



THE
HAWKE'S BAY GOVERNMENT GAZETTE,
(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.

DONALD M'LEAN,
Superintendent.

VOL. V.

FRIDAY, JULY 22, 1864.

No. 14.

Superintendent's Office,
Napier, July 12, 1864.

THE following Reports are published for
general information.

DONALD M'LEAN,
Superintendent.

June 18th, 1864.

SIR,—I have the honor to inform you that by recent inspections of Imported Sheep, and also of those in the Mohaka District, I am enabled to report this Province free from Scab or other infectious disease.

I have the honor to be,

Sir,

Your obedt. servant,

F. J. TIFFEN,
Inspector of Sheep & Registrar of Brands.
Donald M'Lean, Esq.,
Superintendent.

Napier, June 27, 1864.

SIR,—I have the honor to report now upon the surveys executed during the past 6 months.

Mr. Locke has completed the survey of the Tautane Block and has marked off all selections and applications on it.

Of late he has been employed in surveying purchases at Meanee and in adjusting some old surveys near Puketapu and Poraite.

Mr. Bousfield has completed by contract the following surveys :—First, laying out the boundaries of the Puketitiri and of the Patoka (military settlement) reserve, and subdividing the open land therein into Blocks of 300 acres; second, he has marked off all selections and applications within the above boundaries; third, he has staked out about 10,000 acres purchased and applied for by Messrs. Whitmore and M'Neill on Messrs. Sealy's late run.

Mr. Ellison (likewise under contract) has marked off Messrs. Whitmore and M'Neill's selections on the Pekapeka run and has traversed several creeks and roads on the Ahuriri Block.

I have the honor to be,

Sir,

Your most obedt. servant,

CHAS. WEBER,
Chief Provincial Surveyor.
His Honor the Superintendent,
Napier.

REPORT UPON ROADS.

Napier, June 3, 1864.

Sir,—In compliance with your Honor's instructions I have prepared the subjoined general report upon the roads of this province, pointing out at the same time the works which, according to my opinion, should be undertaken in the approaching year.

During the past financial year (of 15 months) considerable improvements have been made, not only on the established lines of road, but several new lines have been opened up, partly under the principle of grants in aid. Those are—

1.—The Taupo road from Pekapeka to Waipuna, to give access to the barracks at Patoka, and to the intended military settlement at Pukititiri.

2.—The line from Petane to Pekapeka, to connect the Taupo road with the Petane district, and to have a line of communication with Pukititiri in times of floods in the Tutaekuri river.

3.—The line from the Meanee flats by the banks of the Tutaekuri to the Taupo road at Puketapu, to connect the settlers on the Tutaekuri with Napier without crossing that river, and to avoid the (for horse carts) rather steep cuttings on the Taupo road north of the Meanee flats.

4.—Aorangi to the Ruataniwha.—This line will reduce, for the settlers at Hampden, and the northern and north-eastern portion of the Ruataniwha, the distance to Napier by 8 or 12 miles.

5.—Mohaka to the Kiwi creek, to open up the flat country north of the Kiwi, and to give access to the Maungaharuru districts.

6.—Bridle track from Mohaka to the upper Mohaka, to connect the settlers along the Mohaka river with their shipping port.

It will be clearest to describe the different lines of road separately, viz. :—

CLIVE ROAD.

From the ferry at Waitangi to Clive. The whole of the line having been metalled previously, no new works have been undertaken thereon. The portion between the Muddy creek and Clive requires new metalling. Probable expense for this and for general maintenance, £50.

CLIVE TO HAVELOCK.

From Clive through Havelock to the Waitahora, 54 chains of this line have been formed and metalled during last year. At Havelock a small bridge has been built at Mr. Dahvers' farm, and one at the Wahaparata mill-stream—the old one having been found decayed. Considerable outlay has further been incurred on repairs of the bridges at Wahaparata, Louisa Creek,

and Waitahora, especially on the last two, by securing the approaches against their being damaged by sheep.

About 40 chains between Clive and Havelock, in portions that are very wet during the winter, should be formed and metalled, cost £240. Maintenance of present road, £60.

£240.

£60.

£300.

TE AUTE ROAD.

From the Havelock road by Waipawa to Waipukurau, measuring $31\frac{1}{2}$ miles in length. A large amount of work has been done during the past year on this line, viz.,—About $1\frac{1}{2}$ mile has been metalled through the swampy ground between Waitahora and the Pakipaki; $1\frac{1}{2}$ miles at Te Matai; $1\frac{1}{2}$ north of Poukawa; $\frac{1}{2}$ mile through the College land; $1\frac{1}{2}$ mile at Kai-kora; and $\frac{1}{2}$ of a mile between Waipawa and Waipukurau. Besides this, the road through the Te Aute Bush has been considerably widened, and a large quantity of spare metal has been stacked on many portions of the road.

Of the Te Aute road there are at present 24 miles metalled, 1 mile is under contract for metalling, and only $6\frac{1}{2}$ miles remain in the natural state, one half of which is between Waipawa and Waipukurau. During the coming financial year I would recommend the forming and metalling of one mile in different pieces between the college land and Waipawa, and one mile between Waipawa and Waipukurau. The remaining portion, being over very dry soil, can be left without much inconvenience in its natural state.

The vote of the Provincial Council has been greatly exceeded on this road on account of the natives of Poukawa and Pakipaki having had contracted very early last year for the forming and metalling of large portions of road, which contracts I did not bring into account in my last year's return, as it appeared from the unsettled state of the natives very unlikely that those contracts would ever be carried out. However during the year those natives not only commenced, but generally carried on

their operations with great energy, and completed their contracts. The amount required for the proper maintenance of the Te Aute road for twelve months is £800, and for the proposed new works, £850.

£800.

£850.

£1650.

PORANGAHAU ROAD.

From Waipukurau, by Eperaima, to Porangahau; distance, 26 miles. On this line about $1\frac{1}{2}$ miles have been formed and metalled at Pukikura, and heavy cuttings have been made between Motuotaraia and Eperaima on the line selected by my predecessor, so as to avoid the steep hills which made the road utterly impracticable for horse carts, and very nearly so for bullock drays. The road is now practicable

for horse conveyance as far as Eperaima, at least during the greater part of the year. Very heavy expenses have been incurred on this line in repairing and securing the deep side cuttings north of the Eperaima bridge, which had suffered severely from the earthquakes of last year. One of the bridges between Eperaima and Porangahau had likewise to be renewed. Some of the new cuttings near Eperaima should be metalled; several of the bridges and culverts near Motaitura require repairing, and a man will have to be kept on the line during at least eight months for the purpose of maintenance.

Total probable cost,—
£300. £300.

PORANGAHAU TO WAINUI.

Two bridges have been made in the valley of the Mangamairi to avoid Cook's Tooth, and two more on that of the Wainui, to avoid the shingle beach south of Tautane, and the crossing of the mouth of the Wainui, which was frequently dangerous on account of its unsafe bottom. Arrangements have been made for the maintenance of the crossing of the Mangamairi, so that, with the exception of times when the Porangahau river is impassable by floods, this line will be open. About half a mile of side cuttings and two small bridges should be made along the banks of the Mangimairi (expense £36), and three small bridges and 1 mile side cuttings along the Wainui (cost £50.)
Total, £86.

MIDDLE ROAD.

From Mr. Reynolds' house at Have-lock (by Mr. Foster's, Ngawakatara) to Patangata; distance, 21 miles. The road has been widened in many places between Ngawakatara and Patangata, and has been kept in thorough repair throughout the year. During the greater part of the year two men have been employed in removing slips, and in clearing the water-tables, which are constantly being filled up by the sheep from the southern division of the province being driven generally by this road to Napier. The works most required on this road are side-cuttings round the steep hills near Mr. Foster's homestead, which can be effected, inclusive of metalling, for about £250. Indeed, this work is very necessary to make the road available for horse drays, as the steep hill south of Ngawakatara can be avoided during the summer season by crossing the Tukituki, and using the old track to Patangata.

Should the means be available, I beg to recommend again that the portion of the present line near Ngawakatara be abandoned, and that instead of descending to the river flat, and rising again to the high table land (which makes the road unfit for horse

carts), a new line should be made along the foot of the leading range, which will only require about $1\frac{1}{2}$ miles of side cuttings and eight small bridges, the cost of which will not exceed £400.

£150.

The sum of £150 should be allowed for maintenance of road.

PATANGATA TO TAMUMU.

Four bridges and several side cuttings have been made on this line, and two bridges are in progress under contract. Two more bridges and about 15 chains of heavy side cuttings are required to complete this line, the expense of which will be £120.

£120.

WAIPAWA TO RUATANIWHA.

This line has been maintained in very good order during the past year and will only require about £40 for maintenance and some further improvements.

£40.

WAIPUKURAU TO RUATANIWHA.

This line is quite practicable and in good order, and will require about £30 for further improvements and maintenance.

£30.

TAUPO ROAD.

This comprises the line from Tareha's bridge (by the Meanee bridge, Puketapu, Pekapeka, and Patoka) to Waipuna, a distance of 34 miles. Very little outlay had been incurred prior to the present year upon this road north of Puketapu, but it became in the first place necessary to improve the line between Puketapu and Pekapeka for the supply of the Defence Force stationed at the latter place; and, subsequently, when the Pukititiri block had been selected for a military settlement, and barracks were erected at the Patoka, the road had to be extended to that point. About 20 chains of the portion between Tareha's bridge and the Meanee bridge have been metalled; about $1\frac{1}{2}$ miles on the Meanee flats have been formed and 22 chains metalled; 48 chains have been formed, and a portion of it metalled at Puketapu. About $2\frac{1}{2}$ miles of heavy side cuttings have been made between Puketapu and Pekapeka, and about $6\frac{1}{2}$ miles between Pekapeka and Patoka—some of them above 20 feet in height. The whole line to the Patoka barracks is now open, but the new cuttings, and especially the fillings, are, as must be expected, in the first season, very soft, but I feel confident that after the winter the line will be in perfect order. Two men should be employed during the wet season for the purpose of repairing the unavoidable earthslips, and generally maintaining the line. A new bridge is required in place of the present Tareha's bridge—

some of its principal timbers being decaying. As some of the timber may be found in sound order, I think this bridge and one small one about $\frac{1}{2}$ a mile north can be built for about £100. Several portions of the new road will require metalling (cost, £200,) and liberal allowance should be made for maintenance of the new line, say £400.

MEANEE FLATS, BY THE TUTAEKURI, TO PUKETAPU.

This new line branches to the west from the Taupo road at Mr. Tiffen's gate, runs through the Taipo property, thence by the Redcliff over the flat country along the Tutae-kuri, and rejoins the Taupo road at Mr. Heslop's. Heavy expense has been incurred on this line, which was made under the principle of "Grants in Aid," by piling and sheeting about ten chains facing Redcliff, and making heavy cuttings in that neighbourhood. This line should be farther improved, as it is greatly preferable to the cutting over the Puketapu hills, running in almost a dead level. About £250 are required for making and metal-ling side cuttings between Redcliff and Mr. Heslop's.

ROAD TO AORANGI BY OMAHU.

On this line by Tareha's Bridge, Pahakairo, the New Mill, and Omahu, 2 bridges are required at the New Mill, and some side cuttings at the native cultivations near Omahu. Cost, £120.

ROAD TO AORANGI BY HAVELOCK.

When the Ngaruroro is flooded the traffic from Aorangi, the Kereru Bush, and Hampden, will have to go by the Patiki and Havelock. The flooring of the bridge requires renewing, and some 20 chains of Manuku swamp north of the Patiki should be drained. Cost, £120.

KERERU BUSH ROAD.

About 80 chains of cuttings have been made from Poperangi to the Kereru Bush, and the old track thence to Aorangi has been maintained; but heavy cuttings over two very deep gullies are required, which will shorten the distance from Kereru to Aorangi by 4 miles. Probable cost, £160.

NORTH RUATANWHIA BY MARAEKAKAHO TO NAPIER.

A new line of road connecting the Northern and North-eastern portion of the Ruataniwha by Maraekakaho with Napier has been nearly completed under the

"Grants in Aid" principle, which will shorten the distance to Napier from that portion of the Plains by 10 or 12 miles. This line has offered considerable difficulties in the shape of very steep but unavoidable ravines. Some of them have been overcome by heavy long cuttings, but four of them had to be bridged—one of the bridges being 72 feet long, 26 feet high, and 14 feet wide. The sum of £180 is required to complete this line.

£180.

PETANE ROAD.

About 12 chains of this road near the School-house have been metalled and the cutting at Munro's point has been widened and improved. The upper portion of this line between the Kaiwaka and the Pohui Bush has been generally improved, most of the steep pinches being now avoided by side cuttings. All the cuttings on this line being in very light soil, are very much subject to land slips; liberal allowance should therefore be made for maintenance, for which £120 will be required.

£120.

BRIDLE TRACK FROM POHUI TO TARAWERA AND TAUPO.

This line has been greatly improved during the last season, especially between Tarawera and the Taupo plains. The line has been cleared through the bush to the width of 12 feet, and side cuttings have been made wherever needed. About 3 miles of Bush cuttings are required to avoid Te Haroto, and a very steep hill (Tarangakuma), which should be done, as this line will then be well adapted for the driving of stock to the northern portions of this Island. Probable cost, £150.

£150.

PETANE TO PEKAPEKA AND PATOKA.

About 4 miles of sledge cuttings have been made to connect Petane with the Taupo road, which will be very useful in case of freshes in the Tutae-kuri, as this line only crosses the Mangaone once near Mr Munro's old house stead. Required £30 for maintenance.

£30.

MOHAKA BRIDLE TRACK.

This bridle track has not only been kept in good repair, but about 200 chains of new cuttings have been made in different localities. Required for further improvements and maintenance, £120.

£120.

MOHAKA TO TE WAIROA.

About 1 mile of new track has been made and the old has been kept in good repair. Required for new cuttings and maintenance, £80.

£80.

MOHAKA TO THE UPPER MOHAKA.

This line connects the flats on the right bank of the Mohaka river (the flats being intersected by very deep bush gullies). Required for further improvements and maintenance, £50.

MOHAKA TO MANGAHARARA.

A dray line has been cut over the leading range to the west of the Mohaka river for a distance of 7 miles; thence the line has been continued across the Kiwi as a bridle track. As this line will open up some valuable land south of the Mangaharara range, it should be continued. Cost £120.

TOWN ROADS.

No new works have been undertaken during the last year, with the exception of forming and metalling Tennyson-st. and Clyde road, and removing the limestone hill on the Government grounds, Shakespeare Road. All the roads should be placed in thorough repair in the present season, which will cost only £200, as a good quantity of spare metal is on hand for that purpose.

The only work which I consider very desirable in Napier is the carrying on of Milton road into Waghorn street, which would render the distance to the Barracks considerably less than one half of the present line taken by the carts.

The whole work, inclusive of metalling and widening the road to 50 links, will not cost more than £800, half of which will be saved in one year in cartage.

CLEARING THE MANGAONE RIVER.

All the principal obstacles in the bed of this river have been removed during the past year; but the sum of £40 should be set aside for improving the channel.

Those works which according to my opinion are indispensable, I have *twice* underlined; those next in importance, *once*.

I have the honor to be,

Sir,
Your obedt. Servant,
CHAS. WEBER,
Provincial Engineer.

His Honor the Superintendent,
Napier.

Superintendent's Office,
Napier, July 8, 1864.

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 District of Waipukurau, 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 District of Waipukurau,—

Major CHARLES LAMBERT, J.P.,
of Ruataniwha.

DONALD M'LEAN,
Superintendent.

Superintendent's Office,
Napier, July 7, 1864.

IT is Hereby notified for general information that

JAMES HUNTER CAMPBELL, Esq., R.M.,
Has been appointed Inspector of Schools for the Napier and Ngaruroro Districts from the 1st inst.

DONALD M'LEAN,
Superintendent.

NOTICE IS HEREBY GIVEN that an application has been made to His Excellency the Governor of the Colony of New Zealand by Robert Atkinson of Hartley's Beach at the Kawarau Junction in the Province of Otago in the Colony aforesaid, Miner, for the grant to him, the said Robert Atkinson, his Executors, Administrators and Assigns, of Letters Patent under the seal of the said Colony, for the exclusive use, enjoyment and advantage within the said Colony of a new invention or improvement for raising "Wash-Dirt" from the auriferous beds of lakes, rivers, and creeks: And notice is hereby further given that any person who may wish to prefer any objection to the granting of such Letters Patent is hereby required within Four Months from the date hereof to send to the office of Charles Knight of Auckland, in the Province of Auckland, in the Colony aforesaid, Esquire, M.D., being the person appointed for that purpose under the provisions of the "Patents Act 1860," a statement in writing, setting forth the grounds of such objection and subscribed with the proper name and address of the person so objecting.

Dated at Dunedin, in the Province of Otago aforesaid, this sixth day of March, 1864.

GILLIES & TURTON,
Solicitors for the said Robert Atkinson.

P R O C L A M A T I O N .

By DONALD M'LEAN, Esq., Superintendent of the Province of Hawke's Bay, in the Colony of New Zealand.

WHEREAS by the Additional Land Regulations for the amendment and extension of the Regulations of March 4, 1853, as adopted by the Council for the Province of Wellington on Thursday, 15th February, 1855, it is by the 6th clause

provided that in every block which shall be set apart for the site of a Township, a reserve of bush land not less than one-twentieth of the whole extent of bush land within the limits of such block : And whereas in the said year a certain block of land in the Province of Hawke's Bay was set apart for the site of the Township of Hampden, and a certain part of bush land, part of the said block, was set apart as a bush reserve for the exclusive use of *bona fide* landowners in and inhabitants of the said Township of Hampden : Now, therefore, I, in pursuance of the powers vested in me in that behalf, do hereby proclaim that all that parcel of bush land before mentioned, situated at Hampden aforesaid, and containing 110 acres or thereabouts, as the same is described in the schedule hereunder written, shall be and remain as a bush reserve for the exclusive use and benefit of all *bona fide* landowners in and inhabitants of the Township of Hampden ; and that it shall be lawful for such *bona fide* landowners and inhabitants to cut, saw, split, and remove timber from and out of the said bush reserve hereby proclaimed. Provided always that all such timber be cut, sawn, split, and removed for the purpose of being used as firewood, or for building or fencing purposes, within the limits of the said Township of Hampden, and not for purposes of removal or Sale.—

Dated this 16th day of July One thousand Eight hundred and sixty four.

DONALD McLEAN,
Superintendent.

SCHEDULE ABOVE REFERRED TO.

All that parcel of land in the Province of Hawke's Bay, containing by admeasurement 108 acres and 2 roods, more or less, being a portion of the Tikokino Bush : bounded towards the North by Public road, 3100 links ; towards the East by sections No. 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171. and 172 of the Town of Hampden, and Public roads, 3650 links ; South by public road 3100 links ; and towards the West by Public road 36 50 links ;—subject to a right of road 100 links wide reserved through the said Block.

IN THE SUPREME COURT OF NEW ZEALAND.

MIDDLE DISTRICT.

In the Petition of George Tovey Buckland Worgan under "The Debtor and Creditor's Act, 1862."

NOTICE IS HEREBY GIVEN that at the next sittings of the Supreme Court, to be holden at Napier for the despatch of business under the "Debtor and Creditors Act 1862," to take place on the fourth day of August next ensuing.—I George Tovey Buckland Worgan the above-named petitioner, late of Waipuna, in the Province of Hawke's Bay, Sheep Farmer, but, now of Te Wairoa, in the said Province, Native Interpreter, do intend making application to His Honor the Judge that the conditional Order of Discharge granted to me at the last sittings of the said Court at Napier, shall be made final and absolute.

GEORGE TOVEY BUCKLAND WORGAN,
Te Wairoa, July 15, 1864.

RETURN OF CATTLE Slaughtered in the NAPIER DISTRICT, from 1st to 31st
MAY, 1864.

| Place of Slaughter. | Great Cattle. | Sheep. | Pigs. | Calves. | Lambs. | Total. |
|-------------------------------|---------------|--------|-------|---------|--------|--------|
| Napier... .. | 18 | 117 | 4 | 2 | 0 | 141 |
| Other Slaughtering Places ... | 21 | 79 | 32 | 0 | 0 | 132 |
| Total | 39 | 196 | 36 | 2 | 0 | 273 |

THOMAS SCULLY,
Inspector of Slaughter Houses.

RETURN showing the Lands sold ; and Applications for Unagricultural Land to go to Auction at Five Shillings an acre, received at the Crown Land Office, Napier, from the 1st to the 30th June, 1864.

| DATE. | NO. OF APPLI-CATION. | NAME OF APPLICANT. | DISTRICT. | AREA of LND. PURCHASED. | | | RATE PER ACRE. | AMOUNT. | | | Area of Unagri-cultural Land to go to Auction at 5s. an acre. | | | Rate $\frac{p}{Ac}$. | AMOUNT. | | | NAVAL & MILITARY SETTLERS' LAND OR-DERS. | REMARKS |
|--------|----------------------|-------------------------------------|--|-------------------------|---|----|----------------|---------|----|---|---|---|---|-----------------------|---------|----|---|--|---------|
| | | | | A | R | P | | £ | s | D | A | R | P | | £ | s | D | | |
| 1864 | | | | | | | | | | | | | | | | | | | |
| June 1 | 1525 | Samuel Winsor | Town Secs. 286, 287, Clive | 0 | 2 | 0 | £20 | 10 | 0 | 0 | | | | | | | | | |
| 3 | 1526 | John Joll | " 344, 345, 346, 362, do. | 0 | 3 | 36 | £20 10s. | 20 | 0 | 0 | | | | | | | | | |
| 4 | 1527 | G. S. Whitmore and J. C. McNeill | Mangaone | 950 | 0 | 0 | 10s. | 475 | 0 | 0 | | | | | | | | | |
| 4 | 1528 | G. S. Whitmore and J. C. McNeill | Mangaone | 250 | 0 | 0 | 10s. | 125 | 0 | 0 | | | | | | | | | |
| 8 | 1529 | Rev. P. Barclay | Town Secs. 214, 225, 226, Clive | 0 | 3 | 0 | £20 | 15 | 0 | 0 | | | | | | | | | |
| 11 | 1530 | W. Rathbone | Sub. Sec. 75, Hampden | 77 | 0 | 0 | Abt. 15s. | 58 | 0 | 0 | | | | | | | | | |
| 16 | 1531 | G. E. G. Richardson and W. H. Frame | Mohaka | 100 | 0 | 0 | 10s. | 50 | 0 | 0 | | | | | | | | | |
| 27 | 1532 | H. A. Duff | Wakarara | | | | | | | | 800 | 0 | 0 | 6d | 20 | 0 | 0 | | |
| 28 | 1533 | G. G. Carlyon | Gwavas | | | | | | | | 1104 | 0 | 0 | 6d | 27 | 12 | 0 | | |
| | | | Total | 1379 | 0 | 36 | | 753 | 0 | 0 | 1904 | 0 | 0 | | 47 | 12 | 0 | | |
| | | | Deduct salary of Receiver of Land Revenue | | | | | 6 | 5 | 0 | | | | | | | | | |
| | | | Nett Balance... .. | | | | | 746 | 15 | 0 | | | | | | | | | |

[Printed by JAMES WOOD, for the Hawke's Bay Provincial Government, at the "HAWKE'S BAY HERALD" Office, Tennyson st., Napier.]

Crown Lands Office,

Napier, 1st July, 1864.

J. C. LAMBTON CARTER,

Commissioner of Crown Lands.

