



AUCKLAND PROVINCIAL GOVERNMENT GAZETTE.

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Superintendent's Office,
Auckland, July 6, 1855.

THE following Report upon the means of establishing a permanent Communication between the Manukau Harbour and Waikato River, is published for general information.

WM. BROWN,
Superintendent.

Auckland, June 28th, 1855.

SIR,—

In accordance with your Honor's instructions of the 1st May last, enclosing a resolution of the Provincial Council, we proceeded to Waiuku on the 4th ultimo, for the purpose of surveying the Awaroa and inspecting the portage between the Manukau Harbour and the Waikato rivers.

Waiuku is a village site on the southern extremity of the Manukau, and is also a terminus of the existing thoroughfare between it and the Waikato. On our arrival here, we were much surprised to observe the amount of business created by the transit through it of merchandize and produce to and from the southern districts; and we became, consequently, more impressed with the importance of a permanent communication between those waters than we had previously been from report only. As all the goods we saw in process of delivery or shipment at Waiuku either had been, or would be, conveyed by the Awaroa, we conceived a very favourable opinion of its volume and capacity, and had little doubt the stream would be found susceptible of improvement at a small cost; but

on subsequently commencing our survey at the principal landing place, we were disappointed to find—not the river we sought, but a mere brook of a foot deep, and some nine feet wide; quite disproportioned to anything we expected.

The navigable portion of the creek runs through the centre of a very extensive swamp, covered partly with raupo, and partly with thick kaikatea bush. The highest point to which canoes usually ascend is Purapura, situated one and a half miles from Waiuku. From this place to its entrance into the Kaikatea swamp, distant 120 chains, the course of the stream is exceedingly tortuous; the average width is about eight feet, and the depth of water varies from nine inches to three and-a-half feet. The progress of canoes is much impeded here by fallen timber, evidently the remains of an old forest; but to obviate this difficulty, natives are in the habit of constructing dams of mud, flax, and brushwood, which afford a temporary passage, but at the same time, tend materially to destroy the existence of the channel, such as it is.

When a canoe reaches a shallow part of the river, a dam, as above described, is thrown across it; and when, by this means, the water level has been raised from six inches to a foot, a passage is opened, and the canoe propelled through it with all possible haste; the materials removed, being thrown into the stream, which, on account of its increased rapidity at this part, generally carries away most of the remaining substances that had been used to confine it.

Fully loaded canoes do not enter the upper part of the Awaroa, but either discharge half their cargo at the termination of the Kaikatea (where the influence of the tide ceases) or employ "kaupapas" to lighten it up to Pura-pura.

The lower portion of the stream winds a crooked course through the bush before mentioned; its average width is about twelve feet, with a depth of water varying from one to six feet. The bottom is a continuous network of fallen timber, to which constant additions are being made from the dense bush abounding on its banks. Dams are also employed here; and the navigation, notwithstanding the perceptible influence of the tides and the additional width of the creek, is both difficult and tedious. The bends of the creek throughout its whole length are so acute that an ordinary canoe rounds them with difficulty, and so numerous as to be barely capable of profitable diminution by cutting. The banks and the adjacent swamps consist of some two feet of vegetable matter, resting on layers of sand and decomposed pumice, forming together a composition very unfavourable to the construction of durable works.

In closing our description of the Awaroa, it may be well to explain how so insignificant a water-course became of sufficient importance to attract the attention of the Provincial Legislature with a view to its extension.

Previous to the present year, this section of the country was known to few. It belonged to natives, and Europeans had no direct interest in it. Facile communication, after the fashion of its owners, was sought exclusively by water, for they had no boats of burden,—knew nothing of the advantages of a road beyond a footpath,—and were, in short, utterly ignorant that any medium existed between conveying goods in a canoe, or on their own shoulders. The Awaroa was, therefore, the line of communication best adapted to their primitive means of transport, and as aborigines were then, and are now, the sole carriers between Waiuku and the southern districts, the highway which they frequented was the only one thought about, and hence, it became obvious that, being bad, something should be done towards its improvement. The extension of that communication was, therefore, manifestly not contemplated by the Government because satisfied that it was the best line as compared with any other, but because it happened to be the only one in existence, and for that reason, the only one which could come under their cognizance for such a purpose.

Your Honor will perceive, from what we have already stated, that the Awaroa is but badly adapted to the purposes of trade now, and would be wholly unsuited to the increased demands which the opening up of the southern country would impose on it hereafter. Reserving our remarks on the means that might be taken to accelerate traffic temporarily, and divesting it of any importance that a mere priority of public notice may have

conferred, we first proceed to consider how the creek might be best formed into a permanent communication of the extent and utility demanded by the important interests thereby sought to be combined.

The character of the swamp through which the Awaroa flows is such as to preclude the possibility of forming a habitable terminus on any part of it, most of the marsh being very little above high water in summer, and considerably below it in winter. As goods cannot be landed in the swamp, they would require to be carried by water to the present landing place at the head of the creek, and this could only be effected by constructing a canal capable of admitting steamers employed on the Waikato. Such a work would be a formidable and an expensive undertaking, even under the most favourable circumstances; but the Awaroa valley is so destitute of the materials necessary to the construction and maintenance of a canal, that to excavate a channel large enough to admit a steamer 15 feet beam, to protect its sides, and to erect upon it the necessary locks and other adjuncts would cost upwards of £100,000. An undertaking of this magnitude could not be accomplished in less than four years, and when finished would be defective in the first elements of utility, for it could confer no local advantages on the un-arable swamp through which it would pass, and being on the southern boundary of the Waiuku Block, its situation would be such as to bestow the least possible benefit on the greatest number of purchasers.

Taking into consideration the vast cost and great length of time necessary to complete a canal, also, its disadvantageous position and local imperfections, we determined, before recommending anything of the kind here, to satisfy ourselves that no other communication could be established, offering equal advantages for less money.

Disappointed in finding the Awaroa so badly suited to our purpose, we proceeded along the eastern margin of the Waiuku Block in quest of a more eligible locality. This (the Waikato face) with very little exception, consists of low, extensive, and impracticable marshes, most of them subject to immersion by tides and freshes, and all uninhabitable. In the whole distance we observed only two spots possessing the recommendations necessary for mercantile depôts, and having examined these, we returned to Waiuku. We next traversed the country between the Manukau and Waikato in almost every direction, with a view of determining the best connecting lines between it and the two spots already referred to on the latter, but a considerable portion of the intervening space being covered with timber, we found this a more tedious, and, indeed, a more arduous duty than we at first supposed.

We beg to report two practicable lines for a tram-way, either of them capable of being constructed at a moderate cost.

The first to which we would direct your

Honor's attention commences at Mangatoitoi, on the Manukau, about 100 chains north of Waiuku, and traversing 120 chains of tolerably flat fern land, proceeds in the direction of S. 6° E. through a belt of bush one mile and a half wide, crossing two gullies which might be easily headed by a slight digression from the last bearing. Emerging from the bush, it descends a fern spur, with an easy slope to an arm of the Awaroa swamp, two miles wide, crossing which it mounts another fern spur on the opposite bank, and winds thence along a wooded range to Owanga, where it terminates on a low bluff overhanging the Waikato. The level of this line throughout is very favourable to the formation of a tram-road, the chief impediment being the swamp, which is from twelve to twenty feet deep, but as the bottom consists of a substance sufficiently hard to sustain piles, which the woods on each side contain in abundance, we do not apprehend the surmounting this difficulty would materially enhance the cost of the

whole work. Only one objection to the line exists, and it, we presume, may be overcome. The natives retain, as a reserve, the sole eligible river frontage on that part of the Waikato.

The other line commences at a point on the Tehiki, about four miles from its mouth, and winding up a fern ridge one and a-half miles long, enters a forest, through which it continues in a south-easterly direction to the fern land on the opposite side near Titi, whence it continues another mile through open country, and again enters forest land, through which it winds in the above general direction to the Waikato.

Having described the localities through which permanent communication may be established, we now beg to submit a comparative statement of the advantages peculiar to each, in order that your Honor may have an opportunity of examining the reasons which influence our selection.

Comparative Statement of three lines of Communication between the Manukau Harbour and the Waikato River.

No. 1.	No. 2.	No. 3.
<p><i>Proposed line from Tehiki to Tekiki.</i></p> <p>Commences on a bold level bank on the Tehiki, well adapted for a village site. We sounded the channel from the mouth to this part of the creek, and are satisfied that a steamer, drawing seven feet, could not only lie near the bank at low water, but enter or leave the port at any time of tide.</p> <p>The opposite extremity meets the Waikato, between the two eminences of which Tekiki is the most northerly. There is ample space for a village here, with sufficient water to accommodate at all times any steamer capable of plying on the river.</p> <p>The greater portion of this road passes through forest land, replete with timber of a good quality. It could scarcely be better located in this respect.</p>	<p><i>Proposed line from Mangatoitoi to Awanga.</i></p> <p>Commences at Mangatoitoi, a prominent bank of the Manukau very suitable for a township. The channel is 2 feet deep at low water, so that a vessel could sail with the same ease from this place, as from the lower end of the Queen-street Wharf.</p> <p>The Waikato end of this line has an excellent site for a town, with 12 feet water in the river. It is, however, reserved by the natives.</p> <p>This line passes through two belts of valuable timber. By commencing the work in these portions, materials for its own construction could be carried along the line, at a comparatively nominal cost.</p>	<p><i>The line via Awaroa.</i></p> <p>Would commence at the village site of Waiuku, situate on the extremity of a long shallow gulph, having 7 feet at high-water spring tides. A steamer could only reach the existing wharf on the top of ordinary flood tides, and would either be compelled to return instantly, or await the next flood: Such a vessel would require to be loaded by lighters, and to lie near the spot which we propose for a terminus on line No. 2, whence she could sail or anchor two hours before a canoe could be floated at Waiuku.</p> <p>The only termination for a highway of any kind on this side would be Pura Pura, which has a very good village site, but it is six miles distant from the Waikato, and steamers could only reach it through a canal.</p> <p>There is no timber adapted for building purposes within two miles of this line, and as it could only be transported in the usual way, the cost would be considerable. With reference to a canal, the Awaroa valley is utterly destitute of the materials ne-</p>

Continuation of Comparative Statement, &c.

No. 1.

No. 2.

No. 3.

It may fairly be assumed that a highway such as that under consideration would enhance the value of arable land within the average distance of two miles on either side of it.

The line No. 1 is very favourably situated in this respect. Passing through the middle of the Waiuku block, it would confer immediate benefit on no less than 26,000 acres of the best land, the native title to all of which has been extinguished.

Compared with the route in the third column, this line would accomplish a saving of ten miles and confer advantages similar to those of No. 1, but in a less degree. A reference to the map will shew that this line would accomplish a saving of several miles and confer advantages similar to those of No. 1, but in a less degree. intricate part of the Waikato; and four miles more to vessels on the Manukau. In effect, it would decrease the distance by water between Auckland and the south about 14 miles.

The length of No. 1 is $11\frac{1}{2}$ miles. Estimated cost, 16,400*l*. Length of No. 2, $7\frac{1}{2}$ miles. Estimated cost $\pounds 11,700$.

It will be seen by the preceding that Line No. 1. has very great advantages over either of the others, and we recommend it to be adopted in preference to that via the Awaroa for the following reasons:—

1. *For the superiority of its Termini.*

The Southern districts, in every direction but one, are so circumscribed by natural boundaries, presenting impediments to transit in a greater or less degree, that the Waiuku block is evidently the channel of all others, through which their import and export trade must be conducted; and the known fertility and extent of those districts are such, that taken in conjunction with the fact of their being on the eve of settlement by Europeans, there can be no doubt that the most eligible line through Waiuku, will at no distant period be the greatest inland tributary to the commerce of Auckland. It is equally clear that the trade through this channel will give rise to towns of no small importance, and that therefore appropriate sites for these in conjunction with the most practicable communication, should form a principal consideration in defining a locality for the present work. As the traffic on each side will be conducted by steamers, it would be a matter of pecuniary moment to owners, as well as to merchants, that those should be able to enter and leave the respective ports at any time, and that they should if possible lie in such a position as to receive or discharge cargo at the respective wharves.

cessary to construct or render such a work durable.

On the same principle No. 2 would extend its influence over 12,000 acres of equally good Government land. We have already described the Awaroa swamp, and need hardly add that being unarable, proximity to a road or canal would invest it with no agricultural value.

There would therefore remain only 3,200 acres, the property of private individuals, capable of deriving advantage from any work under this head.

Length of canal 6 miles.
Ditto of Tram Road in continuation $1\frac{1}{2}$ miles.
Cost of canal $\pounds 185,000$.
Ditto $1\frac{1}{2}$ miles tram road in continuation, included.

In our comparative statement it will be seen that Line No. 1 possesses all these recommendations, whereas via the Awaroa, steamers would require to come up a canal through several locks on one side, and lie more than a mile from the wharf at Waiuku on the other. Cargo could only be shipped or discharged at the latter place by lighters, which besides delay, inconvenience, and probable damage to goods, would involve a considerable tax on the merchant.

2. *For its facility of construction.*

It has already been said that the line No. 1 passes for the most part through forest, and that it could scarcely be better located with regard to materials, whereas on the Awaroa hardly any suitable materials can be found for a canal, and none within a distance of two miles for the short road required in continuation of it.

3. *For the intrinsic value of its site.*

The line we recommend would, as we have shown, confer direct benefit on 26,000 acres of the best Government land, and we think that too much weight cannot be attached to this circumstance. We are of opinion that were the road complete at the present moment, and the portion of the Waiuku block through which it passed, offered for sale; as much money would be realised in excess of the existing value, as would pay for the entire construction of the work in the manner proposed. In other words the *Local Position* of this thoroughfare is of sufficient value to pay for its own construction, whereas the line by the Awaroa would cost over 100,000*l*.

and the corresponding value of its *Local position* would not be worth a shilling of the money to the Province.

4. *For the distance it would save.*

The line No. 1 would save 14 miles by water between Auckland and the Southern districts, or a little more than one hour's steam; and as a river boat averages only about 8 hours per diem under way, to lose one of these would be to lose a noticeable proportion of the earnings of the craft.

5. *On account of the time.*

This also is a matter of consequence: the line No. 1 might be made in 12 months, and would therefore be in working order three years before a steamer could be placed on the Awaroa.

6. *On account of the cost.*

Line No. 1 would cost £16,400 *versus* £185,000 for a canal via the Awaroa. The contrast is great, but we do not deem it overstated; there would be no object in making a road however cheaply it might be done from Waiuku to any part of the Awaroa swamp, where warehouses could not be built, or goods landed; and as the banks on the whole length of the creek from Pura Pura to its mouth, have this defect, a canal to admit steamers is the only work we can propose.

A canoe track could be substituted for £1750 and might be completed in one year but, the detention, additional cost of carriage, incident damage to goods, and general objections to lightening cargo the long distance of 6 miles, are so obvious, that we do not entertain this process as any part of a scheme for opening up the Southern districts, particularly as such a bar to traffic would cost the same time in completing as the most eligible line.

We would consider a tram road the most advisable kind of communication to adopt between Tehiki and Tekiki, not only because the site abounds with suitable timber, but because it would be the cheapest and the most readily accomplished. An inferior quality of metal for a Macadamised road could be found at intervals along the line, but it would cost more in 15 years to make and maintain a serviceable stone road, than to make, repair, and periodically replace a tramway for the same time; and then a horse could draw four tons on the latter, *versus* 15 cwt. on the former.

With regard to the utility of the work there can in our opinion be no question. Indeed we think the block itself of sufficient consequence to merit all the attention that can be bestowed on it, for when settled upon by *bona fide* farmers, it will be capable of producing grain enough to meet the wants of half the Province. It is moreover so located as to participate in all the traffic between Auckland and her principal inland dependencies;—possessing in an eminent degree the material elements of ultimate wealth, it is in short, better calculated to remunerate the Province for an outlay tending to its improvement, than any other section of the country we know.

We may also state our belief, based on a careful investigation of the subject in all its

bearings, that if the most efficient, most suitable, and most expensive works which the united skill and present resources of the colony could devise or undertake, were commenced in the Awaroa contemporaneously with the sale, to European settlers, of the Waiuku block, and the purchasers were ceded the single advantages of having the line No. 1 reserved and placed at their disposal; so suitable is its position, and so obvious are its advantages, that before the former works could be made available, colonial enterprise would without any other aid have completed the line we propose, to the great detriment and possibly to the ultimate supercession of the other.

With reference to the works that might be undertaken in temporary aid of traffic on the Awaroa, we beg to state that the means to be applied are very simple, and save consideration by admitting of no choice.

The principal difficulty experienced in navigating the creek, consists of the large number of fallen trees lying athwart its channel, but at the same time, it should be remarked, that without these, or something to represent them, a great portion of the stream could not be navigated at all; acting as small locks, many of them elevate the water considerably above what its level would otherwise be, and if removed, would have the immediate effect of leaving the bed almost dry.

To facilitate the transit of canoes, it would be only necessary to remove the more prominent logs, or such parts of them as projected into the stream, and to construct small locks at convenient distances, capable of raising the water level from twenty to twenty-four inches each, and to round off a few of the sharper angles of the creek. The cost of the first work would be about £750, and that of the two latter about one thousand more; the whole could be completed in a season.

We may observe that the removal of logs, and construction of the locks would require to be conducted simultaneously: that one work would be utterly useless without the other, and that both would require to be complete on the whole length of the creek, before any benefit worth notice could be derived from either.

We do not conceive that the small sum of £500 could be judiciously employed in the improvement of the Awaroa, even as a canoe track. We would not recommend it to be expended in removing the logs, for that operation would terminate in leaving the channel almost destitute of water, thereby destroying the communication instead of opening it; and we do not advise a portion of any line to be undertaken, before the whole can be proceeded with, for we feel satisfied from the character of the Awaroa, that no good result can be expected from attempting its melioration piecemeal.

In conclusion we beg to remark that it would occupy as long a time to improve the Awaroa, as it would to complete the line No. 1 from Tehiki to Tekiki, and that if the latter

were in working order any improvement of the former would be unnecessary.

We have the honour to be,
Sir,

Your most obedient servants,
WM. MASON,
DANIEL SIMPSON,
C. P. O'RAFFERTY.

To His Honor
the Superintendent,
Province of Auckland.

N.B. A sketch in illustration of the Report may be seen on application at the office of the Waste Land Board.

ACCEPTED TENDERS.

Superintendent's Office, Auckland,
3rd July, 1855.

THE Tenders enumerated below have been accepted.

WM. BROWN,
Superintendent.

HOSPITAL AND LUNATIC ASYLUM.

JAMES SIMMS & Co.

Fresh beef or Mutton, without bone, per lb.,
11 $\frac{1}{2}$ d.
Fresh Pork, 8 $\frac{1}{2}$ d.

AT PER LB.

Fine Bread, 4d.	Potatoes, 2d.
Rice, 6d.	Tea, 1s. 10d.
Sugar, 4 $\frac{1}{2}$ d.	Oatmeal, 8d.
Arrowroot, 6d.	Fine Flour, 6d.
Sago 8d.	Suet, 8d.
Butter, 2s.	Tobacco, 2s.
Salt, 1 $\frac{1}{2}$ d.	Pepper, 8d.
Soap, 5d.	Whiting, 2d.
Mixed vegetables, 3d.	Dip Candles, 6d.
Mould Candles, 10d.	Cotton wick, 1s. 4d.
Fowls each, 2s. 6d.	Milk, per quart, 9d.
Eggs, per doz., 1s. 9d.	Straw, per ton, £5.
Oil, per gallon, 8s.	Sperm ditto, 10s.
	Brandy, per 2 gallons, 42s.
Sherry, 24s. do.	Gin, 30s. do.
Port Wine, per 2 gallons, 25s.	Ale, 12s. do.
Porter, 16s do.	
Vinegar, per quart, 6d.	

GAOL AND LOCK-UP RATIONS,

JAMES SIMMS & Co.

Ration No. 1, 5 $\frac{1}{2}$ d.
No. 2, 10 $\frac{1}{2}$ d.
No. 3, 12 $\frac{1}{2}$ d.
Lock-up Ration, 6d.

DESTITUTE PERSONS.

JAMES SIMMS & Co.

At per Ration, 11 $\frac{1}{2}$ d.

M E D I C I N E S .

R. MATTHEWS.

PRINTING.

WILLIAMSON & WILSON.

FORAGE.

T. SOMERVILLE.

Hay, £12 per ton.
Maize, per bushel of 60 lbs., 11s.
Bran, ditto, of 20lbs., 3s.

Superintendent's Office, Auckland,
3rd July, 1855.

TENDERS will be received at this Office until noon on Wednesday, July 11th instant, from persons desirous of furnishing the Provincial Government with the following supplies, to be delivered at the Hospital and Asylum.

WM. BROWN,
Superintendent.

PROVINCIAL HOSPITAL.

6 Pairs Moleskin Trousers
12 Pairs Worsted Stockings
6 Dungaree Women's gowns
1 Strong Pick-axe
1 Hanging Lamp
12 Pieces White Tape
Half pound White Thread
Half pound Black ditto
1 Set black-lead Brushes
6 Pairs strong Shoes
2 Dozen strong Braces
12 Knives and Forks
1 Iron Wheelbarrow
1 12-feet Ladder
1 Japanned iron Coal Scuttle
1 Gross Shirt buttons
Gross Trowser ditto.

LUNATIC ASYLUM.

1 Dozen strong Braces
6 Tin Wash-hand basins
1 Kitchen Ladle
1 Dustpan and brush
1 Large long-handled Scrubbing-brush
6 Towels
6 Pieces White tape
3 Strong large Door-mats
5 Strong Padlocks
12 Pint Pannikins
3 Tin Urinals
1 Pair large Scissors
1 Whitewash Brush
6 American Buckets
100 Needles, Nos. 5 and 6
2 Strong Ward Forms, 8 feet long.

ERRATUM IN GAZETTE No. 20, p. 114.

By an error in punctuation, the following words are made to convey a meaning opposite to that which they should bear.

"You are aware that no appropriation to the service of the Waste Land Board has been made by the Provincial Council, and that my own power of appropriation, exceedingly limited, under the Regulations is rendered almost null;"

For which read

"* * * and that my own power of appropriation, (exceedingly limited under the Regulations,) is rendered almost null."

INSPECTOR OF SLAUGHTER HOUSES.

RETURN of Cattle Slaughtered within the Auckland District, for the week ending 16th June, 1855.

Time of Slaughter	For whom slaughtered.	Place of Slaughter.	Colour.	Marks.	Brands.	Sex.	Apparent Age.
1855							
June 11	Wells	Newmarket	Red	Cocked horns	WD off ribs	Ox	4 years
"	Rice	"	Red and white	Poley, white face	WD off ribs	Ox	5 years
"	Wells	"	Strawberry	Red neck and ears, cocked horns	SA off shoulder	Ox	5 years
13	"	"	Strawberry	Red neck, curly horns	Tomahawk off ribs	Cow	5 years
"	Day	"	Strawberry	Open horns	GS near rump	Ox	3 years
"	Holmes	"	Strawberry	Red neck, stag horns	SA off shoulder	Ox	4 years
"	Rice	"	Red	Snl hns (off st, nr bent down to face) white spot top rump	K near rump	Ox	5 years
14	Wells	"	Strawberry	Red neck, both ears side cut, off two cuts, open horns...	WC off rump, tomahawk off ribs	Ox	4 years
"	E. George	"	Red	White belly and flanks, poley	☐ near shoulder ☐ near ribs (Twofold Bay brand) MD off ribs, U, fork, and scar near rump	Cow	Aged
15	Wells	"	Brindle	Poley, white belly	ML (conjoined) off rump, tomahawk off ribs	Ox	5 years
"	Holmes	"	Strawberry	Red neck and ears, wide cocked horns, top'd	K near rump	Ox	5 years
"	Day	"	Red	White belly, spot top of shoulder, & white off side, stg hns	HIL near rump	Ox	3 years
"	R. George	"	Red	Poley, white belly and flanks	JC (5 under) near rump, 105 near ribs	Ox	4 years
16	Chisholm	"	Red	White belly and part of back, open horns	JH (1 under) near rump, Jr (conjoined) off rump	Ox	3 years
"	Day	"	Black & white	Spotted poley	W off rump	Cow	6 years

DAVID G. SMALE,
Inspector of Slaughterhouses.

INSPECTOR OF SLAUGHTER HOUSES.

Return of Cattle Slaughtered within the Auckland Country District for the week ending 16th June, 1855.

Time of slaughter	For whom Slaughtered.	Place of slaughter.	Colour.	Marks.	Brands.	Sex.	Apparent age.
1855							
June 11	W. Walters	Ellerslie	Red & white	Spotted, wt. face, cocked horns, nr. ear swallow & topd.	WR off rump, illegible brand off ribs	Cow	Aged
"	"	"	Red	White back and belly, poley	JF (conjoined) off ribs	Cow	5 years
"	"	"	White	Dark Strawberry neck, open horns	PD off rump	Ox	Aged
"	"	"	Red	White back, shoulder, and rump, open horns	WA near rump, TE (conjoined) near shoulder	Ox	4 years
" 13	"	"	Red & white	Cocked horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Strawberry	Short horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Red	Stag horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Red	Open horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Strawberry	Cocked horns, near ear swallow and topd.	JD (conjoined) near rump, RF off ribs, F near shoulder	Cow	5 years
"	"	"	Red	Wt. back & belly off horn broken, nr. ear swl. & topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Lt. Strawberry	Curly horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	3 years
"	"	"	Strawberry	Short curly horns, near ear swallow and topd.	JD (conjoined) nr rump, HB (conjnd.) 9 (under) nr ribs	Cow	Aged
"	"	"	Strawberry	Curly cocked horns	JC off rump	Ox	3 years
"	"	"	Brindle	Cocked horns	JO near rump	Ox	4 years
" 15	"	"	Strawberry	Wide bent horns	JO near rump	Ox	4 years
"	"	"	Blue & white	Open horns, near ear swallow and topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Red & white	Spotted poley, near ear swallow and topd.	JD (conjoined) near rump	Ox	5 years
"	"	"	Red	Wt. on shldr., ckd. hns., off hn. brkn, nr. ear swl. & topd.	JD (conjoined) near rump	Ox	4 years
"	"	"	Red	Cocked horns, topd., near ear two side slits	JO near rump	Ox	4 years
"	"	"	Strawberry	Red ears, tan nose, open horns, near ear swallow & topd.	JD (conjoined) near rump	Ox	4 years

DAVID G. SMALE,
Inspector of Slaughter-houses.

INSPECTOR OF SLAUGHTER HOUSES.

Return of Cattle Slaughtered within the Auckland District for the week ending 23rd June, 1855.

Time of slaughter.	For whom slaughtered.	Place of Slaughter.	Colour.	Marks.	Brands.	Sex.	Apparent Age.
1855.							
June 18	Holmes	Newmarket	White	Red ears, cocked horns	S both rumps, AB off ribs	Ox	3 years.
"	Rice	"	Strawberry	Red ears, cocked horns, off ear cut	No brand	Cow	Aged
"	E. George	"	White	Poley, red spots near the eyes, near ear notched	No brand	Cow	Aged
"	Wells	"	Strawberry	Red ears, open horns	ML (conjoined) off rump, tomahawk off ribs	Ox	4 years
" 19	Holmes	"	Bridle	White belly, cocked horns	H near rump	Ox	5 years
" 20	Day	"	Red and white	Spotted, open horns, near ear swallow, off ear side cut	TG near rump, JW near ribs	Ox	4 years
"	O'Neill	"	Black	White face, back and belly, cocked horns	MR near rump	Cow	5 years
" 21	Wells	"	Red and white	Spotted, red back, okd hns, nr horn broken nr ear side cut	ML (conjoined) off rump, tomahawk off ribs	Ox	5 years
"	R. George	"	Strawberry	Red neck and ears, near ear cut, short horns	TM off ribs, V off rump, F near shoulder	Heifer	3 years
" 22	Rice	"	Red	White belly, spotted thighs, stag horns	WD (scalded) off ribs	Ox	5 years
"	Wells	"	Red and white	Spotted, cocked horns	WC near ribs	Cow	Aged
"	Holmes	"	White	Open horns	I (half circle under) and an illegible brand off ribs like N	Ox	3 years
" 23	Wells	"	Light red	White belly, stump tail, cocked horns, topped	No brand	Ox	5 years

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DAVID G. SMALE,
Inspector of Slaughter-houses.

INSPECTOR OF SLAUGHTER HOUSES.

RETURN of Cattle Slaughtered within the Auckland Country District for the week ending 23rd June, 1855.

Time of slaughter.	For whom slaughtered.	Place of slaughter.	Colour.	Marks.	Brands.	Sex.	Apparent age.
1855.							
June 19	W. Walters	Ellerslie	Red	Open horns, white flanks	J near rump	Ox	4 years
"	"	"	Red	Cocked horns, white flanks, both ears slit	MW near ribs	Ox	5 "
"	"	"	Brown & white	Spotted poley, both ears slit	MW near ribs	Ox	6 "
"	"	"	Strawberry	Poley, both ears slit	MW near ribs	Cow	Aged
"	"	"	Red	Poley, near ear swallow and topped	JD (conjoined) near rump	Ox	5 years
"	"	"	White	Wide horns, near ear swallow and topped	JD (conjoined) near rump	Ox	4 "
"	"	"	Dun	Open horns, spot on rump, near ear swallow & topped	JD (conjoined) near rump	Ox	4 "
"	"	"	Roan	Horns bent down, near ear swallow and topped	C (J inside) off rump, JD (conjoined) near rump, TL off ribs	Ox	3 "
"	"	"	White	Red round the eyes, spots on neck, nr ear swallow & top	D (conjoined) near rump	Ox	4 "
"	"	"	Red	Wide horns, near ear swallow and topped	JD (conjoined) near rump, W near ribs	Ox	4 "
"	"	"	Red	White face, flank, & rump, stag horns, nr ear swallow & top	JD (conjoined) near rump	Ox	6 "
23	"	"	Red	Cocked horns, near ear swallow and topped	D (conjoined) near rump, W (6 above 2 under) near ribs	Ox	6 "
"	"	"	White	Open horns near ear swallow and topped	D (conjoined) near rump	Ox	4 "
"	"	"	Red and white	Spotted poley, near ear swallow and topped	D (conjoined) near rump, DF off rump	Ox	4 "
"	"	"	Red	Open horns, near ear swallow and topped	JD (conjoined) near rump, JD (conjoined) near thigh	Ox	5 "
"	"	"	Red and white	Spotted, open horns, near ear swallow and topped	TL off ribs, JD (conjoined) near rump	Ox	4 "

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DAVID G. SMALE,
Inspector of Slaughter-houses.

RETURN of SMALL CATTLE Slaughtered in the Auckland District during the week ending Saturday, the 16th June, 1855.

Place of Slaughtering.	Pigs	Sheep.	Goats.	Calves.
Public Slaughter House, Newmarket	36	88	0	0

DAVID G. SMALE,
Inspector of Slaughter-houses.

RETURN of SMALL CATTLE Slaughtered in the Auckland District during the week ending Saturday, 23rd June, 1855.

Place of Slaughter.	Pigs.	Sheep.	Goats.	Calves.
Public Slaughter-house, Newmarket	49	78	0	0

DAVID G. SMALE,
Inspector of Slaughter-houses

Superintendent's Office, Auckland,
July 7, 1855.

THE following outline of a proposed Road Act for the Province of Auckland is published for general information.

WM. BROWN,
Superintendent.

GENERAL PRINCIPLES ON WHICH IT IS PROPOSED THAT SUCH ACT SHOULD BE BASED.

1. The public roads of the Province being for the general benefit of its inhabitants, the whole expense of constructing the same shall be defrayed out of the Provincial Treasury.

2. Such roads, when constructed, shall be kept in repair at the joint expense of the Provincial Government and of the owners and occupiers of lands in the respective Districts wherein the same shall be situate.

3. The Provincial Government to determine from time to time the roads to be constructed.

REGULATIONS.

1. The Province to be progressively divided into Road Districts for the purposes of intended Act

2. Such Districts to be, from time to time, appointed and defined by Proclamation in "Provincial Gazette."

3. Maps of such Districts respectively to be prepared, shewing intended lines of road through the same.

4. Road Commissioners or Trustees for each District to be elected by the owners and occupiers of lands therein.

5. The Provincial Government to transfer to such Commissioners the management and direction of any public road, or part thereof, in the course of construction therein, so soon and whenever such road or part shall have been constructed.

6. Commissioners forthwith to all for tenders for the maintaining of such roads in repair at so much per chain.

7. Owners and occupiers of lands in such District to levy rates for defraying one-half of the expense of keeping such roads in repair; such rates not exceed the maximum amount to be in that behalf fixed by the Provincial Legislature.

8. Commissioners, in the case of there being no tenders sent in, to order the necessary repairs themselves.

9. And if Commissioners should not do so, the Provincial Government may order the same to be done, and levy rates in such district for that purpose.

10. Owners and occupiers of land may levy additional rates for the purpose of making other roads in the district which the Provincial Government may not be undertaking: Provided always, that such other roads shall not be undertaken without the approval of the Provincial Government.

11. Such rates to be paid into the Provincial Treasury.

12. After such payment shall have been made, the Superintendent shall issue warrants, from time to time, for the payment out of the Treasury, (provided there be funds applicable thereto,) for the purpose of constructing such road, of a sum double in amount of that raised by such rates, and paid in as aforesaid.

13. Voluntary contributions to be treated as rates.

14. The rates levied to be at so much per acre; the maximum amount to be inserted in Act.

15. Such roads, when constructed, to be kept in repair, subject to the same rules and regulations as in the case of public roads constructed by the Provincial Government.

16. No person to depasture cattle of any kind on any public road within a proclaimed road district, without the license of the Commissioners of that district.

