



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 McLEAN, Superintendent.

VOL. X.

THURSDAY, JUNE 11, 1869.

No. 11.

Crown Lands Office,  
Napier, June 10, 1869.

**N**OTICE is hereby given that the undermentioned Runs, respectively awarded to John Harding, and transferred to Messrs. James and William Tait; James Anderson, Robert Riddell, transferred to Thomas, Martin, and John Pearse; John Lavin, transferred to Alexander Allan, senior; Robert Curtis, and Robert James Curtis, transferred to Philip and Richard Dolbel; and Robert Riddell, transferred to Thomas, Martin, and John Pearse, in the Mohaka Block,—are forfeited for breach of section 6 of clause 11 of the Additional Land Regulations, Province of Wellington, and the Licenses are cancelled accordingly.

And it is also notified that on **WEDNESDAY**, the 14th day of July, 1869, at noon, I shall offer the undermentioned lots, comprising the Runs aforementioned, to be let by public auction, at the Crown Lands Office, Napier, for a term of fourteen years, the boundaries and particulars of which can be seen at the Survey Office, Napier:—

Lot 1—4519 acres; upset price ¼d.	
2—4476    "        "	
3—4780    "        "	
4—9570    "        "	
5—7767    "        "	
6—9530    "        "	
7—9748    "        "	

J. C. LAMBTON CARTER,  
387 Commissioner of Crown Lands.

## REPORT OF INSPECTOR OF SCHOOLS.

Napier, 12th May, 1869.

SIR,—I have the honor herewith to forward the half-yearly report of the Provincial Schools up to the 31st December, 1868.

There is a general improvement visible in all the schools, especially in the purely elementary portion of education. The

monthly reports show the following results in six months:—

*Reading*—One-third have progressed from first to second book; one-third have progressed from second to third book; one-third have progressed from third to fourth book.

*Writing*—Three-fourths of those who could only write simple copies can now write from dictation.

*Arithmetic*—Four-fifths of those who could only form figures are in simple rules; four-fifths of those who were in simple rules are in compound rules; one-third of those who were in compound rules are in Proportion and Interest.

The want of maps is very much felt in most of the schools, and if this important branch of education is to be continued, I do not think that the requisite maps could be procured for a less sum than £40.

I wish again to bring to your notice that the School-houses are still uninsured, and the loss of much public property might be the result if any of these buildings caught fire.

There are many of the teachers who are only receiving the Government allowance, namely 10s. 6d. per quarter for each child in the country, with a bonus of £50 a year, and in the town 7s. per quarter, without the bonus. This rate would give a teacher in Napier, having the large average of 46, an income of only £64 8s.; and in the Port School, where the average is from 20 to 24, only half that sum annually.

As a means of providing a small addition to their salaries, I would suggest that all parents who can afford it should pay a minimum of four shillings a quarter for each child. This would be £1 16s. a year to the parent having one to educate, viz., the present rate, 20s., and 16s. extra, but the amount per head would lessen as the number in family increased; five children

would cost £5, or at the rate of £1 each per annum.

I herewith attach the reports of St. Mary's School for the months of October, November, and December, showing how the information is given.

In my report dated 31st December, 1867, I recommended the adoption of some system of classification for teachers, with graduated payment. I continue to think such a system would be attended with beneficial results. I beg to add that I would further recommend that after a certain date every master and mistress should possess a certificate of qualification.

I regret to state that I did not inspect the Schools in December last, partly owing to the unsettled state of the Province. I have in consequence taken more than ordinary trouble in the examination, and compiling from the returns, to furnish the accompanying information.

I herewith append returns for the years 1866-7-8, compiled from the reports and registers of those periods.

Since the last report there has been a decrease of one School at the Meanee and one in Napier, leaving the total number at present thirteen.

Since 1862 there has been an increase of 220 children on the books attending school; and there is now an application to open the Schoolhouse at Porangahau, which would make a further addition to this number.

I have the honor to be, Sir,  
Your most obedient servant

EDWARD L. GREEN,  
Inspector of Schools.

His Honor the Superintendent,  
Napier.

School.	Highest number on Books.			Average Attendance.		
	M.	F.	T.L.	M.	F.	T.L.
Meanee South	1866	8	4	12	6	4
	1867	12	12	24	9	8½
	1868	12	15	27	10	9
Meanee North	1866	12	14	26	6	7
	1867	11	9	20	6	4½
	1868	15	9	24	9	13
St. John's	1866	31	—	31	24½	—
	1867	34	—	34	29½	—
	1868	—	—	—	—	—
Petane	1866	6	2	8	4	2
	1867	2	3	5	2	3
	1868	7	3	10	5	3
Waipawa	1866	10	13	23	10½	22½
	1867	10	12	22	8½	17½
	1868	14	11	25	11	10
Clive	1866	11	10	21	10	9½
	1867	13	12	25	10	8½
	1868	4	17	21	3	12
Clyde	1866	9	9	18	6	6
	1867	9	9	18	6½	7
	1868	13	13	26	7	9
Havelock	1866	10	7	17	9	5½
	1867	7	6	13	6½	5
	1868	13	8	21	11	7
Waipukurau	1866	—	4	—	—	—
	1867	5	4	9	4½	4
	1868	6	8	14	5	7
Napier Girls'	1866	6	23	29	4	15
	1867	12	38	50	9	26
	1868	15	51	66	10	36
St. Mary's	1866	33	—	33	28½	—
	1867	43	—	43	33½	—
	1868	43	—	43	35	—
St. Joseph's	1866	—	51	51	—	33
	1867	—	51	51	—	37
	1868	—	6½	6½	—	41
Hampden	1866	8	5	13	7	3
	1867	8	4	12	5	3½
	1868	6	8	14	4	6
Port	1866	—	—	—	—	—
	1867	11	11	22	7	7
	1868	14	17	31	13	15
Puketapu	1866	12	11	23	8	7½
	1867	8	10	18	4½	6
	1868	6	11	17	5	7
Napier Grammar	1866	40	—	40	38	—
	1867	45	—	45	43	—
	1868	43	—	43	40	—

	1866	1867	1868
Number of Public Schools in Province ...	13	16	15
Number of Teachers ...	15	18	17
Highest number of Scholars on books during the December quarter ...	345	416	446
Daily average attendance during December quarter ...	266½	312½	334

AGE OF PUPILS.				
		1866	1867	1868
Under five	{ M.	0	9	7
	{ F.	0	9	17
Five and under ten	{ M.	136	150	132
	{ F.	111	106	131
Ten and under fifteen	{ M.	22	70	68
	{ F.	36	67	83
Fifteen and upwards	{ M.	0	5	4
	{ F.	0	0	2
Mr. Marshall's School not included	{ M.	40	45	43

NUMBER RECEIVING INSTRUCTION.									
SUBJECTS.	1866.			1867.			1868.		
	M.	F.	TO.	M.	F.	TO.	M.	F.	TO.
Reading ...	91½	45½	137	205	161	366	211	232	443
Arithmetic ...	90	105	195	173	108	281	180	203	383
Grammar ...	90	105	195	144	93	237	151	138	289
Writing ...	140	85½	225½	187	145	332	191	208	399
Geography ...	33	55	88	135	87	222	151	133	283
History ...	33	55	88	108	82	190	103	102	205
Other subjects ...	0	0	0	16	0	16	24	0	24

EDWARD L. GREEN,  
Inspector of Schools.

REPORT UPON SURVEYS.

Survey Office,  
Napier, May 8, 1869.

THE two surveyors employed during the present financial year, viz: Messrs Ross and Munro, have been principally engaged upon the survey of roads; and I am glad to be able to report that they have nearly completed the marking out of the roads between the Southern boundary of the province and the Taupo bridle-track, so that only those of the narrow Northern portion remain to be pegged out.

A very small proportion of those lands having been granted prior to the passing of the Crown Grants Act of 1866, a few months will be sufficient to complete the road survey in conformity with that Act.

During the coming winter, when the fieldwork is not profitable, the road map should be compiled in the office, and the survey of the few roads in the northern division of the province completed in the early spring.

As it does not appear likely that land purchases will be extensive during the coming financial year, one surveyor will probably be sufficient for the current work, and for the survey of the few detached small purchases and applications standing over.

Besides the road surveys, Mr. Ross has been employed about three months on the checking of surveys under the Native Lands Act, and Mr. Turley has been engaged about six months in the office, in compiling these surveys and making tracings.

The salaries of both gentlemen during these periods, and the other expenses con-

nected with the field work, are chargeable to the General Government, although defrayed out of the survey vote for the current year.

CHARLES WEBER,  
Chief Provincial Surveyor.

## REPORT UPON ROADS AND BRIDGES.

Engineer's Office,  
Napier, 8th May, 1869.

THE road works during the present financial year have mostly been carried on with the amounts set aside for those purposes by the "Loan Act Amendment Act, 1868," and by the "Toll-Gate Act."

Owing to the scarcity of labor during the summer months, all available hands having been taken up for harvesting and sheepshearing, a considerable portion of the works had to be deferred to the autumn, and some of the contracts cannot be completed during the present financial year.

I am glad to be able to report the roads generally in good condition, and sufficiently extended for present requirements. Every homestead off the sea coast, with the exception of Mangaharuru, is approachable by drays, and all that appears required for the next year is the maintenance of the made portions, for which some provision will have to be made. Until now it was impracticable to contract for the maintenance of the roads, as the new works were generally interwoven with the made portions; but as not many new works are likely to be undertaken during the coming financial year, I beg to suggest that the maintenance of all roads be carried on by contracts, excepting damages caused by floods to bridges; and as those are perfectly sound, and the waterway sufficiently enlarged, they will probably suffer very little from those causes. The roads between Napier, Havelock, and Puketapu can be well maintained from Toll-gate receipts; but at least £1000 is required for the maintenance of the main south road, and at least £800 for that of the other lines.

I shall now describe the different roads under their respective headings.

### *Town Roads.*

No new roads have been made in Napier, but all have been well maintained and generally improved. The cost of maintenance of the town roads will always be considerable, owing to the great wear of the limestone used as metal.

### *Napier to Waitangi.*

The upper beach road has been completed to Tareha's bridge, and it will make an excellent road, provided it receives proper attention during the coming winter, by filling up the ruts which necessarily must be caused by the traffic, until the foundation is properly consolidated. More than two miles have been completed between Tareha's bridge and Waitangi, and the remaining portion is now in the hands of the contractor.

### *Waitangi to Waipawa.*

The line between Waitangi and Havelock has been completed, and, the metal being well set, will require very little out-

lay for the coming year. The line from Havelock to Waipawa is finished, with the exception of small portions at Pukahu and at Hapuka's pa, which are under contract. The portions metalled with river shingle will require very little during the next year, but those covered with limestone, especially near Poukawa and Te Aute, where the material is very soft, will want annually a coat of at least three inches, entailing an outlay of about £80 per mile.

### *Waipawa to Eparaima.*

The greater part between Waipawa and Waipukurau has been metalled, and about three miles between the Tukituki and Eparaima have been lately formed, principally through the flats near Captain Newman's gate, and through the Motuotaria bush. About one mile near the Tarewa bush (on Mr. Harding's run), where the subsoil is very spongy, will require re-metalling during the coming winter; and the water-tables on the whole line, which are constantly being filled up by stock, will need constant attendance, employing at least two men for the winter.

The approaches to the ford at the Tukituki are now being piled, and the timber for re-flooring Eparaima bridge has been contracted for.

### *Eparaima to Southern Boundary of Province.*

About one and a half miles of side-cuttings have been made on the new line from Eparaima to the Porangahau flats at Lambert's bush, but the gradients are unavoidably steep, so that it will be of little use but for bullock teams. The greater portion of the line from Lambert's bush to Porangahau has been formed; and as large discharge-drains have been cut from the road-drains into the Porangahau river, the road will not only be practicable during the winter without being metalled, but the flats will be drained to a considerable extent, greatly benefiting the agricultural settlers lately located there.

A substantial bridge has been built over the Kokomoko, and a dray-bridge over the Mangamarri is under progress by contract.

### *Tareha's Bridge to Puketapu.*

The greater portion of the road between Tareha's bridge and Puketapu hills has been re-metalled, and the bridge at Puketapu has been rebuilt, and the piling below the Meanee bridge is now being extended under contract, the river showing a tendency of further encroaching upon the land, which would, if not checked, cut off the approach to the bridge from Napier. The timber for piling the portion of the river below Mr. Ashton's fence, where it has eaten close up to the road, is being prepared, and the work will be taken in hand almost immediately.

### *Puketapu to Patoka.*

This line, which, owing to the light nature of the soil, suffers generally severely from heavy rains, has been thoroughly repaired, but no arrangement has been come to with the land owners for opening up the proposed line through Messrs. Breinghan's and Smith's properties. Owing to the diversity of opinion of the five landowners through whose

property the road will have to be taken, I see no prospect for getting that line otherwise but by action under the "Compulsory Land-taking Act."

*Middle Road.*

The works on this road had to be deferred to some extent, owing to scarcity of labor; but bridges have been built near Mr. Douglass's and near Homewood; and the metalling of 25 chains near Havelock is now under contract.

The upper portion of the Middle Road is very little used since the Waipaoa has taken its course through Homewood run, and the settlers of Patangata will be seriously inconvenienced during the winter season, when the Tukituki, which will have to be forded twice, is slightly flooded.

There are two ways to remedy that evil, either to deviate the Waipaoa to its original course, or to build a bridge over it about 500 yards above the old one. From recent observation, I am under the impression that the river can be turned into its original bed at a cost not exceeding £300, to which sum some of the land-owners would contribute considerably, while a bridge, with the necessary side-cuttings to the road, would cost about £800.

*Ngawhakatatara to Oero.*

A road has been made through the Kopanga run from a spur above Ngawhakatatara to Oero bush, and the bridle-track through the bush has been enlarged into a dray road, and further dray-cuttings on both sides of the bush are now under contract.

*Petane to Pohui and Tarawera.*

About two miles of the Petane beach road nearest the bridge have been formed with clay obtained from a small island; a dray-road has been cut through the Pohui bush; and two substantial bridges have been built between Titiokura and the Mohaka church ford, so that bullock teams can now travel to the Mohaka.

*Road to Waitoa.*

A bridge has just been completed at Pakuratai, and some side-cuttings have been made on both sides of that valley, so as to keep open the line to Mohaka when the beach road is impassable from the breaking out of the Tongio lagoon. About 30 chains of side-cuttings have been made between Waihua and the Ohinepaku valley, and two bridges in that valley are now under contract.

*Main line of road to West Coast.*

Contracts are now under progress for clearing the whole line through the bush from fallen timber and underwood, for making and repairing side-cuttings, and building the necessary bridges.

*Road from Havelock to Aorangi.*

The soft sandy portion between the Awate-Atua and the Patiki bridge is now being formed, and will be completed in a few days.

*Waipawa to Hampden.*

The proposed works on this line had to be deferred owing to scarcity of labor, but tenders are now being called for a bridge over the swampy creek near the Manga-o-nuku, and for the necessary side-cuttings leading from the river to the saddle.

*Aorangi to Hampden.*

The bridge (68 feet long) between Gwas and the saddle having been burnt by bush-fire, heavy side-cuttings had to be made at the junction of the bridge with Manga-o-nuku, and the steep cuttings across the four creeks have been greatly eased and widened, so that the road is now very practicable.

*Roads through Hikutoto Block.*

A bridge has been built lately over the Muddy creek, and a portion of the road to Clive has been re-metalled.

*Roads through Papakura Block.*

About 60 chains of the upper, and about 55 chains of the lower Pakowhai road have been formed, but as, with exception of the upper line (between Pakowhai and Pawhakauro), all roads are being flooded, the money is practically wasted, and I should suggest that no further expense be incurred on the lower roads until the Tutaekuri is diverted.

CHARLES WEBER,  
Provincial Engineer.

HARBOR-MASTER'S REPORT.

Napier, 28th April, 1869.

SIR,—I have the honor to send in the following Harbour report, as instructed by your letter of the 24th inst.

*Inner Harbour or Iron Pot.*

I regret to state that the inner harbour, or Iron Pot, is gradually but surely filling up, both in depth and width. The berth at the upper crane has still sufficient water at full tide for the lighters to discharge; the next berth at the Government wharf has much the same depth of water that there was twelve months ago, but the channel is much narrower, admitting only one large vessel, whereas formerly two could lay abreast. At the west end of Watt's wharf a bank of sand has formed, quite dry at low water. This extends so far out, that it is now impossible to turn any vessels except small schooners in the Pot. Vessels shipping cattle have to lay fore and aft, instead of alongside the stock-yard berth. This last named berth has also become very small, owing to the increase of the bank before named. Formerly three schooners could lay here; now there is only room for one and a lighter. I would recommend this sandbank to be removed by hand dredging, or, I fear, the whole of that angle of the Pot will fill up in twelve months, leaving only a narrow gutter to the wharves. This channel is kept open by the action of the steamers and the tide. The depth of water at the entrance of the Iron Pot is only eight feet six inches at spring tide. At the south-west side of the boat-shed, where the coal vessels discharge the first half of their cargo, a good wharf well braced would be invaluable; it would also save, in a great measure, vessels' bottoms from chafing the copper off. Every shipmaster who lays here complains of this; but it is the only berth for a vessel drawing ten feet except they are taken to the West Spit moorings, which entails an expense of four shillings per ton. The beach on the south side of the boat-shed has washed away considerably, and will require to be either

piled or made up with large stones and filled in behind, or the boat-shed might be again injured by a heavy sea from the bay.

*East and West Spits.*

The East Spit has made out considerably, and I do not think any annoyance will be caused by it washing away again for some time. A heavy sea will cut off a portion; but it soon makes up again: the reverse is the case with the West Spit, several hundred feet having washed away since my last report; the mooring piles have also been washed down, although placed thirty feet beyond high water mark and drove thirteen feet in the shingle and well braced. These I will replace by an anchor as soon as I recover the moorings in the bay.

*The Bar.*

Since my last report the depth of water on the bar has decreased from thirteen down to ten, and all the vessels brought in drawing ten feet have touched on the bar of the east channel. The west channel has nearly a foot more water; but, owing to very little tide passing through it, and the swell on a vessel's beam, it cannot be frequently used. The last vessel that passed through it touched twice, although drawing only eight feet three inches, while the soundings gave ten feet: this was caused by the swell. The above shows what little water we have to work upon.

*The Roadstead.*

About a fortnight ago I succeeded in hooking that which I believe to be the moorings with the s.s. Star of the South, but have not had an opportunity to heave them up. I will, however, do so as soon as possible. When recovered, I will report further on their condition; but I think it is now understood that the position of these moorings is condemned, from the decision of the last wreck enquiry (at which the Harbour-master was unjustly blamed for neglect). I would now respectfully suggest that thirty fathoms of the mooring cable be unshackled, buoying the remaining fifteen with a small buoy until at some future time appliances may be found capable of raising the anchor. If it was only the weight of the anchor, it could be easily lifted—but the suction and the depth (it must be buried) materially adds to its weight. In the meantime, another mushroom anchor the same size might be sent for, and fifteen fathoms

more cable. These, together with thirty fathoms recoverable in the bay, and the buoy, would complete another proper mooring to be laid down in seven and a quarter fathoms water, or exactly where the William Cargill is moored, which vessel has just ridden out a smart north-easter.

*The Wharves.*

The revenue derived from the wharves and key wall will average about £40 per month: but I am led to this conclusion by the amount of goods imported and exported, also stock shipped for this month, which does not include the wool per William Cargill; and I would again respectfully suggest the increase of wharfage from 6d to 1s per ton on general merchandise, excepting such bulky articles as coal, timber, shingles, &c. The rates for goods in Lyttelton is 2s per ton, and in Wellington, I think 1s 6d per ton.

*The Boats.*

The boats are all in good order; but I would again draw your Honor's attention to the necessity of having a proper life-boat with all the latest improvements.

*Pilotage.*

The new rates of pilotage when in force will bring in something like £25 per month. This I consider below the amount, as port charges will also be included. No instructions have yet been received to carry these latter charges into effect.

*Disbursements of Harbour Department.*

As I have before stated in this report, the probable amount of revenue from wharves, &c., £480; new rates of pilotage, &c., £300; total, £780.

Salaries for H.M. asst.-pilot	
and two boatmen, one year	£631 5 0
Contingencies	75 0 0
Extra boatmen	25 0 0
	<hr/>
	£731 5 0

There has also been a yearly allowance of £99 for harbour purposes. The revenue to meet this is paid from rents of harbour reserves.

Trusting the above will meet with your Honor's approval,

I have the honor to be, Sir,

Your most obdt, servt.,

W. G. CELLEM,

H. M. and Pilot.

His Honor D. M'Lean, Esq.,  
Superintendent, Napier.

