




THE  
**GOVERNMENT GAZETTE,**  
PROVINCE OF HAWKE'S BAY.

**Published by Authority.**

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

J. C. LAMBTON CARTER,  
Superintendent.

VOL. 3.]

SATURDAY, FEB. 1, 1862.

[No. 2.

Superintendent's Office,  
Napier, Jan. 29, 1862.

IT is hereby notified for general information that a Writ for the Election of a Member to serve in the Provincial Council of Hawke's Bay for the Town of Napier having been issued in accordance with clause 12 of "An Act to Grant a Representative Constitution to the Colony of New Zealand," the Returning Officer has returned the said Writ, with a certificate that the undermentioned Gentleman has been duly Elected to serve as a Member of the said Provincial Council for the said Town of Napier,—

JAMES WOOD, ESQ.,

of Napier.

J. C. LAMBTON CARTER.

Superintendent.

Superintendent's Office,  
Napier, Jan. 29, 1862.

THE following notification published in the *New Zealand Gazette*, of January 7, 1862, is republished for general information.

J. C. LAMBTON CARTER,  
Superintendent.

Colonial Secretary's Office,  
Auckland, 6th Jan., 1862.

IT is hereby notified that the Native Title has been extinguished over the Block of Land whereof the boundaries are mentioned or described in the Schedule hereunto annexed.

H. SEWELL,  
In the absence of Mr. Fox.

SCHEDULE.

PROVINCE OF HAWKE'S BAY.  
*Tukuaru Reserve (Hapuku's Block).*  
Estimated to contain 71 acres.

Situated on the Waipawa River, near its junction with the Tuketuke, and being one of eight portions within the boundaries of the land known as "Hapuku's Block," marked out and reserved by the Native owners at the time of sale of that block to the Government.

## Abstract of Receipts

### OF THE PROVINCE OF HAWKE'S BAY, FOR

RECEIPTS.			
	£	s.	d.
<b>ORDINARY REVENUE—</b>			
Customs, (§ths of Gross Receipts) ... ..	781	1	4
Registration of Deeds (half year) ... ..	153	11	10
Registration of Brands* ... ..	19	10	0
Publicans' Special Licenses ... ..	26	13	4
Pilotage (July-September) ... ..	14	9	6
Rent of Waipureku Ferry ... ..	12	12	6
Registration of Dogs (N. division) ... ..	6	7	0
Pound Fees ... ..	1	1	0
Slaughter-Houses (fees to 30th September) ... ..	0	17	6
Weights and Measures (ditto) ... ..	1	1	0
Sheep Assessment** ... ..	268	3	6
<b>Total Ordinary</b> ... ..			1285 8 6
<b>TERRITORIAL REVENUE—</b>			
Sales of Crown Lands, &c. ... ..	8739	10	4
<b>Total Territorial</b> ... ..			8739 10 4
<b>TOTAL REVENUE</b>			
			£ 10,024 18 10
<b>TEMPORARY REVENUE—</b>			
G. T. Fannin, Immigration Clerk, on account of Assisted Passages ... ..	0	9	9
E. Thompson, for Irish School Books ... ..	0	18	2
W. Smith, for do. do. ... ..			1 7 11
Balance, last quarter, in hands of Officers and others to be accounted for ... ..	3511	10	0
Balance, last quarter, in hands of Provincial Treasurer ... ..	4297	7	2
			7869 5 1
<b>£ 17,894 3 11</b>			
<p>* Of this sum, £1 has since been refunded.  ** Of this sum, £15 18s. 7d. has since been refunded.</p>			

Treasury, Napier,  
January 11th, 1862.

## and Expenditure

THE QUARTER ENDING 31st DEC., 1861.

EXPENDITURE.			
	£	s.	d.
ORDINARY—			
Superintendent's Department		217	12 8
Treasury ditto		76	13 10
			294 6 6
PROVINCIAL COUNCIL			
		37	10 0
			37 10 0
CROWN LANDS' DEPARTMENT			
		171	3 6
			171 3 6
Harbour Department		110	6 4
Provincial Council Library		5	7 0
Provincial Solicitor		33	6 8
Audit Department		30	0 0
Police ditto		233	8 9
Gaol ditto		75	2 6
Registration of Deeds ditto		62	10 0
Medical and Hospital ditto		76	8 0
Sheep Inspectors, &c. ditto		100	15 8
Native Interpreter's ditto		25	13 5
Returning Officers' ditto		5	6 0
Receiver of Land Revenue's ditto		0	18 6
Registration of Dogs ditto		3	15 0
Schools, Grants in Aid, &c.		59	15 2
Immigration		6	5 0
Weights and Measures		12	10 1
Charitable Aid		2	12 0
Legal Expenses		52	1 7
Steam Navigation (4 months)		166	13 4
Pound-keeper		6	5 0
General Printing		139	7 10
Government Offices (furnishings)		5	4 0
Natives Expenses		0	6 0
Miscellaneous		94	6 9
			1308 2 7
Total Ordinary			1811 2 7
PUBLIC WORKS AND UNDERTAKINGS—			
Harbour Improvements*	2186	19	6
Survey Department	329	13	6
Engineer's ditto	116	3	6
Director of Public Works' ditto	57	10	0
			2690 6 6
ROADS AND STREETS—			
Te Aute Road	669	9	3
Porangahau ditto	39	13	0
Middle ditto	16	14	0
Clive ditto	8	0	0
Taupo ditto	267	3	10
Mohaka (branch) ditto	204	8	6
Petane ditto	6	12	1
Titikura ditto	50	0	0
Shakespeare ditto	205	13	2
Waghorn Street	92	12	3
			1560 16 1
PUBLIC BUILDINGS, &c.—			
Government Offices	32	4	7
New Gaol	91	0	0
Public Wells	10	16	4
Boat Shed for Surf Boat	43	0	0
Waipawa Court House	56	6	6
Meanees Bridge	244	0	0
Waipureku Ferry Punt	3	16	0
Ferry at Waihua	5	0	0
Ditto at Waikari	4	3	4
Observatory, Napier	0	5	0
Athensæum, ditto	200	0	0
			695 11 9
Total Public Works, &c.			4946 14 4
ADVANCES TO OFFICERS AND OTHERS TO BE ACCOUNTED FOR—			
His Honor the Superintendent as Trustee of Small Farm Reserves	1541	0	0
Provincial Government of Wellington	1117	1	3
E. G. Wright, Director of Public Works	390	0	0
H. S. Tiffen, Chief Provincial Surveyor	470	0	0
			3518 1 3
Balance in hands of Provincial Treasurer, Dec. 31st, 1861			7618 5 9
			£ 17,894 3 11

WILLIAM COLENZO,  
Provincial Treasurer.Examined, { V. JANISCH,  
G. E. G. RICHARDSON, } Auditors.

Superintendent's Office,  
Napier, Jan. 29, 1862.  
**HIS HONOR** the Superintendent directs the following reports to be published for general information.

**G. T. FANNIN,**  
Superintendent's Clerk.

Survey Office, Napier,  
January 22nd, 1862.

SIR,—I beg to report to you on the amount of work performed by the Survey Staff during the six months ending December 31st, 1861, giving also the approximate cost per acre of each officer's work.

Mr. Bousfield, during the last half year has been engaged in the survey of the Ahuriri block, more particularly in the survey of the Pohui and Pakiaka. The cost of his party has been about £420, and the area surveyed about 40,000 acres, or about 2½d. per acre. A still further outlay will have to be incurred in staking out the available land along the line of road, and of cutting a line through Pohui bush before the sections are submitted to public competition.

Mr. Weber has staked out various selections made by Messrs. Gollan, Stokes, Abbott, Riddiford, T. P. Russell, &c., &c., amounting in all to amount 13,000 acres. He has moreover made detail surveys of about 7000 acres on Mr. R. Collins's run and that of Captain Newman; besides this he has traversed several miles of very rough creeks, &c. His expenditure has been nearly £400, or 4½d. per acre.

Mr. Locke has staked out selections amounting in the aggregate to 12,560 acres of 10s. and 5s. land in a very rough country. He has also surveyed the whole of Colonel Russell's run, and extended the Trigonometrical Survey. The expenditure of his party has been £320. The rate per acre cannot be estimated, but would be found below 5d. per acre I believe.

Owing to the cordial co-operation I have met with from the different officers of my department, the amount of work performed during the past half year is exceedingly great, when it is taken into account that the inclemency of July and August hindered field operations very materially.

The expenditure of 1861 has been somewhat in excess of my original estimate, chiefly in consequence of my finding it impossible to call in the survey parties during June, July, and August owing to the pressure of work.

Mr. Hughes has been paid the balance of contract due to him of £21 18s.

Mr. H. L. Skeet, balance of his contract survey, £27 11s. 6d., and

Mr. R. M. Skeet, balance of contract survey, £23 2s.

Mr. Bousfield's work in the Ahuriri block is fast drawing to a close, and I purpose extending his district to the Ruataniwha. By

so doing, and by surveying the Arapawanui and Moeangiangi blocks by contract, the services of one surveyor might be dispensed with, after the expiration of February next.

Crown Grants issued are .....	480
„ prepared, ready for issue	426
„ „ in Auckland...	18
„ in hand .....	54
„ to prepare, say .....	100

1078

I have the honor to be,

Sir,

Your most Obedient Servant,

**H. S. TIFFEN,**

Com. of Crown Lands and Chief Prov. Surveyor.

To His Honor  
the Superintendent,  
Hawke's Bay.

Engineer's Office,

Napier, Jan. 27, 1862.

SIR,—I have the honor to submit to you the following report on the present state of the works of this Province under my charge. During the past very wet Spring, neither the Bridges, Culverts, or formation, suffered any serious injury, and they are now generally in good repair. I much regret that all through the wet season, the lines were fearfully cut up, and that travelling was thus attended with great inconvenience. I apprehend this will be the case, although not to the same extent for some years, whenever the season is unusually wet, owing to the inferior material which is generally procurable for metalling—the extreme narrowness of the Roads confining as it does the wear to only a small surface, and the increased traffic, the effects of which is particularly felt in Winter and Spring, from the heavy loads borne on the bullock-drays with their single pair of narrow-tired wheels. Whenever the wheels break through the road-crust, and any difficulty arises, the drivers of the accompanying drays attach their teams and then the wheels cut through the road as deeply as would the colter of a subsoil plough. I should be sorry to recommend anything that would militate against the interest of the owners of these drays, but I think some rule could be laid down for the advantage of all parties, regulating the width of the tires, and the weight of the loads.

After the check to the Works last year, many laborers left the District for other places, and numbers of those who still remained were afterwards attracted to Otago by the Gold Diggings of that Province, leaving very few requiring employment, and rendering it impossible to push forward many useful and necessary works. At one time it was almost impossible to engage sufficient hands for repairs alone, explaining fully why advertisements for Tenders for the execution of Works were so frequently unnoticed.

In referring to the difficulty of carrying on many undertakings, I must not omit the obstruction from the Natives. To such an extent is this now carried on, that Europeans will scarcely be induced, at any price,

to engage in a contract on Native Land. Notwithstanding the anxiety professed by the principal chiefs in the district to have the Te Aute Road made, after preventing the Middle Road from being commenced, and their promises to afford every encouragement and assistance, they are now constantly throwing obstacles in the way, the men employed procuring metalling for repairs have been turned out of several quarries, which were opened at considerable expense. So much is this the case, that I anticipate, as stated in my letter of the 20th ult., the complete stoppage of traffic next winter on this the principal Line in the Province, for without being allowed to procure materials for repairs it must go to ruin.

There has been every effort made to preserve a good understanding with these people. They have been employed as contractors—they have been offered and sometimes accepted employment for themselves and their carts by the day, and there has been no quarrel between themselves and the Europeans engaged by the Government. Money in every case of obstruction has been demanded, but if I am to regard the stakes set up alongside the Road as boundaries between different owners, the Province must be prepared to have a demand made on it at the end of every quarter or half mile, being about the distance the divisions are apart. Even if it were possible to agree to such numerous claimants, it is not so certain that after a little time it would exempt travellers from equally numerous applications for tolls. I will only mention another circumstance showing the difficulties this department has to submit to. Last year Te Teira contracted for the repairs of the Bridle Track from Tongio to Mohaka, but he never did anything to it. He was repeatedly spoken to, he was written to, urging him to do so, as the Public were suffering great inconvenience, natives as well as Europeans. His only reply was to wait. At length I was obliged to send a party of Europeans to repair it. And although the road then was nearly impassible at Waipatiki, he would neither allow them to work on it, nor would he send any person to do so himself. I am sorry to write in this manner of a people with whom I have been on good terms since I came here, but I wish to acquaint the Public with the cause of some of the inconveniences they suffer in the hope that steps may be taken to remedy an evil daily increasing, and that seriously threatens the communication of the Province. The cost for maintenance on the Te Aute Line has been in excess of the estimates owing to the Traffic that used to pass over the Middle Road having been nearly all transferred to this. The contract at Havelock has been completed over a swampy piece of the Line. A part of the Line between Awanui and Waitahora has been metalled. A part of the Line from the boundary of the College Lands to the Kaikora Creek is let to a Contractor, and now in progress; another between the Creek and Waipawa; and at

Waipawa a further section is also progressing in the hands of a contractor: and by private arrangement, a less steep descent is making into the Waipawa river, from the bank at Waipawa. The road has been made and metalled across a deep Gorge between Watt's and Knight's Lands and Waipawa Flats. The metalling of sixty chains of the Line is let to the natives between Pokawa and Te Matai for some time, but not yet commenced.

The works most urgently required, in addition to the above, are forming and metalling the Road through Havelock, and from Havelock to the Louisa Creek, metalling the made Road from Waitahora to the Puki-Puki or Awanui, making a section of the Line through some swampy ground at Te Matai, making and metalling along some wet ground, and side-cutting between the Rev. S. Williams', and the silver stream, and bridging a small creek between the Kaikora and Abbotsford. These works, in addition to the contracts in progress, will render this a good line.

I cannot agree with those persons who say the Middle Road should be abandoned, or that one Line would suit the requirements of the Inland Districts. From Patangata to Havelock the settlers south of the Tuki-Tuki are cut off from the Te Aute Road, by a range of hills, or by swamps, and to open communications through either would cost more than will be necessary to remove all obstructions on the Middle Road. I would, therefore, recommend that the formed portions of the Line should be metalled, except at Ngawakatatara where a dray Road only has been made, and which, in part, is threatened by the encroachments of the River. Metalling over the Culverts here will be sufficient. Owing to the convenience of material, I have calculated on its being done at a low price. Only a small portion of the Road near the Gorge has been metalled during the past year. If funds for the purpose can be spared it should be completed, and the sidecutting between Havelock and Mr. Foster's station, and between Mr. Foster's and the Gorge should also be executed, and then drays will find no difficulty in travelling over the line.

Beyond repairs, nothing has been undertaken on the Porangahau Road. The advertisements for tenders for metalling the approaches to the Eparaima Bridge failed in inducing any contractor to offer to perform this work, which is most necessary. The line has suffered little during the year.

A portion of the Road between Waipawa and Ruataniwha has been encroached on by the river, and a new line for that distance had to be laid off; but for making it I have been as yet unable to find a contractor at a fair price. The rest of the Road is in good repair.

I have arranged for bridging the Waipawamata, and a small stream adjoining it. Owing to the shifting of the outlet of the Tuki-tuki, &c., at Clive, rendering the removal of the Punt necessary, a new Bridge has been required to approach the Ferry. It is now in progress, and will shortly be completed.

The old bridge between the Ferry-house and Clive is broken down from decay, and here also a new Bridge will be required. If the present site for the Ferry is made permanent, the road will have to be continued from the old Ferry-house to the new one.

The road across the hills between the Meanee Flats and Puketapu has been made, and a Bridge over the Ware-rangi, with approaches, formed. The party are now cutting drains where the line runs through raupo swamps, and preparing to lay down the necessary culverts; but through those flats the Road will not bear winter traffic unless it be metalled. The building of the culverts along the flats was contracted for by the native Karauria last winter; but, after promising to do it for several months, he finally gave it up. Between Puketapu and Mr. Breingan's a side-cutting has been completed, and a stream bridged, with the approaches filled up. For continuing a dray Road by this route, but little more would be required till after passing Mr. Grey's flats beyond Pekapeka, from which to the top of the Patoka, the ground is hilly and broken.

The Road from Petane to the Pohui bush is open for drays, and as the approach to the Petane bridge is now complete (all but metalling) Timber can be brought to Napier. Near Messrs. Richardson & Co's sheepyard the river is encroaching on the Roadway, which latter will have to be cut further into the hills. And there are some abrupt descents which require cutting away, and a few culverts built, when the Road will be, if not a good one, a fair dray road throughout. There is a stream running through the bush at Pohui capable of working a saw-mill, which, if started, ought to supply much of the timber required at Napier for some time to come.

At the present season, the Road to Mo-

haka is in a good state; but in winter is most difficult to travel over. I should advise the abandonment of the present line on the Eastern side of Moeangiangi, and forming a new one. There are also parts of the track between Waikari and Mohaka requiring improvement. The track from Mohaka to the Wairoa passes for its entire length through native land, and it is doubtful if any but Maories would be allowed to work at its improvements. It is in a very bad state. The Road from Mohaka to the Tauranga bush has been commenced, and the first section completed, and when the present contract is finished, the greater part of the flats will be brought into communication with the harbour, instead of running along the hill tops from the flats. I would recommend heading and crossing the gully as far as Mr. Allan's, as another section, and by this means a good cart road, would be secured to the Inland District with a moderate additional outlay. The road along the hills will be expensive, and never can be a good one.

I found the sum placed on the estimates last year quite insufficient to bridge the creeks between Porangahau and Tautane, and therefore no steps have been taken in carrying out this work.

On comparing the difference between works executed by the Government by day labour and by Contractors, I find it at least 30 per cent. in favor of the latter, although their labourers receive higher wages, and I would ever advise adhering to the contract system, as the best means of obtaining value for the Province, and enabling the good workman to obtain full value for his labour.

I have the honor to be,

Sir,

Your very Obedient Servant,

THOMAS GILL,

Provincial Engineer.

RETURNS OF CATTLE SLAUGHTERED in the NAPIER DISTRICT, from 1st to 31st DECEMBER, 1861, (inclusively).

PLACE OF SLAUGHTER.	GREAT CATTLE.	SHEEP.	PIGS.	CALVES.	TOTAL.
At NAPIER ... ..	27	205	8	2	242
At CLIVE ... ..	3	31	3	1	38
At PUKETAPU ... ..	3	16	0	1	20
TOTAL ... ..	33	252	11	4	300

WILLIAM LANGFORD,  
Inspector of Slaughter-houses.