	1	834	15	...	...	...	1	834	15	16	6,858	207	...	...	...	16	6,858	207	
Timaru ...	...	...	1	...	...	...	1	134	7	...	...	1	134	7	...	...	...	...	...	...	...	...	1	134	7	...	...	...	1	134	7		
Hokitika ...	...	...	28	...	...	...	28	6,108	507	...	...	28	6,108	507	...	...	...	...	...	...	...	...	28	6,108	507	...	...	...	28	6,108	507		
Greymouth ...	...	...	7	...	...	...	7	455	37	...	...	7	455	37	...	...	...	...	...	...	...	...	7	455	37	...	...	...	7	455	37		
Oamaru ...	...	...	1	...	...	...	1	120	6	...	...	1	120	6	...	...	...	...	...	...	...	...	1	120	6	...	...	...	1	120	6		
Dunedin ...	2	...	22	...	3	...	23	6,984	306	...	...	23	6,984	306	4	1,505	48	...	...	...	4	1,505	48	27	8,489	354	...	...	...	27	8,489	354	
Invercargill ...	...	...	5	...	...	...	5	631	31	...	...	5	631	31	...	...	...	...	...	...	...	...	5	631	31	...	...	...	5	631	31		
Bluff Harbour ...	...	...	7	...	...	...	7	3,256	280	...	...	7	3,256	280	...	...	...	...	...	...	...	...	7	3,256	280	...	...	...	7	3,256	280		
Chatham Islands	...	...	1	...	...	...	1	154	23	...	...	1	154	23	...	...	...	...	...	...	...	...	1	154	23	...	...	...	1	154	23		
Totals ...	16	...	177	2	16	...	198	59,649	3,236	2	648	26	200	60,297	3,262	11	4,229	143	...	...	...	11	4,229	143	209	63,878	3,379	2	648	26	211	64,526	3,405

Office of the Commissioner of Customs,  
Wellington, 12th September, 1866.

WILLIAM SEED,  
Secretary.



I, JOHN STEPHENSON SMITH, 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 hereto, having been duly referred to me for investigation, I do hereby decide that the said persons are respectively entitled to Crown Grants of the land set against their names in the annexed Schedule.

Land Claims Office,  
New Plymouth, 1st August, 1866.

J. STEPHENSON SMITH,  
Commissioner of Land Claims.

SCHEDULE.

No. of Report.	No. of Claim.	Name of Claimant.	Commissioner's Decision.
976	441	Sarah Sophia White ...	Entitled to a grant of 2 acres 1 rood 20 perches, more or less, of Victoria Park, Fitzroy District.
977	1084	George Broadmore, surviving executor of the late George Patterson.	Entitled to a grant of Rural Allotment No. 782a., Grey District.
978	1083	Joseph Bennett White ...	Entitled to a grant of Rural Allotment No 513, Grey District.

BY virtue of the 15th clause of the New Zealand Company's Land Claimants Ordinance, Session XI. No. 15, I do hereby report that it is expedient that the legal estate in the Land specified in the following Schedule, and comprised in Reports on Claims made on the 10th August, 1866, should be deemed to have been in the Claimants thereto respectively from and after the dates placed opposite to the descriptions of the Land respectively.

Land Claims Office,  
New Plymouth, 1st August, 1866.

J. STEPHENSON SMITH,  
Commissioner of Land Claims.

SCHEDULE.

No. of Report.	Name of Claimant.	Description of Land Claimed.	Date of Legal Estate.
976	Sarah Sophia White ...	Part of Victoria Park, Fitzroy District ...	21st April, 1856.
977	George Broadmore, surviving executor of the late George Patterson	Rural Allotment No. 782a., Grey District	27th December, 1861.
978	Joseph Bennett White ...	Rural Allotment No. 513, Grey District ...	4th November, 1858.

A TRUE and PERFECT SCHEDULE of all BALANCES paid into the Treasury of the Colony of New Zealand, at Otago, on the 13th day of July, 1866, on account of Deceased Persons Estates, administered by ROBERT CHAPMAN, Esq., Registrar of the Supreme Court of New Zealand, as Official Administrator.

Names of Intestates.	Colonial Residence.	Supposed British or other Residence of Family.	Money received.	Payments made.	Balance in hands of Registrar.	Balance paid into Treasury.
Peter Jones - - -	Alexandra, miner -	- - -	£ s. d. 6 0 0	£ s. d. 0 13 6	- - -	£ s. d. 5 6 6
John Harrison - - -	Pomahaka, miner -	- - -	60 18 6	43 16 0	- - -	17 2 6
Peter Kane or Green	Dunedin, miner -	- - -	6 16 0½	6 2 0	- - -	0 14 0½
John Ede or Eade -	Kawarau Junction, miner	- - -	33 5 6	26 17 0	- - -	6 8 6
						29 11 6½

A TRUE and PERFECT SCHEDULE of all BALANCES paid into the Treasury of the Colony of New Zealand, at Invercargill, Southland, for the Quarter ended 30th June, 1866, on account of Estates of Deceased Persons, by NEIL FERGUSON, Deputy Registrar of the Supreme Court, as Official Administrator.

Names of Intestates.	Colonial Residence.	Supposed British Residence of Family.	Moneys received.	Payments made.	Balance paid into Colonial Sub-Treasury.	Balance in Bank of New Zealand.
James Fettes	Waimatuku Bush	Elgin, Scotland	£ s. d. *157 1 0	£ s. d. *19 3 6	} 53 14 0	} 1 6 6
Ditto	Ditto	Ditto	14 10 0	97 7 0		
Ditto, real estate	Ditto	Ditto	*40 17 6	5 4 6	} 31 9 6	}
Ditto, ditto	Ditto	Ditto	-	4 3 6		
James Bryan	Greenhills	Unknown	24 4 2	11 0 0	-	13 4 2
Emily Hogue	Invercargill	Bristol, England	197 9 0	55 17 6	-	141 11 6
Ditto, real estate	Ditto	Ditto	114 9 11	16 6 0	-	98 3 11
		Total	548 11 7	209 2 0	85 3 6	254 6 1

\* Per last Schedule.