



# NEW ZEALAND GOVERNMENT GAZETTE.

(PROVINCE OF NEW MUNSTER.)

Published by Authority.

*All Public Notifications which appear in this Gazette, with any Official Signatures thereunto annexed, are to be considered as Official Communications made to those Persons to whom they may relate, and are to be obeyed accordingly.*

By His Excellency's Command,  
ALFRED DOMETT, Colonial Secretary.

VOL. IV.]

WELLINGTON, FRIDAY, FEBRUARY 21, 1851.

[No. 5.]

Colonial Secretary's Office,  
Wellington, 12th February, 1851.

**HIS EXCELLENCY THE GOVERNOR-IN-CHIEF** has been pleased to appoint

JOHN CARGILL, Esquire,

to be Commissioner of Crown Lands for the District of Otago.

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Colonial Secretary's Office,  
Wellington, 12th February, 1851.

**HIS EXCELLENCY THE GOVERNOR-IN-CHIEF** has been pleased to appoint the undermentioned gentlemen to be Magistrates of the Province of New Munster:—

WILLIAM GUISE BRITAN,  
EDWARD ROBERT WARD,  
JOHN CHARLES WATTS RUSSELL,  
HENRY PHILLIPS,  
Esquires, of Lyttelton, Port Victoria; and  
JOHN JOHNSTON, Esquire,  
of Wellington.

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Colonial Secretary's Office,  
Wellington, 14th February, 1851.

**HIS EXCELLENCY THE LIEUTENANT-GOVERNOR** has been pleased to appoint

MR. ROBERT SMITH,

Sergeant in the Armed Police Force, to discharge the duties of Inspector of Sheep, and of Slaughter Houses, in this District, during the absence of Mr. J. T. Gill—on leave.

This arrangement to have effect from the 14th January, inclusive.

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Lyttelton, 27th January, 1851.

**I HEREBY CERTIFY**, that ALFRED CHARLES BARKER, Esquire, of this place, has duly submitted to me his license from the Apothecaries' Hall, London, and his diploma as a Member of the Royal College of Surgeons, London, and is therefore a legally qualified Medical Practitioner under Ordinance, No. 2, of Session 1849, and entitled to have a notification of the same inserted in the *Government Gazette*, upon payment of the sum of Five Shillings to the Colonial Treasurer.

JOHN ROBERT GODLEY,  
Resident Magistrate.

Colonial Secretary's Office,  
Wellington, 14th February, 1851.

**TENDERS** will be received at this Office, on or before the 22nd inst., from persons desirous of furnishing the Local Government with

**Two IRON CHESTS.**

The dimensions of the Chests should be given in the tenders.

Tenders to be in duplicate, sealed, and endorsed "*Tenders for Iron Chests.*"

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Colonial Secretary's Office,  
Wellington, 14th February, 1851.

**SEALED** Tenders, in duplicate, will be received up to 3rd March, from persons willing to contract for the repairs of the Road at Duck Creek, between London's public-house and Pauatahanui.

The Plans and Specification may be seen on application at the Survey Office, on or after the 25th instant.

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Colonial Secretary's Office,  
Wellington, 14th February, 1851.

**THE** LIEUTENANT-GOVERNOR has been pleased to direct the publication of the following Reports on the Coal and Wood Fuel of the New Zealand Islands, forwarded to His Excellency by Captain J. Lort Stokes, R.N., of Her Majesty's Steam Ship "*Acheron.*"

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

H. M. Steam Ship "*Acheron.*"  
21st December, 1850.

SIR,—I have the honor, in compliance with your Excellency's request, to enclose herewith a Report on the Coal and Wood Fuel of these Islands, experimented upon in Her Majesty's Steam Ship under my command.

I regret that the result is not more satisfactory. However, the coal we procured was from surface seams, and probably a better quality lies beneath. I earnestly hope so, for on this success depends the question of Steam Navigation for New Zealand, and the attainment of commercial greatness, which, without it, is beyond her reach. But independently of steam purposes, certainly the first consideration, your Excellency is well aware that an ample supply of cheap

fuel will be requisite for that large community by which the vast and almost treeless plains of the Middle Island will soon be overspread.

I have the honor to be,

Sir,

Your most obedient humble servant,  
J. LORT STOKES, Captain.

To His Excellency the  
Lieutenant-Governor,  
Wellington.

**REPORT**

On the Coal and Wood Fuel of New Zealand and in reference to their adaptation for Steam purposes, derived from Dr. Forbes's analysis;—with an extract from the "*Acheron's*" Engine Room Register, kept by Mr. Thompson, Chief Engineer:—

**TABLE OF RESULTS FROM DR. FORBES'S EXPERIMENTS.**

Locality of Coal.	Quantity used in Experiments.	Quantity and description of Residue.
	Grains.	Grains.
1 Massacre Bay	210	12 Semi-Carbonaceous whitish powder.
2 Waikato River	210	32 Cinder.
3 Saddle Hill, Otago	210	28 White Ash, with coarse powdery charcoal.
4 Motunau	210	77 Hard Clinkers, do., do.
5 Newcastle, N. S. W.	220	126 Good Cinder.

The several quantities given in the Table, were taken from

1. A heap of 30 tons.
2. A hand specimen.
3. A heap of 5 tons.
4. A hand specimen.
5. The Government Depot at Wellington, 500 tons.

Portions of each were burned under the same conditions, as nearly as possible, in order to test their individual and relative quantities.

*Massacre Bay Coal* is a species of anthracite, and when burned in a crucible under the reducing flame of the blowpipe, gives the following results:—Ignition slow and difficult; flame feeble, yellowish not persistent, much smoke and strong sulphurous odour: no traces of bituminous matter, or inflammable volatile gases observed.

*Waikato Coal* ignites more readily than the preceding, burns with a clearer flame and less smoke, and leaves a cinder of better quality. No traces of sulphur were observed, neither were there any of bituminous matter, but in neither case was the heat given out apparently very great.

*Saddle Hill, Otago.* This coal is a variety of Lignite, or brown coal, which ignites more readily than the preceding specimens, burning with a rather feeble, yellowish red flame, and greyish smoke, which soon ceases, leaving a charcoal-like cinder, which disappears under the continued action of the blowpipe, leaving a white ash mixed with a coarse powdery charcoal; no traces of bituminous matter, but a slight sulphurous odour was observed.

*Motunau Coal, Canterbury Plains,* resembles that of Massacre Bay in its general characters, but ignites more readily, and burns with less smoke; it contains a great quantity of sulphur, but no traces of bituminous matter; its residue is composed of hard clinkers of brownish red colour, and of powdery charcoal-like substance.

*Newcastle Coal, New South Wales.* A portion of this coal was tried under the same conditions as the preceding specimens, for the sake of comparison, with the following results:—Rapid ignition, clear flame, extrication of highly inflammable gases and of bituminous matter, the coal forming a cakey mass, and leaving a cinder capable of further combustion.

STEAM REPORT

Of Fuel tried in H.M. Steam ship 'Acheron,' on the New Zealand Coast, in the years 1849-50:—

Description of Fuel.	Time under Steam.	Pressure on safety valve in lbs.	Revolutions per minute.	Consumption of Coals per hour.	With Manuka Wood from Akarora.	With Pine from Stewart's Island.
Newcastle, Australian Coal	1 hour	5 @	17 @ 18	18 cwt.		14 cwt.
Massacre Bay, N. Z. Coal.	1 "	" "	" "	22 "		
Saddle Hill, Otago.	1 "	" "	" "	24 "		
Newcastle and Massacre Bay, equal proportions	1 "	" "	" "	20 "		
Newcastle and Otago	1 "	" "	" "	21 "		
Newcastle with wood	1 "	" "	" "	" "		

These results were obtained after the fires had been some time lighted with Australian Coal, and well burnt through. They shew a saving of 6cwt. in Newcastle Coal when combined with one kind of wood, and 4cwt. with another species. Two tons and a half of Manuka being equal to one ton of Newcastle Coal, the saving amounts to 12 per cent. In all the experiments it was found necessary to first raise steam by *Australian Coal.*

J. LORT STOKES,  
Captain.

H. M. Steam Ship *Acheron*,  
Otago, N. Z., December, 1850.

AMOUNT of Notes in circulation; of the Gold and Silver Coin on hand; and the expense incurred in the conduct and management of "The Colonial Bank of Issue" at Wellington, on the 31st day of December, 1850:—

Amount of Notes in Circulation.

£5 Notes .....	£945
£1 do. ....	3,156
Total.....	£4,101

Amount of Coin on hand.

Gold .....	£119
Silver .....	3,982
Total.....	£4,101

Expenses in conducting the Bank.

Safe, Chests, and Fittings .....	£69 14 0
Office Fittings, Stationery, &c. ....	24 9 7
Clerk's Salary for 6 months .....	50 6 0
Total.....	£144 3 7

I, Henry W. Petre, the Colonial Treasurer, do hereby certify that the above is a true account, as required by the Ordinance, No. 16, Session 8.

HENRY W. PETRE,  
Colonial Treasurer.

Colonial Treasury, Wellington,  
14th day of February, 1851.

WAREHOUSING PORT.

Colonial Secretary's Office,  
Wellington, 20th February, 1851.

HIS EXCELLENCY THE LIEUTENANT-GOVERNOR has been pleased to declare Port Victoria to be a Warehousing Port.

By His Excellency's command,

ALFRED DOMETT,

Colonial Secretary.

Colonial Secretary's Office.

Wellington, February 16, 1851.

**HIS EXCELLENCY THE LIEUTENANT-GOVERNOR** has been pleased to direct the publication of the following Returns for general information.

By His Excellency's command,

ALFRED DOWRY,

Colonial Secretary.

**ABSTRACT OF THE REVENUE AND EXPENDITURE OF WELLINGTON PROVINCE OF NEW MUNSTER, FOR THE QUARTER ENDING 31<sup>st</sup> DECEMBER, 1850.**

REVENUE.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
<b>CUSTOMS—</b>				<b>CITY—</b>			
Spirits .....	1,224	0	0	Lieut. Governor and			
Cigars and Snuff .....	18	18	0	Establishment .....	543	4	5
Tobacco, manufactured .....	778	4	0	Council .....	50	19	3
" unmanufactured .....	17	0	0	Colonial Secretary's			
Ad Valorem Duty .....	2,081	17	10	Department .....	231	1	7
				Colonial Treasurer's .....	189	2	10
				Audit .....	107	5	0
				Bank of Issue .....	34	0	0
				Survey .....	72	0	0
				Customs .....	815	13	3
				Harbor .....	164	10	2
				Post Office, Wellington .....	84	5	8
				" Wanganui .....	18	0	0
				Medical .....	314	3	2
				Police .....	449	14	10
							2,416 10 6
<b>POST OFFICES—</b>				<b>ECCLESIASTICAL—</b>			
Wellington .....	110	0	2	Colonial Chaplain .....	50	0	0
Wanganui .....	13	7	10				
				<b>JUDICIAL—</b>			
				Supreme Court .....	237	4	10
				Attorney General's De-			
				partment .....	100	0	0
				Registrar General's .....	114	0	2
				Sheriff and Gaol .....	86	0	4
				Resident Magistrate's			
				Department, Welling-			
				ton .....	135	3	0
				" Wanganui .....	50	3	9
				" Waikanae .....	68	13	0
				Coroner .....	6	3	0
							781 6 1
				<b>MISCELLANEOUS—</b>			
				Public Works, Roads .....	319	15	5
				Charitable Aid .....	49	17	11
				Aborigines .....	11	13	5
				Printing .....	42	6	0
				Ferries, West Coast .....	8	0	0
				Incidental .....	62	7	6
				" Wanganui .....	24	0	4
				Canterbury Association,			
				Loan to .....	2,400	0	0
				Land Purchases .....	247	3	11
							3,160 4 6
				<b>GENERAL CHARGES—</b>			
				Debentures, interest .....	189	13	4
				Government Brig .....	32	2	7
							221 15 11
<b>TOTAL REVENUE .....</b>	<b>£11,070</b>	<b>16</b>	<b>5</b>	<b>TOTAL EXPENDITURE .....</b>	<b>£8,583</b>	<b>5</b>	<b>2</b>

\* This includes £189 0 4, being amount of arrears of commuted allowance for Forage, Gardener, &c., authorised by the Lands Commissioners of Her Majesty's Treasury.

GODFREY J. THOMAS,  
AUDITOR-GENERAL.

AUDIT-OFFICE, Wellington, 21st January, 1851.

COMPARATIVE ABSTRACT STATEMENT, SHEWING THE REVENUE AND EXPENDITURE FOR WELLINGTON, PROVINCE OF NEW MUNSTER, FOR THE QUARTER ENDING 31st DECEMBER OF THE YEARS 1849 AND 1850 RESPECTIVELY.

1849.		1850.							
QUARTER ENDING.	REVENUE.			EXPENDITURE.					
	Total Ordinary Revenue.	By Parliamentary Grant.	Civil and ordinary expenditure.	Roads, Public Works, & other extraordinary expenditure.	Total Ordinary Revenue.	By Parliamentary Grant.	Civil and ordinary expenditure.	Roads, Public Works, & other extraordinary expenditure.	
31st Decr.	Customs' Receipts.....£3,877 7 5 Deduct Drawback on damaged goods..... £27 4 7 Deduct Drawback on Imports re-exported ..... 34 2 1 ----- £3,843 5 4  Other ordinary revenue... 320 5 6 Incidental..... 6 18 6 ----- 327 4 0	£ s. d. 4,170 9 4	£ s. d. 1,707 10 4	£ s. d. 3,443 5 9	£ s. d. 2,044 16 11	Customs' Receipts .....£4,119 18 4  Other ordinary revenue ..... 330 7 7 Incidental ..... 20 10 6 ----- 4,470 16 5	£ s. d. 7,200 0 0	£ s. d. 3,571 10 5	£ s. d. 3,060 14 9
Totals .....	4,170 9 4	1,707 10 4	3,443 5 9	2,044 16 11	4,470 16 5	7,200 0 0	3,571 10 5	3,060 14 9	

AUDIT OFFICE, Wellington, 21st January, 1851. GODFREY J. THOMAS,  
AUDITOR GENERAL.

Colonial Secretary's Office,  
Wellington, 30th January, 1851.

**HIS EXCELLENCY THE GOVERNOR-IN-CHIEF** has been pleased to direct the publication of the following letter from F. A. WELD, Esq., descriptive of a journey lately undertaken by him between Lyttelton and Cape Campbell.

By His Excellency's command,

ALFRED DOMETT,  
Colonial Secretary.

Wellington, January, 1851.

SIR,—By desire of his Excellency the Lieutenant-Governor, I have the honor of submitting to you an epitome of notes taken during a late journey, when I explored a route, by which Lyttelton, in the Canterbury district, may be easily reached from Mr. Tinline's station on the Awatere or Wakefield river within eight or ten days, by any tolerably good pedestrian or horseman. By it stock of any kind may be safely driven in a proportionately short space of time, with the further advantage of the best of pasturage along the whole line of journey. There is enough firewood to supply the wants of travellers, and the only drawback is the necessity of crossing several rivers, which however I found less formidable than I had anticipated, and which I think will almost always be passable except at the period of the melting of the snows.

Within the course of last month I have seen the whole of the proposed route, and have traversed it all with the exception of about fifteen miles, which, however, present no obstacle, and which I viewed looking southwards from the high lands on the Waiautoa or Clarence river, and northward from the plain of the Waiau-ua.

I will endeavour to give a general idea of the country between the two settlements that the route connects, more particularly with a view to enable any person wishing to travel or to drive stock to follow my course by means of the directions I propose to lay down. To effect this it will be necessary occasionally to enter into details which, though of little interest to the general reader, must be forgiven by him, as they may prove of service to the traveller who, with blanket on his back or leading his jaded horse, anxiously looks out for some previously indicated landmark to assure him of the correctness of his reckoning.

The first part of my journey consisted in walking from Lyttelton to Flaxbourne (Cape Campbell), but as much of this route has before been travelled, and is partially known, I shall here confine myself to generalities.

I left Lyttelton on the 4th December, 1850, slowly journeying with a pleasant party across the great plains in a northerly direction. The Canterbury district has of late years been so often described and admired, that I need hardly add my felicitations to those more valuable ones which have been so often offered to the fortunate colonists who are to possess this vast expanse of unincumbered rich agricultural land, eminently adapted as it also is for cattle breeding, whilst it is bounded by downs that can hardly be surpassed for sheep stations, and which extend almost uninterruptedly from north to south of the island.

It was not till I crossed the Ashley, and left the Canterbury plain, that my travelling commenced in earnest. I had engaged a man named Charles Wilkinson to accompany me, and I can recommend him strongly to any one who may wish to travel the same road; he is an experienced bushman, and has a good eye to country.

The general character of the coast line of hills along which I travelled from Double Corner to Hurunui is bold and rounded, occasionally limestone, but oftener of clay, gravelly or sandstone formation: at the Double Corner itself the rocks are formed of masses of conglomerate shells, chiefly of the oyster, mussel, and other modern species, with some amongst them closely resembling the fossil ammonites found on the English Dorsetshire coast.

The vegetation throughout this district is exceedingly rich, and though in places rather rough, and not capable at present of being very heavily stocked, it is generally a clean woolgrowing country; and as there is a great variety of herbs and grasses apparently little affected by the seasons, I have no doubts as to its capabilities for fattening also.

The Waipara plain lies within these seaward downs, and both it, and as I am informed by Mr. Caverhill of Motunau (to whom I am indebted for much information, assistance, and hospitality), the plains and downs stretching beyond it into the interior, and northwards as far as the Kaikora block, are solely covered with grass, affording excellent grazing, whilst, being almost free from swamp, they present no impediment to the traveller, who may traverse them in all directions.

The river Hurunui, though easily fordable in the summer months, is evidently dangerous at many seasons of the year, the more so as it suddenly deepens at its banks; the track of downs and vallies between this river and the Waiau-ua, now in the occupation of Mr. Caverhill as a heifer station, is the finest and richest cattle run I have seen in either island, and the greater part of it is not inferior for sheep farming.

It was early in the morning of 12th December that, rising from our camping place on the south-side of the Waiau-ua plain, about six or eight miles from the sea (from which it also is separated by a line of coast hills parallel to our route), we forded the river somewhat above its junction with the Tuahuka, which enters it from the northward. This Waiau-ua or 'female Waiau,' and Waiau-toa or male Waiau, of which I shall speak hereafter, are the two worst rivers between Canterbury and the Wairau. The river was very low when we crossed it, and I do not think that I should have then found much difficulty in doing so on-foot, but I should recommend pedestrians to be careful in making the attempt. A beautiful grassy plain now lay before us, and as we travelled it I remarked to my companion that the Tuahuka pierced the inland range of downs, and flowing from the north evidently arose near the head of the Awatere; there also appeared a kind of opening in the chain of inland mountains in that direction, and we regretted that our small stock of provisions would not allow us to attempt to penetrate behind the Kaikoras, instead of following the coast line. A few hours walking now brought us into a different style of country from that which we had hitherto traversed; the downs before us began to rise in height as they approached the seaward Kaikoras, or "Lookers on,"—the grass land gave place to a mixture of bushes, grass, and scrub,—the frequent patches of black birch on the sides of the hills told of inferior soil and a greater height above the sea level; and when we diverged to the right, and following the ridge of a hill along the worn channel of a deserted native path, famous in the wars of old, descended into the Tutaituputu, we had bidden farewell to the prairies of the South, and were evidently journeying amongst the offspurs of the Kaikoras; passing some pine groves, and walking in the wide shingly channel of the river, we reached the sea side, and night overtook us, as after witnessing a glorious sunset from Amuri bluff, we descended through flowering and fragrant bushes

upon the site of the old fishery of Amuri; there are no Europeans living there now, and the broken boats and deserted habitations told a melancholy tale of the decay of the whale fishery. Here we found two large boats hauled up belonging to natives who were on their way, by easy stages, from Motueka to Lyttelton to work on the roads; one old man, the chief, said he was going there to die in the country of his fathers, and indeed he did not look long for this world; his cheerfulness, however, was no whit diminished, and we past a merry evening by our camping fires.

Next morning half-a-mile along wooded white limestone cliffs brought us to the pa of the Ngaitau chief "Kaikora," a man of portly presence and most powerful build; his bluff, handsome, and English countenance, and hearty welcome, were as unlike those of any native I had before seen, as was the breakfast of fried ducks' eggs which he set before us superior to anything I had ever tasted of native cookery. I questioned him on the subject of the inland communication with the Awatere and Wairau, and found that I had been right the previous day in my surmises; he described a pass in the mountains to be reached by ascending the Tuahuka, and said that formerly he had often been there to catch kakapos (green night parrots) in a black birch wood above the Awatere pass. As I could here have obtained provisions, I was at first tempted to retrace my steps and attempt to find the pass; but he alone of all the natives knew it, and none of them could I engage to carry provisions or accompany me, so I determined on proceeding by the coast to Flaxbourne, and thence to ascend the valley of the Awatere, and penetrate far enough to establish the communication from northwards.

Our day's journey along the coast between Amuri and the Kaikoras peninsula was a rough one: we passed through two natural tunnels or caves in the headlands, one of which was about twenty yards long, and through which we had to crawl on hands and knees; the other, a noble archway crowned with bushes, would have furnished a good subject for the pencil: besides these underground ways we had also to climb over sundry necks, and along the sides of curiously worn and perforated rocks. I do not consider that there is either much difficulty or danger to the pedestrian on this coast road; but I mention these impediments more particularly, to shew the utter impossibility of ever driving stock or taking a horse coastwise to Canterbury, as these rocks could only be avoided by ascending precipitous wooded mountains that rise directly from them. The road from Kaikoras peninsula to Waipapa is of a similar nature.

On my arrival at Kaikoras peninsula I resolved to explore the valley leading inland from thence. I had noticed on my voyage to Port Victoria that it appeared to penetrate to the back of the snowy ranges, and the natives told me that formerly a path, though a difficult one, had existed from it to Re Awatere. I imagined that if I could penetrate in that direction by mounting the southern spurs of the Kaikoras, I might gain such a view and knowledge of the country as to enable me to judge of the most eligible route between the Waiau-na and the Awatere. I devoted one day to this attempt, but discovered that the river to which I had trusted to take me to the head of the valley (its bed was the only road) issued from between two mighty walls of precipice several thousand feet high, cleaving the very heart of the mountain, whose summit is here more than 8,000 feet above the sea. A more fearful chasm could not be found in Switzerland. Foiled by this unforeseen turn in the river's course, I attempted to force my way through tangled fern and bushes in the direction I wished to take, but upon

gaining a point of view, I perceived that to cut a line would be the only mode of exploring here, and that in such travelling it would take weeks to reach the Awatere. I consequently wasted no more time or labour, but camping by the river, returned next morning to the fishery.

I had already to thank Messrs. Henderson, Staunton, Ley, &c., for their hospitality, and now I was further indebted to them for a lift in a whaleboat to Waipapa, which saved me some fifteen miles of bad beach walking: Waipapa, another deserted whaling station, is the most beautiful nook I had yet seen, embowered in gigantic karaka trees, its cottages stand on the seaside beneath a white cliff draped with foliage:—as on all the seaward side of the Kaikoras the mountains rise abruptly from the coast and are well wooded, here there is even a considerable quantity of pine.

Dec. 16.—My Waipapa and Kaikora friends again pushed out to sea, and pulling about five miles to the northward, landed Wilkinson and myself beyond the mouth of the Waiautoa, a rapid and dangerous river which flows between the "Lookers-on" and the inland Kaikoras, and here falls into the sea; it has also been variously named, as the Waipapa, the Big River, and the Clarence, which name appears the most euphonious and easily remembered. We accomplished the journey between it and Flaxbourne the same day, walking chiefly along heavy sand a distance of about twenty-seven miles with rough hills the greater part of the way on our landward side; we had been twelve days on our way from Port Cooper, and when I deducted delays and stoppages, we were convinced that we might easily have accomplished it in eight.

I remained a few days at the station, and then, as Wilkinson had strained his foot, I set forward with Mr. Lovegrove, who offered to accompany me upon the latter and more important portion of my journey. Nearly three years ago when I ascended some of the hills on the upper part of the Awatere valley, I had formed my opinion that an outlet to the southward must be sought by ascending its course, and when Captain Impey and Mr. M'Rae last year made the attempt I was sanguine as to their success, which it now appears failed merely from the obstacles presented to them by the inclemency of the weather. Often as I had been prevented by unforeseen circumstances from making the trial myself, it was with no small feeling of gratification that upon the 20th of December I found myself riding over the green downs at the foot of Haldon Hill on my way to Mr. Bedborough's station, where we were to leave our quadrupeds and to start fairly in search of an inland communication with the plains I had just been traversing in the south.

I left Mr. Bedborough's on the 21st December, but as the route over the run now in the occupation of Mr. Tinline is well known, I shall only remark that though the hills at its south-west extremity present no serious obstacle to the drover, they would form perhaps as tedious and difficult a portion of his journey as any he would have to encounter in its entire course. I should recommend keeping a little distance from the Awatere till after passing a stream some three miles beyond the "Jordan." It was here that we fixed our camping place for the first night; we should however have added several miles to our day's journey had I not deviated from the path over Mr. Tinline's run, to satisfy myself as to the kind of travelling on the opposite (west) bank of the Awatere: in this I should strongly recommend no future traveller to follow my example, unless he be tempted to explore a most curious gully or fissure which barred our way for some hours, and into which, having with much labour descended, we found it exceedingly difficult to make

our exit on the opposite side, and were also foiled in the attempt to follow the course to the Awatere. It is a narrow watercourse, where the light of the sun has never penetrated, so narrow that standing within it we could at all times touch its walls on either hand, and often we could hardly find room to pass between them, as they rose perpendicularly to the height of 100 feet, in many places scarcely leaving a slight strip of blue sky visible through the overhanging branches above them.

Our second day's journey, after the first two miles, lay over comparatively open country. We avoided the hilly travelling here spoken of by Captain Impy, by keeping the downs of the east bank of the Awatere. About five miles from our camp we passed a rapid mountain stream ("the Hodder") rushing down from an inland summit of the Kaikora range ("Mount Gladstone"); as we proceeded the country still improved, and at midday we found ourselves in the midst of one of the finest tracts of grazing land that is to be found in this or any other country. The Awatere here takes a sudden turn S.W. or S.S.W., and for five or six miles on either side of it runs down rising on the east to the Kaikora range, and on the west to that which separates the Awatere from the Waioapa, over which there is here an old native route; the pass, though high, did not look impracticable for stock, and I regretted that time did not allow me to sound it. The pass here enters the Awatere, and I noticed the cascade also mentioned by Captain Impy, and which may fitly bear the name of its discoverer, who, a visitor to our colony, yet devoted time and labour to its benefit, by exploring under all the disadvantages arising from the lateness and inclemency of the season. Several other streams fall into the river and water "Fairfield Downs," a name that this tract of country deserves from the beauty of its scenery, and its natural advantages of wood, water, and luxuriant herbage. I wish that the difficulty of carriage for supplies and produce did not go far to neutralize these advantages. Proceeding onwards our next step was rather a false one. We followed the course of the river which here winds among the spurs forming the inland base of the Kaikoras. After remarking an earthquake crack some thirty feet broad and twelve feet deep on a narrow neck of land, we camped for the night within five miles of the foot of their highest peaks, in a spot that in years to come, from the wild sublimity of its scenery, may become the Chamouni of New Zealand. Next morning we toiled painfully along the river course, crossing it more than knee-deep twenty seven times in a distance of some half dozen miles, as it wound with endless snakelike twists and windings amongst volcanic rocks and cliffs, presenting at every turn the most romantic scenery, which I must say we very ill appreciated. On emerging into more open country I found that all this might have been avoided—the proper route is after crossing the Awatere once at Fairfield Downs, where it turns to the south to leave it, and following a kind of opening in the hills, to travel about W. by S. for about three miles, when having crossed a brook you will find on your left a neck of land connecting the downs and hills rising from the river side with the mountains. You ascend it, and then bear S. by W., heading several small creeks that take their rise in the uplands that you are on; eight or ten miles from the ford at Fairfield will thus bring you to a considerable stream running to the Awatere from a high dark castellated mass of crags; follow this stream to the Awatere and you will avoid all the bad travelling and again find yourself in open country, and be rejoiced as we were to see the river (now diminished in size) after passing some remarkable needle docks, flowing in a direct course through a narrow plain some five miles long by an even breadth

of about half a mile. Small rounded hills with bare rocks piercing through their grassy sward are ranged on either side as regularly as if placed there by a surveyor; and such is the artificial and street-like appearance of the place, that I could hardly divest myself of the idea that I was looking up a long vista of some grass-grown remains of Cyclopean architecture. The view is closed by a conical peak, and at its base the river divides into two branches, one of which takes its source in the Kaikoras, whilst another (along which the route lies) flows from the S.W. Near their junction, conspicuous amongst the array of fantastically shaped rocks, a steple of solid stone rises from the plain to a height of about fifty feet. I named this Middlehurst Steple, and the hills and grass land on either side of the river Middlehurst Downs. The valley itself (as Captain Impy had remarked before me) seems central between the Kaikoras and the inland ranges of Mongatere. It is well grassed, and I have no doubt, like all the country I had hitherto passed over, would be admirably adapted for fattening stock. The mountains of the Kaikora ranges lying to our left, I may here remark, all bore evident traces of volcanic action; and among their lower ranges, on ground covered with yellow or reddish dust glittering with mica, quartz, and feldspar, or again presenting the appearance of a deserted brick-field, grew the greenest and most luxuriant vegetation; whilst their scoriose and basaltic rocks were dark colored, and rose in every describable and indescribable form of dome and spire and minaret. The inland ranges on our right were more rounded and massive in form, and generally presented bare summits covered with small broken pieces of freestone like a Macadamized road; the vegetation at their bases though good was less luxuriant. Though the course of the river may be here followed the whole way, I diverged to the right at the confluence of a small stream about a mile and a half before I reached the Steple, and avoiding the obtuse angle formed by the river's course, I walked over downs for about two miles in a south-west direction, and encamped for the night on a branch of the Awatere, which here rising in a high bare topped mountain, flows down to join that river.

Crossing over a ridge of table land on the morning of the 24th, I again came upon the Awatere and found it still flowing through level land; about eight miles however brought us to a gorge by some low rounded hills, and here the valley again began to change its character, being narrower, and occasionally somewhat swampy. As we proceeded we noticed evident signs of the altitude above the sea level to which we had attained; even yesterday we had remarked little or no wood but gigantic "wild Irishmen" here as large as Hawthorns, and some black birch at the foot of Mongatere, by the source of that branch of the Awatere on which we camped. The soil too bore signs, in its light puffy appearance, of having frequently been covered with snow, and now the land was poorer, and the vegetation, though still good, more tufty. For the first time in New Zealand I remarked juniper bushes, also the broad-leaved dandelion of the common English sort; the dwarf nettle too had this morning reminded us of a change of climate, though neither of us were sufficiently devoted to the cause of science to try whether it was the stinging or the blind nettle; its flower rather resembled the latter. Following the main branch of the valley we here lost all signs of Captain Impy's horse tracks which we had before occasionally seen. We were now evidently approaching a pass, if pass there were; the Awatere, now a rivulet, received a still from every gully, whilst the mountains from Mongatere on the west to the Kaikora ranges on the east, seemed gradually to sweep round and hem us in. Before us,



forming a kind of link in the giant chain, we saw a low neck between two stony roundbacked grey-coloured mountains, and from this neck one of the branches of the Awatere takes its rise; another branch to the left apparently flows from another and a higher pass, and seemingly a steeper one, so we determined to try the one to the right. The ascent was not difficult, spear grass was the only impediment. I remarked on the summit of the mountain to the right a curious semi-cylindrical aperture that struck me as being probably the extinct crater of a volcano. Around us I noticed several varieties of plants and flowers, some European and some entirely new to me. A visit to 'Barefells' Pass' would amply repay the botanist, and might well redeem the flora of New Zealand from the reproach of barrenness. I must mention for the benefit of the traveller, that, of flax which is not elsewhere found within twenty miles of the pass, a new and very superior variety grows almost on its summit.

At length, standing upon loose shingle of broken freestone, we looked down from the summit of the pass. The view we had so anxiously expected was merely a narrow valley running south; the descent into it was not long nor difficult, and stock of any kind might pass over it in safety. We now pushed on, anxiously expecting at every turn to see some plain, or the bush old "Kaikora" had mentioned, this however was evidently not his route, and night closed in after we had walked some six or seven miles from the pass, and with it rain. We had travelled on till dark, and there was neither *toi*, flax, nor sticks to build a shelter; so, thoroughly wet and cold, we spent a cheerless Christmas eve, our only consolation being that I had noticed a yellow flower (asphodel?), which is plentiful on the southern plain, and is not found north of the Kaikoras. This led me to believe that we had indeed penetrated the mountain barrier, and almost achieved our purpose. The morning of the 25th was destined to convince me that I was right in my surmises; we were afoot by day dawn, and hurrying on in search of a spot to kindle a fire and warm and dry ourselves, to our great joy our next mile down 'Guidesdale' shewed us the Waiautoa or Clarence river before us; the sun too shone out at the moment and brightened up the vallies and the streams at their meeting, and on the whole we thought that our morning's wish of a happy Christmas had been more nearly gratified than we had anticipated. We crossed the Waiautoa without any difficulty just above where the 'Guide' falls into it; there is here a shingle bank or island, whence you ford up the stream to another shingle bank opposite; there are two or three small rocks in the stream near the south bank. What the small upper one, in a line between the shingly island and the opposite shingle bank, is plainly visible I should have no hesitation in crossing, especially were I coming from the south, when the traveller would have the advantage of fording with the current. The bottom here is good hard gravel; the river was scarcely knee deep when we forded it, and not very rapid; the rock was fully a foot out of water: the river rose a foot or eighteen inches within a quarter of an hour after we crossed, and became turbid with the fresh, but next morning it was clear and as low as ever. Having crossed we encamped by a blazing fire, and did our best to celebrate Christmas day; after remaining some hours at the camp we walked along the downs to a low neck of land some four miles below the entrance of Guidesdale on the south side of the Clarence. Standing upon it I at once saw that my object was attained. Before me lay the low downs of the Waiau-ua, whilst a water-course rising below my feet, running S. by W., led directly to them; unfortunately the clouds hung low to the south and precluded all distant view, but we

both thought that we could plainly discern the waters of the Waiau-ua; and the downs that I now saw before me completely corresponded to those I had passed when a fortnight before I had forded the Waiau-ua on my way from the southward. My position also was fixed by a dark range of mountains with patches of snow about six miles distant bearing due west, which I had also seen from the Waiau-ua. In fine, I was perfectly satisfied that the 'Leader,' as I named the stream at my feet, was identical with the Tuahuka mentioned before; or in any case, that the Leader falls into the Waiau-ua within five miles of the ford where I crossed it, and from which I now was only separated by about fifteen miles of open grass country as nearly as I could estimate. It was evident that no further obstacle existed, and as I turned again and traversed 'Whittington Downs' to our camping place, I only thought of returning home with as little delay as possible, as our provisions were low and my time but limited.

I have only to add that about ten miles down the river it apparently makes a sudden bend to the N.E., whilst beyond it to the S.E. you see through an opening in the hills that (running from the seaward Kaikoras or Lookers-on) form its southern boundary, the low hills and downs at the back of Amuri; this probably is one of the two old native passes; the double pass and the black birch kakapo bush between the Clarence and the Awatere mentioned to me by "Kaikora," must be to the east of "Barefells' Pass" where the offspurs of the Kaikoras cover more ground and are higher, yet I doubt not could be penetrated by following some branch of the Awatere.

I will not now trespass upon your patience much longer. Four days brought us from our furthest point to Mr. Bedborough's; we set fire to those places on which the spear grass or an accumulation of old herbage rendered walking difficult, which will render the road much more easy to the future traveller; indeed I am quite satisfied that the Waiau-ua may be gained in four days, whence Lyttelton may with great ease be reached in four more.

I may as well mention that I found nothing new in the way of ornithology; in my journey I saw one specimen of the cuckoo on the grass land between the Hurunui and the Waiau-ua, also five young hawks in a nest built on the ground, which I mention as they were all of different sizes, a circumstance which I have often noticed in kakas nests, and which I believe is common with New Zealand birds; the old natives told me that kakapos were numerous in the inland black birch woods; my journey, however, lying through open country, I did not find any. The kiwi, the natives said, was rare, but sometimes found near the sources of the Awatere, where one night I imagined that I recognized its cry. Woodhens and blue whistling and paradise ducks formed our chief food in the latter part of our expedition, and indeed we had little else to eat; they were all very tame: as to the former, their coolness was often provoking; they would walk up to us at our fireside and help themselves to anything they might fancy, quite regardless of consequences. My dog killed more of them than we could eat; and on one occasion I saw one of them, in defence of its young, fly at the dog with such courage, that the event of the battle was for a moment doubtful: another I remarked gazing with cool curiosity at the murder of its companion by my dog, seemingly quite unconscious of its own imminent fate, which soon overtook it. Of the moa, to my surprise, I saw neither bones nor relics of any kind after leaving Canterbury. To the plants and shrubs I have already enumerated, I may recapitulate amongst others a most magnificent broom, whose lilac blossoms cover the whole shrub

with their festoons. I consider it, almost without exception, the handsomest shrub I have ever seen: I noticed one tree twenty feet high, with a trunk a foot and a half in diameter, growing by a brook side on Fairfield Downs; it is also found, though smaller in size, on the Awatere, about Mr. Thaline's run; also several veronicas of great beauty, wild thyme, dwarf yew, Alpine rose (*consanthenum*), white violet, a ribes, several heaths, gentianella, harebell, a lily, and several varieties of ranunculus. I might enumerate a great many more curious plants and flowers (some with the richest scent), but I am unfortunately not sufficiently versed in botany accurately to describe them: they chiefly grow about the pass at the source of the Awatere.

With regard to climate in those elevated vallies, it may be almost needless for me to say, that though on our first leaving the lowlands we luxuriated in the midday bath and siesta, we soon found ourselves in a very different temperature; the nights especially were very cold; and on Christmas night the ground on which we lay was white with hoar frost. I have already made a few passing observations on the nature of the rocks which we observed on our route; I will only add that the channel of the lower part of the Awatere, where it is fed from the highest parts of the Kaikoras, is filled with masses of granite and porphyry; also, it may be interesting to note that the white limestone of Flaxbourne and

Amuri appears again in a low stratum at the back of the Kaikoras in the river bed at Fairfield Downs.

I will now, Sir, bring this imperfect sketch to a conclusion. A glance at the map will shew that (especially should the Waiopai pass to the Awatere prove practicable) the route I have endeavoured to describe will be almost a direct line between Nelson and Lyttelton. I regret that I have not had the opportunity of comparing my journal with that of Messrs. Dashwood and Mitchell, whose route to the westward of mine was separated from it by a high and generally snow-capped range of hills. Should any thing I have discovered aid in furthering the great object of overland communication between the two settlements, in promoting which those gentlemen took the lead, and encountered many difficulties and hardships, the earnest wish will have been gratified of,

Sir,

Your most obedient Servant,

FRED. A. WELD.

P.S.—I have prepared a sketch map of the route, and shall forward a copy to Mr. Godley at Lyttelton, and to Major Richmond at Nelson, who will, I have no doubt, allow any intending traveller to inspect it.—F. A. W.