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[No. 33.]

## PUBLIC NOTIFICATION.

By DANIEL POLLEN, Esq., Deputy Superintendent of the Province of Auckland.

**P**URSUANT to the powers vested in the Superintendent by the second clause of the "Highways Act, 1862," I do hereby declare that the lands comprised within the several boundaries hereunder described shall be a district under the said Act; and that such district shall be known by a name thereto prefixed, that is to say—

### THE PAPAROA DISTRICT.

All those lands (the town and suburbs of Pahi excepted) comprised within the boundaries of the parish of Paparoa, including all the roads traversing the before mentioned boundaries.

Given under my hand, at Auckland, this 10th day of October, one thousand eight hundred and sixty-six.

DANIEL POLLEN,  
Deputy of the Superintendent.

## PUBLIC NOTIFICATION.

By DANIEL POLLEN, Esq., Deputy of the Superintendent of the Province of Auckland.

**P**URSUANT to the powers vested in the Superintendent by the second clause of the "Highways Act, 1862," I do hereby declare that the lands comprised within the

several boundaries hereunder described, shall be a district under the said Act, and that such district shall be known by the name thereto prefixed, that is to say,—

### MOUNT ALBERT DISTRICT.

Bounded on the NORTH by the northern boundary of section No. 5 of the Parish of Waitemata from the north-western angle of lot 35 to the north-eastern angle of lot 1 of section No. 5 aforesaid, and by the northern boundary of lot 1 of section No. 7, to the road which forms its eastern boundary. On the EAST by the road which forms the eastern boundary of lot 1 of section No. 7 aforesaid, and also the north-eastern boundary of lot 2 of section No. 10 to the northernmost point of lot 1 of said section; thence by the north-western and part of the southern boundaries of lot 1 aforesaid to the north-eastern angle of lot 10 of said section; thence by eastern and southern boundaries of said lot 10 to the road which forms the eastern boundaries of lots 11 and 12; thence crossing that road and by its western side to the south-east angle of lot 12 aforesaid, and by the southern boundary of said lot 12, crossing the road to the north-east angle of lot 137 by the east boundary of said lot 137 and east boundary of lot 138, and south boundaries of lot 138 aforesaid and lot 153 (crossing a road) to the eastern boundary of lot 170; thence by part of said boundary of said lot, and the whole of the eastern and southern boundaries of lot 169 to a rivulet; thence by the said rivulet to the northernmost angle of lot 42,

and by the north-eastern and eastern boundaries of lot 42 aforesaid, and a continuation of the last-mentioned boundary to the southern side of the road which forms the north-eastern boundary of lot 50; thence by said road and the road which forms the south-eastern boundary of lot 50 aforesaid to a point on the road being a continuation of the north-eastern boundary of lot 51; thence crossing the before-mentioned road and by the north-eastern and south-eastern boundaries of lot 51 aforesaid, to the road which forms its south-western boundary; thence crossing said road and by the south-eastern boundary of lot 52 to the rivulet; thence westerly along said rivulet to the north-eastern boundary of lot 65; thence by said boundary to the south-eastern angle of said lot; thence by the road which forms the southern boundary of lot 65, the north-eastern and south-eastern boundaries of lot 85, and the south-eastern boundary of lot 86 to the Whau creek. On the South by the Whau creek from the south-eastern boundary of lot 86 aforesaid to the north-western boundary line of lot 13. And on the WEST by said boundary line to the road which forms its north-eastern boundary; thence crossing the road from angle to angle; thence by said road, which also forms part of the western and the whole of the northern boundaries of lot 64, and part of the south-western boundary of lot 62, to the southern boundary of lot 61, and by said boundary to the rivulet: thence by said rivulet to the south-eastern boundary of lot 32, and by said boundary to the road which forms its north-eastern boundary; thence crossing said road, and by the south-eastern and north-eastern boundaries of lot 35, and the eastern boundary of lot 29 to the rivulet; thence by said rivulet eastward to the south-western point of lot 172; thence by the north-western and north-eastern boundaries of said lot 172 to the road which forms its eastern boundary; thence southerly along that road to its nearest angle; thence crossing said road from angle to angle, and by the south-western boundary of lot 176, and the south-western and north-eastern boundaries of lot 177, to its north-eastern angle; thence across the road from said angle to the south-eastern angle of lot 37 of section No. 5 aforesaid; thence by the southern and western boundaries of said lot 37, and the western boundaries of lots 36 and 35 to the point of commencement.

Given under my hand, at Auckland,  
the 10th day of October, One  
thousand eight hundred and sixty-  
six.

DANIEL POLLEN,

Deputy Superintendent.

#### PUBLIC NOTIFICATION.

By DANIEL POLLEN, Esq., Deputy  
Superintendent of the Province of  
Auckland.

**N**OTICE is hereby given that all persons claiming a right to vote at the election of the Board of Trustees for the "Mount Albert District," under the "Highways Act, 1862," are to send in their claims to Allan Kerr Taylor, Esq., on or before the 15th day of November next, and that such claims must be in the statutory form, which can be obtained on application to Mr. Taylor.

Dated the 10th October, 1866.

DANIEL POLLEN,  
Deputy Superintendent.

#### PUBLIC NOTIFICATION.

Superintendent's Office,  
Auckland, 12th October, 1866.

**I** HEREBY notify that the Chairman of the Annual Meeting of the Electors of the "East Tamaki District" has, in accordance with the provisions of the "Highway Act, 1862," presented to me, in writing, the names of the undermentioned gentlemen elected Highway Trustees for that District:—

BURNS, DAVID.  
POWELL, W. W.  
SHAKELL, ARTHUR R.  
STYAK, JOHN.  
THOMSON, DAVID.

DANIEL POLLEN,  
Deputy Superintendent.

#### PUBLIC NOTIFICATION.

Superintendent's Office,  
Auckland, 12th October, 1866.

**I** HEREBY notify that the Chairman of the Annual Meeting of the Electors of the "Mangarei District" has, in accordance with the provisions of the "Highway Act, 1862," presented to me, in writing, the names of the undermentioned gentlemen elected Highway Trustees for that District:—

COOPER, EDWARD.  
HALE, ROBERT.  
HAWKE, GEORGE.  
ROBERTSON, JAMES, JUNR.  
TUCK, JAMES.

DANIEL POLLEN,  
Deputy Superintendent

#### PUBLIC NOTIFICATION.

Superintendent's Office,  
Auckland, October 16th, 1866.

**I** HEREBY notify for general information that the following gentlemen have consented to act as Commissioners for collecting

and transmitting articles from this place to the Paris Exhibition:—

SAMUEL COCHRANE, Esq.  
W. C. DALDY, Esq.  
JEROME CADMAN, Esq.,  
CHARLES HEAPHY, Esq.

HUGH CARLETON,  
For the Superintendent.

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PUBLIC NOTIFICATION.

By FREDERICK WHITAKER, Esq.  
Superintendent of the Province of  
Auckland.

NOTICE is hereby given that all persons claiming a right to vote at the election of a Board of Trustees, for the district of Upper Mahurangi, under the "Highway Act, 1862," are to send in their claims to C. H. J. Hill, Esq., on or before the 24th day of November next; and that such claims must be in the statutory form, which can be obtained on application to Mr. Hill.

Dated the 18th day of October, 1866.

FREDK. WHITAKER,  
Superintendent of the Province of Auckland

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PUBLIC NOTIFICATION.

By FREDERICK WHITAKER, Esq.,  
Superintendent of the Province of  
Auckland.

PURSUANT to the powers vested in the Superintendent by the second clause of the "Highways Act, 1862," I do hereby declare that the lands comprised within the several boundaries hereunder described shall be a district under the said Act, and that such district shall be known by a name thereto prefixed, that is to say—

DISTRICT OF WAIRAU.

All those lands comprised within the boundaries of the parish of Wairau, including all the roads traversing the before mentioned boundaries.

Given under my hand, at Auckland,  
this 18th day of October, one  
thousand eight hundred and sixty-  
six.

FREDK. WHITAKER,  
Superintendent of the Province of Auckland.

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PUBLIC NOTIFICATION.

Superintendent's Office,  
Auckland, 23rd October, 1866.

I HEREBY notify that the Chairman of the Annual Meeting of the Electors of the "Mount Wellington District" has, in accordance with the provisions of the "High-

ways Act, 1862," presented to me, in writing, the names of the undermentioned gentlemen elected Highway Trustees for that district:—

MR. THOMAS CAWKWELL.  
" W. OSBORNE HAMLIN.  
" G. E. IRELAND.  
" BARTON IRELAND.  
" R. N. RYBURN.

HUGH CARLETON,  
For the Superintendent.

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PUBLIC NOTIFICATION.

Superintendent's Office,  
Auckland, 23rd October, 1866.

I HEREBY notify that the Chairman of the Annual Meeting of the Electors of the "West Tamaki District" has, in accordance with the provisions of the "Highway Act, 1862," presented to me, in writing, the names of the undermentioned gentlemen elected Highway Trustees for that district:—

MR. GEORGE HOWARD.  
" GEORGE GLEW.  
" JAMES GOLLEN.  
" BENJAMIN MACLEAN.  
" WILLIAM INNES TAYLOR.

HUGH CARLETON,  
For the Superintendent.

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Superintendent's Office,  
Auckland, October 23rd, 1866.

THE following Rules and Regulations published in the *New Zealand Gazette* are republished for general information.

HUGH CARLETON,  
Provincial Secretary.

General Post Office,

Wellington, 6th October, 1866.

THE following Rules and Regulations for the Wynyard Pier, Auckland, approved of by the Governor in Council, are published for general information.

JOHN HALL.

RULES AND REGULATIONS FOR THE WYNYARD  
PIER.

1st. No lighter, cargo boat, trading or other vessel, and no raft baulk timber, or other bulky article, is allowed to lie or ground alongside the Wynyard Pier, or to be in any way made fast to the same.

2nd. No cargo, timber, or goods whatsoever (personal luggage excepted) shall be landed or shipped from the Wynyard Pier.

3rd. No boat shall be made fast in such a manner as to obstruct or impede access to the steps; and in case any person causing such obstruction or impediment will not re-

move or cause to be removed the same, when ordered by the Harbour Master, pilot, or officer appointed for the purpose by the Superintendent, the Harbour Master, pilot, or officer appointed may remove such obstruction.

4th. None but licensed watermen's boats are allowed to be moored to the pier during the night, and all others must be hauled off to their own moorings, leaving the steps clear.

5th. Washing of clothes or other articles on the pier is prohibited.

6th. Fishing from or off the steps of the pier is prohibited.

*Bye-law made by His Honor, the Superintendent of the Province of Auckland, by virtue of Clause 38 of "The Marine Board Act, 1863."*

Any person offending against any of the Rules and Regulations for the Wynyard Pier, made and published by His Honor the Superintendent of Auckland, bearing date the fifth day of June, shall be liable to the following penalties, recoverable in a summary way, viz. :—

For every breach of the first, second, third, and fourth Regulation, any sum not exceeding ten pounds; of the fifth or sixth Regulation, any sum not exceeding two pounds.

I, Frederick Whitaker, Superintendent of the Province of Auckland, by virtue of all the powers in any wise enabling me in this behalf, do hereby make and publish the foregoing Rules and Regulations.

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

FREDERICK WHITAKER,  
Superintendent.

Native Land Court Office,  
Auckland, October 3rd, 1866.

IN addition to those already Gazetted, the undermentioned gentleman has received a License to Survey Lands, under the "Native Lands Act 1865."

JOHN RUSSELL, Esq.  
F. D. FENTON,  
Chief Judge.

Native Land Court Office,  
Auckland, October 11th, 1866.

IN addition to those already gazetted, the undermentioned gentleman has received a license to survey land under the "Native Lands, Act, 1865"—

N. G. CLAYTON, Esq.  
A. J. DICKEY,  
Chief Clerk,

In the absence of the Chief Judge.

## NOTICE.

Native Land Court Office,  
Auckland, October 18th, 1866.

NOTICE is hereby given that the Crown Grants to the undermentioned persons for the undermentioned Blocks of Land in the Province of Auckland, are now in this office ready for issue to the grantees or persons authorised in writing by them to receive them.

A. J. DICKEY,  
Chief Clerk.

District.	Area.	Name of Block.	Name of Grantee.
Whangarei	A. 260 R. 0 P. 0	Kopipi	Mohi te Pake and others
Kaipara	A. 233 R. 0 P. 0	Rangiora	Arama Karaka Haututu
Hokianga	A. 81 R. 0 P. 0	Opara	Elizabeth Ferguson
Kaipara	A. 1090 R. 0 P. 0	Parakeke	Maitikihua and others
Bay of Islands	A. 15 R. 0 P. 0	Motu Kauri	Mohi Paka
Bay of Islands	A. 5 R. 0 P. 0	Kuranui	Tamati Whatanga
Bay of Islands	A. 65 R. 0 P. 0	Kakamatenga	Hori Koto
Hokianga	A. 797 R. 1 P. 33	Te Kahikatoa	Rawiri te Whare and others

## IN THE SUPREME COURT OF NEW ZEALAND.

*Northern District.*

In the estates of JOHN WILLIAM MILNER, late of Cambridge, in the Waikato District, settler, JAMES MCKENZIE, late of Auckland, seaman, JOHN LEWIS, late of Auckland, Mariner, and PATRICK DWYER, late a private in the first Regiment Waikato Militia.

PURSUANT to the Rule of this Honourable Court, the Creditors of the above named Intestates, are on or before the

sixteenth day of January next, to come in and prove their debts before Laughlin O'Brien, Esquire, the Registrar of the said Court, at his Office in the Court House, Eden Street Auckland, or in default thereof they will be a peremptorily excluded from all benefits arising from the said estates.

L. O'BRIEN,  
Registrar.

Supreme Court Office, Eden Street,  
Auckland, 13th October, 1866.

#### NOTICE.

**T**HE Chairman of the Board of Highway Trustees for the district of Waitakerei South desires it to be notified for general information that they have appointed

MR. C. W. ALBERTON

to be Rate Collector for that district (vice J. M. Haslett resigned) for the present year.

By Order.

October, 18, 1866.

#### NOTICE.

**M**R. JOHN WILLIAM MERRICK has this day retired from our firm.

J. H. BURNSIDE & CO.

Auckland, 4th October, 1866.

#### CROWN GRANTS.

Crown Lands Office,  
Auckland, 22nd October, 1866.

**I** HEREBY notify that Crown Grants (Militia) in favor of the persons named in the following Schedule are now ready for delivery, at the Office of the Registrar of Deeds, High-street, Auckland.

J. WILLIAMSON,  
Commissioner of Crown Lands.

#### Schedule.

Babington, W. H., 2; Bond, P., Bell, G., Curran, P., Carnie, D., Crymble, W., Clinton, P. J., Caldwell, W., Craig, M., Clotworthy, G., Devlin, H., Davis, T., Gibson, T., Hinchcliffe, E., Jeffares, H., Kiddle, J., and others, 2; McGuirk, J. W., McHardy, A. F., Mitchell, J. B., McCarthy, P., 2; McWha, W., Morgan, J., Myles, E., Martin, J. W., McPherson, J., McCulloch, J., Neill, M. G., 2; O'Brien, W., 2; Peacocke, W., Roper, T., 2; Robinson, J., Sleigh, M. J., 2; Thorpe, J., Whitfield, A., 2; Wilson, J. B., 2; Yeats, G. W., 2.

The Commissioner of Crown Lands calls attention to the following clauses of the "Crown Grants Act, 1866," recently passed by the General Assembly.

Clause 39. There shall be paid upon all grants to be hereafter issued which may be left in the charge or custody of any Commissioner of Crown Lands or other officer charged with the delivery of the same a fee of sixpence for every month during which they shall have been so left after the expiration of three months from the date of the notice in the Gazette of the Province wherein the lands are situate that such grants are ready for delivery.

Clause 40. There shall be paid upon all grants issued prior to the passing of this Act and left as aforesaid in the custody of the officer charged with the delivery thereof a fee of sixpence per month for every month during which they shall be so left after two months subsequent to the passing of this Act.

Clause 41. Whenever the fees due in respect of the custody of a Crown Grant shall amount to above one pound the same shall be recovered by the Commissioner in a summary manner.

#### PUBLIC NOTIFICATION.

By DANIEL POLLEN, Esq., Deputy-Superintendent of the Province of Auckland.

**U**NDER and in pursuance of the powers vested in the Superintendent in that behalf, I hereby notify for public information, that all those pieces or parcels of land enumerated in the schedule hereunder written, will be offered for sale at the Hot Springs, Mahurangi, at 12 o'clock noon, on the 14th day November, one thousand eight hundred and sixty six, as General Country Land.

Given under my hand, at Auckland, in the said Province, this tenth day of October, one thousand eight hundred and sixty-six.

DANIEL POLLEN,  
Deputy of the Superintendent of the Province of Auckland.

#### SCHEDULE OF GENERAL COUNTRY LANDS.

Lot.	Area.			Upset Price.		
	A.	R.	P.	£	s.	d.
64	95	0	0	47	10	0
65	165	0	0	82	10	0
66	66	0	0	33	0	0
67	78	0	0	39	0	0
68	91	0	0	45	10	0
69	122	0	0	61	0	0
70	175	0	0	87	10	0
71	194	0	0	97	0	0
72	191	0	0	95	10	0

PUBLIC NOTIFICATION.

By **FREDERICK WHITAKER** Esq.  
Superintendent of the Province  
of Auckland.

**U**NDER and in pursuance of the powers  
vested in the Superintendent in that  
behalf, I hereby notify for public information,  
that all those pieces or parcels of land  
enumerated in the Schedule hereunder  
written, will be offered for sale by public  
auction, at the Waste Lands Office, at  
Auckland, on the 31st day of December, One  
thousand Eight hundred and Sixty Six, as Town  
and Suburban Land at the hour of Twelve  
noon.

Given under my hand, at Auckland,  
this 17th day of October in the  
Year of our Lord One thousand  
eight hundred and sixty-six.

**FREDERICK WHITAKER**  
Superintendent of the Province  
of Auckland

SCHEDULE OF TOWN & SUBURBAN  
LANDS.

SUBURBAN LAND

Parish of Mongonui East County of  
Mongonui.

Lot.	Area.	Upset Price.			
			£	s.	d.
67	7 0 31	14 10 0			
68	6 1 7	12 10 0			
69	4 0 38	8 10 0			
70	5 0 28	10 10 0			

TOWNSHIP OF HOKIANGA.

Parish of Hokianga County of Hokianga.

62	0 1 10	1 5 0
63	0 1 5	1 5 0
64	0 0 37	1 5 0
65	0 1 1	1 5 0
66	0 1 16	1 5 0
68	0 1 0	1 5 0
69	0 1 9	1 5 0
70	0 1 8	1 5 0
71	0 1 2	1 5 0
72	0 1 0	1 5 0
73	0 1 0	1 5 0
74	0 1 0	1 5 0
75	0 1 0	1 5 0
76	0 1 0	1 5 0
77	0 1 0	1 5 0
78	0 1 17	1 5 0
80	0 1 0	1 5 0
83	0 1 0	1 5 0
84	0 1 0	1 5 0
85	0 1 4	1 5 0
86	0 1 5	1 5 0
87	0 1 1	1 5 0
88	0 1 4	1 5 0
89	0 1 10	1 5 0
90	0 1 29	2 10 0
91	0 1 9	1 5 0
92	0 1 13	1 5 0
93	0 1 16	1 5 0

94	0 1 0	1 5 0
95	0 1 0	1 5 0
96	0 1 0	1 5 0
97	0 1 0	1 5 0
99	0 1 18	1 5 0
100	0 1 22	2 10 0
101	0 1 4	1 5 0
102	0 1 10	1 5 0
103	0 1 26	2 10 0
104	0 0 26	1 10 0
105	0 1 0	1 5 0
106	0 1 0	1 5 0
109	0 1 0	1 5 0
110	0 1 0	1 5 0
111	0 1 4	1 5 0
112	0 1 14	1 5 0
113	0 1 6	1 5 0
116	0 1 7	1 5 0
117	0 1 1	1 5 0
118	0 1 0	1 5 0
119	0 1 0	1 5 0
120	0 1 6	1 5 0
121	0 1 0	1 5 0
122	0 1 13	1 5 0
123	0 0 30	1 5 0
124	0 1 0	1 5 0
125	0 1 0	1 5 0
126	0 1 0	1 5 0
127	0 1 0	1 5 0
128	0 1 0	1 5 0
129	0 1 0	1 5 0
130	0 1 0	1 5 0
131	0 1 8	1 5 0
132	0 1 8	1 5 0
135	0 1 4	1 5 0
137	0 1 0	1 5 0
138	0 1 0	1 5 0
139	0 1 0	1 5 0
140	0 1 0	1 5 0
141	0 1 0	1 5 0
142	0 1 0	1 5 0
143	0 1 0	1 5 0
145	0 1 0	1 5 0
146	0 1 0	1 5 0
147	0 1 0	1 5 0
148	0 1 5	1 5 0
149	0 1 0	1 5 0
150	0 0 37	1 5 0
151	0 1 6	1 5 0
152	0 1 0	1 5 0

SUBURBS OF THE TOWNSHIP OF  
HOKIANGA.

Parish of Hokianga County of Hokianga.		
1	0 2 32	1 10 0
2	0 3 8	1 10 0
3	0 2 5	1 0 0
4	0 2 32	1 10 0
6	0 2 32	1 10 0
7	0 3 30	2 0 0
8	1 0 11	2 0 0
9	0 3 16	1 10 0
10	0 3 29	2 0 0
11	0 3 16	1 10 0
12	0 3 16	1 10 0
13	0 3 16	1 10 0
14	1 0 30	2 10 0
15	0 3 22	2 0 0

17	0 3 21	2 0 0	323	1 0 0	5 0 0
18	1 1 1	2 0 0	325	1 0 0	5 0 0
19	0 3 8	1 10 0	327	1 0 0	5 0 0
20	0 2 2	1 0 0	329	1 0 33	6 5 0
21	0 1 30	1 0 0	331	1 1 0	6 5 0
22	0 1 30	1 0 0	333	1 0 0	5 0 0
23	0 2 12	1 0 0	335	1 0 0	5 0 0
24	0 3 11	1 10 0	342	1 0 0	5 0 0
25	0 3 5	1 10 0	343	1 0 0	5 0 0
26	0 2 12	1 0 0	344	1 0 0	5 0 0
27	0 2 19	1 0 0	350	1 2 0	7 10 0
28	1 1 19	2 10 0	351	1 2 0	7 10 0
29	1 1 6	2 10 0	352	1 2 0	7 10 0
30	1 2 6	3 0 0	353	1 2 0	7 10 0
32	0 3 8	1 10 0	360	1 0 0	5 0 0
33	0 3 8	1 10 0	361	1 0 0	5 0 0
34	0 3 15	1 10 0	362	1 0 0	5 0 0
35	1 0 16	2 0 0	369	1 0 0	5 0 0
36	1 1 5	2 10 0	371	1 0 0	5 0 0
37	1 0 4	2 0 0	373	1 0 0	5 0 0
39	1 3 24	4 0 0	376	1 0 0	5 0 0
40	1 1 6	2 10 0	377	1 1 0	6 5 0
41	0 3 28	2 0 0	385	1 0 0	5 0 0
42	0 3 34	2 0 0	387	1 0 0	5 0 0
43	1 0 38	2 10 0			
45	1 0 24	2 10 0			
46	1 0 30	2 10 0			
47	0 3 21	2 0 0			
49	0 2 22	1 10 0			
50	0 3 22	2 0 0			
51	1 0 28	2 10 0			
52	0 3 31	2 0 0			
53	1 2 16	3 0 0			
54	0 3 20	1 10 0			
55	0 3 29	1 10 0			
56	1 0 32	2 10 0			
58	1 0 2	2 0 0			
59	0 3 26	2 0 0			
60	0 3 17	2 0 0			
62	0 3 25	2 0 0			
63	1 0 25	2 10 0			
64	0 3 3	1 10 0			
TOWNSHIP OF TOKA TOKA.					
Parish of Toka Toka County of Marsden.					
			10	0 2 5	2 10 0
			13	0 1 4	5 0 0
			14	0 1 3	5 0 0
			15	0 0 35	5 0 0
			16	0 2 1	2 10 0
			17	0 2 1	2 10 0
			18	0 2 8	2 10 0
			20	0 2 1	2 10 0
			21	0 2 1	2 10 0
			23	0 1 32	10 0 0
			24	0 1 20	10 0 0
			25	0 2 6	2 10 0
			28	0 1 28	2 10 0
			29	0 1 39	2 10 0
			30	0 2 0	2 10 0
			32	0 2 6	2 10 0
			33	0 2 7	2 10 0
			34	0 1 31	2 10 0
			35	0 1 31	2 10 0
			36	0 2 9	2 10 0
			37	0 2 9	2 10 0
			39	0 2 9	2 10 0
			42	0 2 9	2 10 0
			43	0 2 9	2 10 0
			44	0 2 9	2 10 0
			45	0 2 9	2 10 0
			46	0 1 31	2 10 0
			52	0 2 1	2 10 0
			53	0 2 1	2 10 0
			55	0 2 2	2 10 0
			56	0 2 21	3 15 0
			57	0 2 10	2 10 0
			59	0 2 19	2 10 0
			60	0 1 39	2 10 0
			61	0 2 0	2 10 0
			62	0 2 0	2 10 0
			63	0 1 37	2 10 0
			65	0 1 39	2 10 0
			67	0 1 39	2 10 0
			68	0 1 9	1 5 0
			69	0 2 4	2 10 0
GRAHAM TOWN.					
Parish of Owhiwa County of Marsden.					
199	0 2 0	10 0 0			
200	0 2 0	10 0 0			
201	0 2 0	10 0 0			
202	0 2 0	10 0 0			
268	0 3 12	5 0 0			
281	1 0 0	5 0 0			
284	1 0 0	10 0 0			
288	1 0 0	5 0 0			
289	1 0 0	5 0 0			
291	1 0 0	5 0 0			
292	1 0 0	5 0 0			
293	1 0 0	5 0 0			
294	1 0 0	5 0 0			
297	1 0 0	5 0 0			
298	1 0 0	5 0 0			
299	1 0 0	5 0 0			
303	1 0 0	5 0 0			
304	1 0 0	5 0 0			
305	1 0 0	5 0 0			
308	1 0 0	5 0 0			
309	1 0 0	5 0 0			
310	1 0 0	5 0 0			
321	1 0 0	5 0 0			

70	0 2 0	2 10 0	38	0 1 22	2 10 0
71	0 2 0	2 10 0	39	0 2 0	2 10 0
73	0 2 26	3 15 0	40	0 2 2	2 10 0
90	0 1 30	2 10 0	41	0 1 36	2 10 0
92	1 0 0	5 0 0	42	0 1 32	2 10 0
93	1 0 0	5 0 0	43	0 2 9	2 10 0
94	1 0 0	5 0 0	44	0 1 36	2 10 0
96	0 2 0	2 10 0	45	0 1 36	2 10 0
98	0 2 5	2 10 0	46	0 1 36	2 10 0
99	0 1 38	2 10 0	48	0 1 36	2 10 0
100	0 3 25	5 0 0	49	0 1 36	2 10 0
101	0 3 0	3 15 0	50	0 1 36	2 10 0
102	0 3 38	5 0 0	51	0 1 36	2 10 0
104	1 0 35	6 5 0	52	0 2 1	2 10 0
105	1 0 6	5 0 0	53	0 3 30	5 0 0
106	0 1 36	2 10 0	55	0 2 0	2 10 0
108	1 0 13	5 0 0	56	0 2 0	2 10 0
109	1 0 15	6 5 0	58	0 2 0	2 10 0
110	1 0 1	5 0 0	59	0 2 0	2 10 0
111	0 3 35	5 0 0	60	0 2 11	10 0 0
112	0 2 9	2 10 0	61	0 2 6	10 0 0
113	1 0 5	5 0 0	62	0 2 6	10 0 0
115	1 2 7	7 10 0	63	0 2 2	10 0 0
116	1 2 2	7 10 0	64	0 2 9	10 0 0

MATAKOHE SUBURBAN LAND.

Parish of Matakoho County of Marsden.			65	0 2 0	10 0 0
8	3 0 9	6 0 0	66	0 2 3	10 0 0
9	1 3 2	3 10 0	67	0 2 14	10 0 0
11	5 2 28	5 15 0	68	0 1 37	10 0 0
12	6 2 15	6 10 0	69	0 2 19	2 10 0
13	5 2 17	5 10 0	70	0 2 0	2 10 0
16	4 3 27	5 0 0	71	0 2 0	2 10 0
17	2 1 29	2 10 0	72	0 2 0	2 10 0
22	6 1 25	6 10 0	73	0 2 0	2 10 0
23	9 2 19	9 10 0	74	0 2 0	2 10 0
29	2 3 5	5 10 0	77	0 1 35	10 0 0
30	11 2 22	23 10 0	78	0 2 27	12 10 0
31	12 1 5	12 5 0	79	0 2 4	10 0 0
32	7 0 1	7 0 0	80	1 0 9	20 0 0
33	6 3 28	7 0 0	81	1 0 13	20 0 0
34	16 1 37	16 10 0	82	0 3 36	20 0 0
35	8 2 14	8 10 0	84	1 0 24	20 0 0
38	9 2 19	9 10 0	85	1 0 12	20 0 0
39	9 2 7	9 10 0	86	1 0 10	20 0 0
40	2 3 10	2 15 0	87	1 0 8	20 0 0
41	2 2 0	5 0 0	88	1 0 2	20 0 0
42	7 3 16	15 10 0	89	2 0 12	40 0 0
43	8 3 2	8 15 0	90	1 0 17	20 0 0
45	4 3 24	5 0 0	91	1 0 19	20 0 0
46	5 3 33	12 0 0	92	1 0 3	20 0 0

TOWNSHIP OF PAHI.

Parish of Paparoa County of Marsden.			93	1 0 1	20 0 0
3	0 1 0	5 0 0	94	1 0 13	20 0 0
4	0 1 0	5 0 0	95	1 0 18	20 0 0
5	0 1 0	5 0 0	96	0 2 0	2 10 0
12	0 1 0	5 0 0	98	0 2 12	2 10 0
13	0 1 3	5 0 0	99	1 0 36	25 0 0
14	0 1 2	5 0 0	130	0 2 3	10 0 0
15	0 1 0	5 0 0	131	0 2 6	10 0 0
16	0 1 0	5 0 0	132	0 2 9	10 0 0
31	0 1 36	2 10 0	133	0 2 12	10 0 0
32	0 1 36	2 10 0	134	0 2 10	10 0 0
33	0 1 36	2 10 0	135	0 2 2	10 0 0
35	0 1 36	2 10 0	136	0 2 6	10 0 0
36	0 1 36	2 10 8	137	0 2 9	10 0 0
			138	0 2 8	10 0 0
			143	0 2 12	10 0 0
			144	0 3 6	3 15 0
			146	0 2 0	2 10 0
			147	0 2 1	2 10 0

148	0 2 1	2 10 0
149	0 2 1	2 10 0
151	0 2 30	3 15 0
152	0 2 10	2 10 0
153	0 2 33	3 15 0
154	0 2 6	2 10 0
157	0 2 32	15 0 0

SUBURBS OF THE TOWNSHIP OF PAHI.

Parish of Paparoa County of Marsden.		
1	5 2 23	5 15 0
2	4 3 5	4 15 0
4	4 3 32	5 0 0
5	5 1 32	5 10 0
6	5 1 18	5 5 0
7	4 3 32	5 0 0
8	4 3 22	5 0 0
9	4 2 19	4 10 0
10	7 1 19	7 5 0
11	9 1 24	9 10 0
12	10 0 12	10 0 0
13	10 0 25	10 15 0
15	8 3 18	8 15 0
16	8 0 19	8 0 0
17	5 3 29	6 0 0
18	5 2 19	5 10 0
19	5 0 34	5 5 0
25	8 3 15	8 15 0
26	9 2 12	9 10 0
27	10 1 23	10 10 0
28	9 1 12	9 5 0

VILLAGE OF MAHURANGI.

Parish of Mahurangi County of Marsden.		
191	1 0 22	6 5 0
192	1 0 35	6 5 0
193	1 2 16	7 10 0
194	1 1 32	7 10 0
195	1 0 34	6 5 0
196	1 0 34	6 5 0

SUBURBAN LAND.

Parish of Pakuranga County of Eden.		
179	6 0 0	30 0 0
180	7 0 0	35 0 0
181	6 0 0	30 0 0
182	8 0 0	40 0 0

SUBURBS OF THE VILLAGE OF WEYMOUTH.

Parish of Karaka County of Eden.

1	10 0 15	20 0 0
9	15 0 8	30 0 0
22	21 2 5	23 0 0

PARISH OF WAIUKU, EAST.

County of Eden.

SUBURBAN LAND.

SUBDIVISION } No. 7 of LOT 98	4 3 0	4 15 0
SUBDIVISION } No. 9 of LOT 98	5 0 0	5 0 0

SMALL LOT NEAR THE VILLAGE OF PANMURE.

Parish of Waitemata.  
County of Eden.

Sec.	Lot.	Area.	£	s.	d.
1	52	A. R. P. 2 1 26	12	10	0

SUBURBAN LAND.

REMUERA.

Section 16 of the Suburbs of Auckland.

228	1 0 0	20 0 0
229	1 0 0	20 0 0
230	1 0 0	20 0 0
231	0 3 21	20 0 0
232	1 0 0	20 0 0
233	1 0 0	20 0 0
234	1 0 0	20 0 0

TOWN OF WOOD SIDE, NORTH SHORE,

PARISH OF TAKAPUNA.

County of Eden.

6	0 0 30	12 10 0
7	0 0 28	12 10 0
24	0 0 32	12 10 0
25	0 0 32	12 10 0
26	0 0 32	12 10 0
27	0 0 32	12 10 0
28	0 0 32	12 10 0
29	0 0 32	12 10 0
30	0 0 32	12 10 0
31	0 0 32	12 10 0
32	0 1 0	12 10 0
33	0 0 18	6 5 0
34	0 0 34	12 10 0
35	0 0 32	12 10 0
36	0 0 32	12 10 0
37	0 0 32	12 10 0
38	0 0 32	12 10 0
39	0 0 32	12 10 0
40	0 0 32	12 10 0
41	0 0 32	12 10 0
59	0 0 35	12 10 0
60	0 0 29	12 10 0
61	0 0 31	12 10 0
62	0 0 37	12 10 0
63	0 1 2	12 10 0
64	0 1 9	12 10 0
65	0 1 7	12 10 0

SUBURBAN LAND.

Parish of Matakana County of Marsden,  
(Known as *Martello Rock*.)

76	5 0 0
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PUBLIC NOTIFICATION.

I hereby notify that all that piece or parcel of land mentioned in the Schedule hereunder written, will on Monday the 31st day of December next, at the Waste Lands Office, at Auckland, be offered for Lease by

Public Auction, at 11 o'clock in the forenoon. Conditions will be made known at time of sale.

J. WILLIAMSON.  
Commissioner of Crown Lands.

NORTH HEAD OF WAITEMATA HARBOUR.			
Parish of Takapuna, County of Eden.			
Sec.	Lot.	Area.	
		A.	R. P.
2	38	21	2 26

#### NOTICE TO MARINERS.

Superintendent's Office,  
Auckland, October 23rd, 1866.

**T**HE following Notice is published for general information.

HUGH CARLETON,  
Provincial Secretary.

#### MANUKAU HARBOUR, NEW ZEALAND.

Notice is hereby given that two Beacons, each forty feet high, painted white, cone-shaped at top, and six hundred feet apart, are now erected on the north side of the Harbour, abreast of the South Head signal station; and by keeping the same in line, bearing north  $\frac{1}{2}$  west (by compass) from the line of beacons on South Head, will lead a fairway course to clear the "Tranm  er" Shoal, "Emma" Bank, and South Head Spit; and when the extreme of Puponga is seen open (about two cables) off the lower part of South Head, bearing about N.E. by E. (by compass). The South Head Spit and "Emma" Bank will then have been passed, and the course to Puponga clear, having good anchorage in the vicinity of the Huia Banks.

20th October, 1866.

THOMAS WING,  
Harbour Master.

Superintendent's Office,  
Auckland, October 23rd, 1866.

**T**HE following Order in Council published in the *New Zealand Gazette* is re-published for general information.

HUGH CARLETON,  
For the Superintendent.

G. GREY, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, the 15th 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 around 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 mentioned 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, 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 description 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 topmast, 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 "Merchants 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 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 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 case of the wind falling light or otherwise, being set near the shoals.

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.

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 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.

**NOTICE TO MARINERS.**

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

**T**HE 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 swatchways 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 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 shoreboard 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 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.  $\frac{1}{2}$  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 1866. 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 Orpheus 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.

RETURN OF ALL LANDS SOLD AT THE WASTE LANDS OFFICE, AUCK-  
LAND, FROM THE 1ST TO THE 31ST JULY, 1866, INCLUSIVE.

Date.	Name of Purchaser.	Locality.	Lot.	Contents.	Amount Paid.	
					L.O.	Cash.
1866.				A. R. P.	A.	£ s. d.
July 2	Bell, Thomas - -	Pupuke	Part 119	60	60	
	Bunton, Wm. John -	Ditto	Parts 119 & 120	60	60	
	Campbell, Patrick -	Ditto	Parts 139 & 140	140	140	
	Campbell, Mary -	Ditto	Part 50	40	40	
	Underhill, F. G. A. -	Matakohe	Part 244	40	40	
	King, Staunage -	Ditto	Parts 233 & 234	60	60	
3	Fowler, Oliver W. -	Maunga- tete	Part 7	40	40	
4	Yeoman, Rich. Henry	Aotea	Part 103	80	80	
	Yeoman, William -	Ditto	Parts 102 & 103	40	40	
	Orchard, H. W., and Kiely, Walter -	Ditto	Part 36	80	80	
	Corliss, Mortimer -	Pupuke	Part 54	80	80	
5	Relf, Edward - -	Ditto	Parts 50 & 51	80	80	
6	Bertram, Amice John	Ruakaka	Part 9	40	40	
	Bell, John - -	Pupuke	Part 150	40	40	
7	Field, Henry - -	Oruru	Part 49	60	60	
9	Pearce, R. J. S. -	Pupuke	Part 16	20	20	
	Fraser, John - -	Waipu		108 2 0		54 5 0
11	Lowe, John - -	Aotea	Part 117	60	60	
	Grant, Charles -	Ditto	Part 117	60	60	
12	Lewis, John - -	Pukeatua	Part 116	40	40	
13	Steggall, R. M., and M. A. - -	Whakahara	31	80	80	
14	Brackpool, Thomas -	Pupuke	Part 21	40	40	
	Tindall, T. R., and Davis, Margaret -	Awitu	Parts 95 & 96	73	80	
16	Reid, James - -	Wairau	Part 134	40	40	
16	Stretch, William -	Pupuke	Parts 22 & 23	60	60	
17	Skerry, Michael -	Waikiekie	Parts 143 & 146	56	60	
	Ryland, Isaac - -	Pupuke	84	60	60	
	Cornell, Samuel -	Ditto	76	60	60	
18	Sheppard, Robert -	Mangapai	Part 123	60	60	
20	Adin, Daniel Sampson	Aotea	Part 19	40	40	
21	Mathews, James -	Tauraroa	Part 4	60	60	
23	Wilson, J. R. S. -	Pukeatua	71 & part 70	40	40	
24	Fox, William - -	Matakohe	25	67	40	13 10 0
	Doveton, Charles H.	Aotea	Parts 19 & 20	40	40	
	Bedos, Peter - -	Waikiekie	114	51	60	
	Matheson, Kenneth, junr. - -	Waipu	Part 85	60		30 0 0
26	Compston, George -	Waitangi	Parts 143, 144, & 147	140	140	
28	Atkins, Wm., Rowe, H., and Faulkes, Robert - -	Mareretu	52, 53, 54, & pt. 51	266	266 0 26	

RETURN OF ALL LANDS SOLD AT THE WASTE LANDS OFFICE, AUCK-  
LAND, FROM THE 1ST TO THE 31ST JULY, 1866, INCLUSIVE.—*continued.*

Date.	Name of Purchaser.	Locality.	Lot.	Contents.	Amount Paid.	
					L.O.	Cash.
1866.				A. R. P.	A.	£ s. d.
30	Corney, William -	Ditto	Parts 57 & 58	100	100	
	Aitchison, Paul -	Waikiekie	Parts 105 & 107	41	40	0 10 0
	Jarrad, James, and Gurney, Henry -	Aotea	81	80	80	
31	Campbell, Robert -	Makarau	Part 158	40	40	
	Fenton, Thomas -	Waipu		60	60	
				2842 2 0	2666 0 26	98 5 0

C. HEAPHY,

Deputy Waste Lands Commissioner.

RETURN OF ALL LANDS SOLD AT THE WASTE LANDS OFFICE, AUCK-  
LAND, FROM THE 1ST TO THE 31ST AUGUST, 1866, INCLUSIVE.

Date.	Name of Purchaser.	Locality.	Lot.	Contents.	Amount Paid.	
					L.O.	Cash.
1866.				A. R. P.	A.	£ s. d.
Aug. 2	Beckett, Kate -	Aotea	Part 123	40	40	
	McCormick, William, and McGrath, John	Ditto	66	121	120	0 10 0
7	Brown, Patrick -	Paremore- mo	Part 99	78	80	
	Denby, John Grout, and Rayner, Ed. Richd. - - -	Ditto	100	97	80	8 10 0
8	Simpkin, James -	Wairau	Part 129	40	40	
9	Byrne, Ephraim -	Okahu	Part 152	40	40	
	Kendall, William -	Wairau	Part 87	40	40	
11	O'Connor, James -	Pupuke	91	55	60	
	Maddocks, James -	Wairau	Parts 123 & 124	80	80	
13	Moroney, Michael -	Maunga- tete	Part 91	60	60	
	Smith, Richard -	Aotea	Part 113	80	80	
17	Connell, Daniel -	Maunga- tete	Part 42	53	60	
20	Wilson, Richard -	Pupuke	Part 113	40	40	
	Harris, Robert -	Waitangi	142 & pt. 143	80	80	
	Ralph, William -	Aotea	Parts 114, 115, 116, & 117	120	120	
24	Claridge, Caroline -	Waitangi	Part 137	34	40	
25	Pym, Frederick -	Waikare	Part 44	60	60	
27	McKay, George -	Waipu	130	15		7 10 0
				1133 0 0	1120	16 10 0

C. HEAPHY,

Deputy, Waste Lands Commissioner.

SCHEDULE OF ASSESSMENT OF THE WEST TAMAKI ROAD DISTRICT  
FOR THE YEAR 1866—67, AT ONE HALF-PENNY IN THE POUND ON  
THE ESTIMATED VALUE.

Name of Ratepayer.	Qualification.	Acreage.	Estimated Value.	Amount of Rate.
			£	£ s. d.
Atkins, William - - -	Freehold	67	1608	3 7 0
Atkins, William for Melanesian Mission	Freehold	85	2010	4 5 0
Bishop, John - - -	Freehold	103	2472	5 3 0
Blackburn, Samuel - - -	Leasehold	17	408	0 17 0
Cawkwell, Thomas - - -	Leasehold	221	6630	13 16 3
Johnson - - -	Freehold	109	3270	6 16 3
Churches, Thomas - - -	Freehold	70	2100	4 7 6
Cutlar, John - - -	Leasehold	37½	900	1 17 6
Holmes, Thomas - - -	Leasehold	10	240	0 10 0
Elam, John Edward - - -	Freehold	40	800	1 13 4
Ewen, Charles - - -	Freehold	213	6390	13 6 3
Ferguson, Peter - - -	Freehold	24	576	1 4 0
Fischer, C. F. - - -	Freehold	5	120	0 5 0
Glew, George - - -	Leasehold	100	3000	6 5 0
Gollan, James - - -	Freehold	214	4280	8 18 4
Gollan, Robert - - -	Freehold	100	1600	3 6 8
Howard, George - - -	Leasehold	701	15,422	32 2 7
Ireland, William - - -	Freehold	11	264	0 11 0
McLean, Benjamin - - -	Leasehold	324½	4867	10 2 10
McLean, Benjamin - - -	Leasehold	118	1180	2 9 2
Menzies, Robert - - -	Leasehold	20	480	1 0 0
Pearse, Phillip Quick - - -	Freehold	32	1120	2 6 8
Pilkington, Edward - - -	Freehold	95	3325	6 18 6½
Pilkington, Edward - - -	Freehold	100	1000	2 1 8
Raithby, Richard - - -	Leasehold	224	3360	7 0 0
St. John, College - - -	Freehold	537	5370	11 3 9
Sharpe and Churches - - -	Freehold	25	600	1 5 0
Taylor, William - - -	Freehold	217	5642	11 15 1
Taylor, Richard James - - -	Freehold	12	420	0 17 6
Thomson, Alexander - - -	Freehold	55	1320	2 15 0
Wyllie Thomas - - -	Freehold	53	1855	3 17 3½
Wyllie Thomas - - -	Freehold	76	760	1 11 8
Rust, George - - -	Leasehold	75	1800	3 15 0
Prit - - -	Leasehold	217	3472	7 4 8
		5,008	100,891	222 13 10

Any objections to the above Assessment will be heard by the Trustees, on Tuesday, the 20th November, 1866, at 3 p.m., at the schoolhouse West Tamaki.

WILLIAM INNES TAYLOR,  
Chairman to the Board of Trustees.

20th October, 1866.

