



THE
HAWKE'S BAY GOVERNMENT GAZETTE.

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JOSEPH RHODES,
Deputy-Superintendent.

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Superintendent's Office,
Napier, June 30, 1866.

THE following Reports, &c., are published for general information.

JOSEPH RHODES,
Deputy Superintendent.

REPORT UPON ROADS AND BRIDGES.

DURING the financial year, commencing on the 1st July, 1865, a considerable amount of money and labor has been expended upon the roads, as not less than 200 men have been kept in constant employment thereon since November last.

The quantity of work turned out is larger in proportion to the expenditure than that of former years; the rate of wages and that of piecework, which was introduced whenever practicable, having been below that paid last year.

All the old lines of road have been improved and extended, and several new ones, as detailed hereafter, have been made.

The amount expended upon the old metalled portions has been unusually large, as on an average the roads have been stripped of four inches of metal by the high winds during the prolonged drought, which of course had to be replaced before winter. Those covered with limestone have suffered considerably more than those with river shingle or even clayslate.

I shall now describe the different lines of road under their respective headings, stating at the same time the improvements which, according to my opinion, are the most pressing or desirable to be undertaken during the coming financial year.

Town Roads.

Rather heavy expenditure has been incurred in remetalling Shakespeare Road, Waghorn and Hastings-street, which had to be done in several instances twice during the season, as the metal spread in August and September last had not enough rain to bind sufficiently to resist the high winds prevailing during the summer drought. The spring and autumn months are, as a general rule, considered the best adapted for road repairs; but believing that here a good deal of that work can be done with advantage during the winter, several roads are being remetalled now.

The lower part of Shakespeare-road has been made to its full width, the excavated stuff being used to reclaim portion of the lake at the head of Waghorn-street.

Fitzroy-road, leading from the saddle of Shakespeare-road to the block of land between the lower part of Milton and Shakespeare-roads, as likewise portions of Carlyle-street, Thompson-road, and several smaller streets, have been made by *grants-in-aid*; and Milton-road is now being metalled from the saddle towards Battery-road.

A liberal grant will be required for maintenance during the coming year, as not only the internal town traffic but likewise that from the country has greatly increased, entailing a proportionate wear and tear.

Hastings-street, which is too narrow for the present requirements, should be widened at least 8 feet from the Masonic Hotel to the town-boundary, and if means are available it should be continued on the ridge towards Tareha's bridge so as to overlook the sea.

The present natural road is excellent, in fact better than any artificial one would be for a year or two after making, but it is very narrow when the tide is in, and almost impassable at spring-tides, independent of its offering anything like a pleasant view.

Another point requiring attention in the progressed state of the town, which I will refer to here, as affecting the roads, is its *drainage*. Napier, with its good slopes from every point almost, will fortunately require artificial drainage in only a few localities, but in some of those the difficulties to be overcome are of more than ordinary nature.

The greater portion of the lands south of Carlyle-street are either below high-water mark or very little above it, so that their drainage will be more properly reclaiming from the sea, and will be of such a costly nature that the subject is necessarily out of place here.

The portion which should be dealt with during the present winter is that between the bottom of Shakespeare-road, the end of Tennyson-street and Church-lane, where the drainage from the surrounding higher levels lodges and frequently overflows Hastings-street.

The most efficient but likewise the most expensive plan of proceeding would be to carry covered drains from Browning-street and from Tennyson-street into the sea, protecting them with sea-valves at their mouths.

The lids of those valves may have to be freed now and again from shingle likely to be thrown upon them by heavy southerly weather, but generally the water will have sufficient force to clear its way when the tide is out. The cost connected with those drains will be about (£300) three hundred pounds.

A far cheaper but less efficient plan would be to dig absorbing wells in the Government Reserve in front of the Masonic Hotel, and lead the drainage into them, but those are liable to get foul with the slimy sediment of the drainage, and would be, although railed in, anything but an ornament to the Town.

Road from Tareha's Bridge to Puketapu.

This road has been completed between Tareha's and the Meanee Bridge; a new bridge has been erected over the Waitangi, and one is nearly finished to take the place of the present Tareha's Bridge, which had become unsafe.

The piece between Maney's and the Saltwater Creek (about 40 chains) should be metalled so as to complete the road to the Puketapu Hills, and liberal allowance made for remetalling the old line.

Taupo Road (from Puketapu to Patoka.)

The new line between Hakowai and Pekapeka, avoiding five crossings of the rivers, which had been commenced two years ago by the Military Settlers, is just now completed; about $3\frac{1}{2}$ miles of heavy side cuttings and 9 small bridges and culverts have been made this year on this portion.

The whole line to Patoka is now completed, with the exception of the portion between Puketapu and Hakowai, upon which I have specially reported. The maintenance of this road will not be expensive, as the soil of the cuttings is generally favourable.

Waitangi Bridge to Havelock.

A new road has been formed by the site of the Ngaruroro Bridge to Havelock. The length of line made is about (6) miles, of which several portions entailed con-

siderable expense, especially that between the Waitangi Bridge and the Ngaruroro, and about (50) fifty chains at the Big Bush, owing to the low ground traversed. The men employed upon this line have been principally those discharged from the 70th Regiment, to whose good conduct and application to work I feel it my duty to give testimony. During the first (3) three or (4) four months they were paid at the rate of (5) five shillings per day, but since then they have been at piece work, at which they earn fair wages.

About (2½) two and a-half miles between Waitangi Bridge and the Big Bush should be metalled during the coming season, the rest will be able to carry the traffic without further outlay; but the (2) two bridges at Whahaparata, which are out of the proper line, and the largest of which is unsafe, will require re-building.

Te Aute Road (Havelock by Waipawa to Waipukurau.)

In addition to the widening of the road in many places and the general maintenance, which has been rather costly from the causes above stated, several pieces of this road, measuring on an aggregate (1¼) one and a-quarter miles, through the native village at Te Aute, north of Kaikora, and near Waipawa, have been metalled, and about (1) one mile through the flat south of Waipawa has been formed; this last piece should be metalled during the coming year, and about (1) one mile between Waipawa and Waipuukrau formed and metalled. Liberal provision should also be made for maintenance in proportion to the increasing traffic, especially as the many timber-culverts, floors of bridges (some of which are now (7) seven years old) require incessant attention. It must be borne in mind that by far the greater portion of this road is metalled with limestone, which requires a crust of considerable thickness to be able to carry loads of nearly (4) four tons frequently placed upon two narrow wheels.

Porongahau Road (Waipukurau to Eperaima.)

About (120) one hundred and twenty chains have been formed north of Eperaima and at Motuotaraia; a new bridge has been built in the Bush, and several smaller ones between Waipukurau and Pukikura. About (30) thirty chains north of Pukikura should be metalled, and the road through the Bush at Motuotaraia drained.

Eperaima to Tautane.

The bridges south of Eperaima are now being covered with new planking, (2) two small ones have been built by the natives in the Mangamairi flat, and a swampy portion of the Wainui flat has been formed and drained.

Two small bridges are required in the Mangamairi flat, and some side cuttings to the leading range south of Mangamairi. This stream, which on account of its steep and rotten banks, offers a formidable obstacle to the winter traffic, is now crossed by a temporary bridge built by the natives of Porongahau north of the proposed site for the permanent one, which should, if possible, be built this year, as I doubt whether the present bridge will withstand a fresh, to which the Mangamairi is very much subject.

Middle Road (Havelock and Patangata to Tamumu.)

The fencing in of the suburban sections of Havelock, over which the track used to run, made it necessary to make the proper line passable, which entailed considerable outlay in forming the road along the edge of the swamp, and building (4) four culverts. The bridge at Patangata has been re-floored and fitted with handrails; (2) two small bridges, which had been destroyed by bush fires, have been re-built and (2) two larger ones have been erected between Waitukai and Tamumu. A road-party is now employed at the spur of Rangitoto, which forms the last obstacle to dray traffic on this line to Waipukurau.

The formation of the road to the end of the Havelock suburban sections should be completed, about (30) thirty chains through the low ground should be metalled, and side cuttings made at the base of the hills north of Mr. Foster's.

Pa Whakairo to Hampden.

The cuttings made by the natives about three years ago between Pawhakairo and the mill have been improved and widened; a bridge has been built over the Tutaekuri Waimata, and another is in course of erection over the deep mill-stream. The gradients have been greatly improved between Maraekakakaho and Gwavas, and dray cuttings have been made at the Mangamata and the Mangamauka, between Gwavas and Tikokino. This line may be now considered as completed, but the (4) four principal bridges yet require handrails, for which the timber is on the ground, and the cuttings leading to them should be still more eased to make the road quite safe. In calling this road completed, I merely mean that it is passable for vehicles of any description, that the principal creeks and gullies have been bridged, and that the most necessary side cuttings are made.

A line like this, running over (16) sixteen miles of hilly country, intersected by deep ravines, made at an original cost of (£1100) Eleven hundred pounds, will

necessarily require for a considerable period small yearly grants for the purpose of improving the gradients, widening the roadway, draining, and metalling soft pieces, &c., &c.

Road from Maraekakaho to Kereru.

The old line between Maraekakaho and the Kereru Bush was not only very circuitous, but, owing to several steep hills, and the crossing of the Papurangi creek, utterly unfit for horse drays. No expenditure has been incurred thereon, with the exception of a grant in aid some (6) six years ago for making a dray cutting at the Papurangi. Under those circumstances the old line was abandoned, and one selected saving (3) three miles in distance, starting from the Salisbury Plains, avoiding and heading the numerous creeks and deep ravines, and striking the Kereru-road at its entrance into the bush. The whole of this line, comprising about (4½) four and a-half miles of heavy side cuttings, has been made by piecework, partly by grant in aid, as the amount originally voted proved insufficient. As all the cuttings are in dry, sound ground, they will not require metalling nor probably any other outlay for maintenance; but some provision should be made to widen the road in several places, and build (2) two small bridges, also make about (10) ten chains of cuttings between Maraekakaho and the Salisbury Plains. The road through the Kereru Bush will require some expenditure for maintenance.

Petane and Pohui Road.

A portion of the Beach-road to Petane is now being made at a rather heavy cost, but as all necessary materials for roadmaking on the line, whether stone, timber or clay, will have to come from a distance, any system adopted will be costly. About (10) ten chains have been formed and partly metalled in Petane Valley, (2) two small bridges have been built near Pohui, and a gang of men are now employed in improving the old road up the Petane river to Kaiwaka, which will save one-half of the shingle track. I was formerly under the impression that a better line could be got by crossing the Otakowai about (1½) one and a-half miles below its source, but on closer examination it proved impracticable, at least with the means at command.

The beach line should be extended this year towards the Petane Bridge, and a cutting is required at the mouth of the Mangakopikopiko.

Mohaka Bridle Track.

About (120) one hundred and twenty chains of new line have been cut, and the old line has been widened at Tiwhanui, and considerably improved in many places.

The amount voted for a bridge over the Waitaha, viz. (£65) sixty-five pounds, has not been expended, as no suitable timber could be found in the vicinity, and the cost of the necessary material in Napier alone, would have absorbed the amount set aside for the purpose. As reported on a previous occasion, the Waitaha is a gully 75 feet wide and 40 feet deep, with almost perpendicular papa banks; it is very subject to being flooded, when it carries large quantities of debris with great velocity, so that a suspension bridge alone is safe. As timber suspension bridges must be of larger dimensions than required for bridle lines, to give them sufficient strength, and as this line never will be suited for drays, I should recommend the erection of a wire-bridge, which, according to price-lists before me, can be imported from England for (£150) one hundred and fifty pounds, and erected for (£60) sixty in addition. It is very desirable that the Waitaha should be bridged, as it forms now the greatest hindrance to overland traffic in times of freshes between this and the Wairoa.

The track through the Waipapa Bush should be widened, and the Bush cleared at least 25 feet on each side of the track.

Wairoa District Roads.

Between Mohaka and Waihua about 140 chains of bridle line have been cut, and the roads leading along the Wairoa in front of Clyde have been formed and the necessary culverts inserted.

During the coming year a portion of the new formed roads should be metalled, and Clyde-road should be drained and formed to the foot of the hills. To assist the settlement of Turiroa and the Ohinepaka blocks it is very desirable that a dray-road should be formed along the south bank of the Wairoa to Tururoa.

A horse track runs at present over the hills to Ohinepaka, but no practicable dray line can be got there, owing to the numerous and sudden dips in the only leading range.

The line up the Wairoa offers but very slight difficulties, with the exception of one point about half a mile below Turiroa, where the hills terminate in an abrupt bluff washed by the river. In this place the road would have to be faced by sheathed piling of rather substantial nature. About (£700) seven hundred pounds will be required to open a practicable line between Turiroa and Te Wairoa.

Road through Manawatu Bush.

This line, measuring from its entrance at Takipau to the boundary of the Province at Ahua-Turanga (35) thirty-five miles, is now completed, with the exception of a small portion at the upper end, which will be out of hand at the end of this month. The road has been cleared to a width of (40) forty feet, the stuff has been piled up at the sides so as to form a stock-proof fence, and bridle track cuttings and bridges have been made wherever required.

After a year or two, when the sun and air have consolidated the ground, and especially when by burning off the stuff piled up now at the sides, has increased the clearing, this line will make, with a moderate outlay and slight deviations in a few places, a good dray road.

Some provision should be made for maintenance of this road, as it will be necessary to employ at least twice a year a couple of men to clear away the fallen timber.

Taipo Road.

From Meanee Flats by Redcliff to Puketapu. About 20 chains of side-cuttings and a considerable length of drains into the Tutaekuri have been made here. About 30 chains of old line require metalling, and a small bridge is required at the northern end of Mr. Dolbel's property. Upon the portion between Taipo and the Meanee-road I have separately reported.

Ngaruroro Bridge.

About 350 trees for piles and stringers have been purchased in the Rakawa and Te Aute Bush of the natives, and the contractors are progressing with their preparation. As the planking has likewise been contracted for, it is probable that all the necessary materials will be upon the ground in November, and that the bridge will be up in February next.

A road had to be made from Poukawa into the Rakawa Bush, which, although expensive, will save more than its cost in the carriage of the timber. The timber having been purchased very reasonably and the contracts for preparing it being likewise at a moderate rate, I feel confident that the total cost of the bridge will not exceed the original estimate, viz. (£4,000) four thousand pounds sterling.

Of the several smaller lines of road not mentioned here, for which money has been voted, viz., the road connecting Clive with the Ngaruroro Bridge, and a bridle-track from Pouerere to Middle-road, are being proceeded with now, but the bridle-track over Uriti Hill has not been commenced, as the natives of Nuhaka and Te Mahia, who had undertaken to do the work, were in the field against the rebels.

Several new lines are urgently required, viz. :—1. From Warerangi to Petane, the route for stock travelling from the southern portion of the Province to the land lately opened up along the coast north-east of Napier, which will be almost impassable during the winter and spring, owing to the swampy nature of the Wareponga Valley, unless some (4) four culverts, about (15) fifteen chains of formation, and some side-cuttings are made. As only a bridle path is required for the present, an outlay of (£80) eighty pounds will be sufficient. 2. From Arlington by Taurakaitai to the head of the Mangapoaka. This line is necessary for Messrs. Redward, Hamilton and Fleming. A bridge is required over the Taurakaitai, several culverts, and on an aggregate about 70 chains of road cuttings; the principal portion on the steep hill north of Mr. Fleming's. Estimated cost (£160) one hundred and sixty pounds sterling.

Survey of Roads.

The Te Aute-road, as far as Waipawa, the Middle-road to Patangata, and the Taupo-road to Pekapeka, have been traversed and mile-posts are now being fixed on those lines. The road surveys, at least of the main lines, should be completed this year and even extended to the side lines if possible, as the present uncertainty respecting roads is exceedingly vexatious to land owners; but this would require the undivided application of a Surveyor for at least twelve months.

CHARLES WEBER,

Provincial Engineer.

Napier, 12th June, 1866.

REPORT ON PUKETAPU SURVEYS.

SIR,—I have the honor to report now the results of the re-survey, made by Mr. Henry Williams, of portions of the Puketapu District, which was found necessary owing to some discrepancies having been discovered between the Crown Grants and the boundaries of several Blocks, as pointed out by the Government Surveys.

The Crown Grant Blocks, on which discrepancies were found, are Blocks No. 25 (owned by Peter Bourke *alias* Kent), Blocks Nos. 32, 46 and 33A (the property of Mr. Newton), and Block No. 73 (the property of Major Whitmore.)

All those Blocks have been surveyed more than four years ago by Government Surveyors, and the boundaries pointed out to the proprietors, who erected in several instances boundary fences which are now proved not in accordance with the Crown Grants.

On the annexed plan the lines tinted *pink* show the lands as granted, while the *yellow* lines show the boundaries pointed out erroneously by the Government Surveyors, on which the fences are likewise shown.

The boundaries of Block No. 25 (Bourke) are not exactly in accordance with the Crown Grant, a copy of which is attached, as it is impossible, *with the road as given starting point, to construct* the block precisely as granted, but shape and area are as nearly so as practicable. The road itself forming the eastern boundary of the block appears somewhat different on the Grant, which accounts to some extent for the discrepancy. Mistakes in the lengths of lines figured on the Grants are frequently caused by those lines being merely *scaled* from the maps, which system, although liable to *minor errors* owing to the influence of atmosphere, and wear upon maps, could scarcely be dispensed with in rough lands sold at 5s. per acre.

Considering that most surveys in the Puketapu district were made over 8 or 10 years ago, when the lands were overgrown with scrub and fern, it is unreasonable to expect that every line should measure *exactly* as described on the Grant; in fact, if minute correctness would have been expected on the surveys of 5s. land, the expenses would have swallowed up, in a good many instances, not only the whole amount paid to Government for the land, but would have even exceeded that.

At present, when the country is opened up, when there are numerous fixed starting points, greater accuracy must be looked for, but comparatively slight discrepancies as those between the *tinted pink* line and the Grant, as well as the deficiency of 2 acres, should be considered as covered by the "*more or less*" clause of the Crown Grants.

On the erroneous Western boundary of this Block are $42\frac{1}{2}$ chains of fencing erected, which will require shifting about $2\frac{1}{2}$ chains westward.

Blocks 33A and 73.—The Western boundary of Block 33A (Mr. Newton), and consequently the Eastern of Block 73 (Major Whitmore), and Block 51 (Mr. William Smith), has been marked off wrongly, and has been pointed out to Mr. Newton by Mr. Cherry, and subsequently 137 chains of fencing have been erected which require shifting Westward about 5 chains. In addition to the 137 chains mentioned, $5\frac{1}{2}$ chains erected by Mr. William Smith will require shifting.

Besides the errors mentioned, some minor discrepancies have been discovered, but so small that, according to my opinion, they must be considered as covered by the *more or less* clause of the Crown Grants. For instance, Block 51, of Mr. Wm. Smith, should be 420 acres, while its actual measurement is only 417 acres. Blocks 15 and 50 (late Chase, now Breingan) should contain 66 acres, while they measure at present only 63 acres, but the encroachment of the Tutaekari since survey, accounts for portion of the discrepancy.

Blocks 31 and 53 (Mr. Breingan's property) are marked upon the ground in accordance with the Grant, but the area on the given boundaries is less than that named in the body of the Grant, which tallies with the applications.

Block 31 should be 85 acres, while it contains only 74 acres 1 rood, and Block 53 should be 88 acres, while it contains only 84 acres 1 rood; both Blocks are contained in Grant No. 924, which therefore shows a total deficiency of 14 acres 2 roods.

Upon those Blocks I shall specially report, as it appears to be necessary to deal with them in a different manner.

I beg to state, in conclusion, that from enquiries made I feel satisfied that the boundaries have been marked off and pointed out erroneously by properly authorised surveyors in the employ of the Provincial Government, and under those circumstances it appears only just that the cost of shifting the fences to the proper lines should be borne by the Provincial Government, which will be about at the rate of 12s. per chain.

I annex a Schedule of the fences to be shifted.

I have the honor to be,

Sir,

Your most obedient Servant,

CHARLES WEBER,

Chief Provincial Surveyor.

Napier, 12th June, 1866.

SCHEDULE.

41½ Chains on Block 25—Mr. Bourke
 137 Chains on Block 33A—between Major Whitmore and Mr. Newton
 5½ Chains on Block 33A—between Messrs. Newton and Wm. Smith

184 Chains.

Survey Office, Napier,

June 14, 1866.

SIR,—I beg leave to bring to your Honor's notice that on Mr. Henry Williams making lately a re-survey of the Puketapu Block, it was found, as mentioned in my General Report of the 12th instant, that the land contained in Grant No. 924, comprising,—

- a. Application 777, for 88 acres, Block 31
- b. Application 778, for 85 acres, Block 53

Total 173 acres.

to which 8 acres 2 roods should be added for road allowance, contains only 158 acres 3 roods, leaving a deficiency of 22 acres 3 roods.

From the annexed copy of the Crown Grant, it will be seen that by computing the area from the figure boundary lines, it is only 158 acres 3 roods.

Those Blocks have been marked off by the Government Surveyor in conformity with the Crown Grant, and as they were erroneously laid down upon the maps, all the adjoining purchases have been fitted on to them, Crown Grants issued and are now occupied, so that no alteration can be made without seriously interfering with a large number of Grants.

As it is not within my province to make any suggestion respecting the adjustment of this matter, I have handed a copy of this letter to the Commissioner of Crown Lands.

I have the honor to be,

Sir,

Your most obedient Servant,

CHARLES WEBER,

Chief Provincial Surveyor.

His Honor the Superintendent,
 Napier.

REPORT ON SURVEYS.

DURING the present financial year all arrears of work have not only been cleared off, but the Surveys have kept pace with the requirements of the Crown Lands Office. A considerable portion of the work has been executed by contract at the established rates.

Mr. Williams has made the subdivision of the Papakura Block and the Porangahau Reserve; has re-surveyed the Puketapu Block; and has marked

off numerous smaller selections and applications at Oero, Te Aute, Te Mata, Puketitiri, and Ruataniwha.

Mr. Ross, whose appointment only dates from March, has marked off the subdivisions of the Waihua and Nuhaka Blocks.

Mr. Burton, while on the paid staff, has made detail surveys of the Waihua, Ohinepaka, Potutu, Turiroa Block, and has since then marked off by contract the subdivisions of the Potutu and Ohinepaka Blocks.

Mr. Turley, who until very recently acted under Mr. Locke, has marked off a good many sections on the North Ruataniwha Block, and has made a traverse survey of the Te Aute, Middle, and Pekapeka-roads.

Mr. Locke, who resigned his appointment in January last, had until then been principally employed in the boundary survey of lately acquired Native Blocks.

Mr. Fitzgerald has laid out by contract the Town and Suburban Sections of Clyde, Te Wairoa.

Mr. Bousfield has staked out by contract 4000 acres applied for on Mr. R. Collins' run, and about the same quantity in the Tautane Block, and cut up into smaller sections about 400 acres of the Eparaima Bush.

Mr. Ellison has marked off by contract 3000 acres at Tamumu, 1000 acres on Mr. T. P. Russell's run, 1500 on Mr. Abbott's late run, and about 2000 acres in detached pieces in the Mohaka and Petane Districts, besides several smaller selections in the Tikokino Block.

During the present financial year provision had only been made upon the Estimates for one Draughtsman, with an assistant for about 6 months, but as not only the office work has greatly increased by the selling of numerous Town, Suburban, and smaller Agricultural Sections, for which Crown Grants with plans will have to be made out in triplicate, but principally, as all the surveys made within the Province under the "Native Lands Act" will from now not only have to be checked in this office, but laid down upon our maps, it will be indispensable that provision should be made for a second Draughtsman.

CHARLES WEBER,
Chief Provincial Surveyor.

Survey Office, Napier,
June 15, 1866.

LETTER ON ARTESIAN WELLS.

SIR,—I am sorry that I have to inform your Honor that up to this date I have been unable to receive any offer for boring for Artesian Wells in Napier, which I could recommend for your acceptance.

Specifications, with tracings shewing the position of Napier and the surrounding district, have been forwarded to the two principal firms in Canterbury (giving at the same time all other information in my power bearing upon the subject), but one declined entering upon the undertaking, being fully engaged for some months to come, and the other offered to send two men with the necessary plant to Napier, charging at the rate of £2 2s. per day, the Provincial Government paying all travelling expenses, loss of tools &c.; in fact, being saddled with an expenditure of £2 2s. per day for an indefinite period, and bearing all risk of ultimate success.

I am now in correspondence with Mr. Crawford, assistant in the Provincial Engineer's Department, Christchurch, who has kindly undertaken to see the different firms likely to undertake the boring here at a *fixed rate per foot*, taking all risks, &c.

From what I can gather, I am under the impression that the principal cause for the Canterbury people declining to come here, and undertaking the necessary risks, is their fear of having to bore through *rock*, for which they are not prepared, as they have only *drift* to pierce in the Canterbury plains.

I have the honor to be,

Sir,

Your most obedient Servant,

CHARLES WEBER,
Provincial Engineer.

His Honor the Superintendent,
Napier.

Office of Inspector of Sheep,

Napier, June 4, 1866.

SIR,—I have the honor to inform you that I have examined all the Flocks in my district, and have much pleasure in reporting them clean and healthy, but not in that good condition, owing to the long drought, that I should wish.

At the desire of your Honor, I examined some of the flocks at Turanga, and regret to state that scab exists to some extent in that district, and although there is a wide range of country (chiefly bush hills) between Poverty Bay and the Northern Boundary of this Province, yet I would beg to suggest to your Honor the desirability of an Inspector of Sheep being appointed for the Northern Boundary, which would be the means of effectually preventing the possibility of Sheep from any infected district being driven, or landed from vessels, into that part of the Province.

In conclusion, I may add that "The Sheep and Scab Amendment Act" still continues to work well.

I have the honor to be,

Sir,

Your most obedient Servant,

GAVIN PEACOCK,

Inspector of Sheep, Northern District.

His Honor the Superintendent,
Napier.

