



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. IX.

WEDNESDAY, JULY 1, 1868.

No. 17.

PROCLAMATION.

By DONALD McLEAN, Esq., Superintendent of the Province of Hawke's Bay, in the Island of New Zealand.

PURSUANT to a Proclamation issued under my hand, dated the 21st day of January, 1868, I, DONALD McLEAN, Superintendent of the Province of Hawke's Bay, do hereby proclaim and notify that the land comprised in the schedule hereunto annexed, will be offered to be leased, by Public Auction, for a term of 14 years, at the Crown Lands Office, in Napier, on WEDNESDAY, the 7th day of October next, at noon, in the lot set forth in the schedule hereunto annexed; and that the person who shall bid the highest for such lot shall become the lessee of the same. And I further notify that the sum of money set against such lot shall represent the lowest rent which will be accepted for such lot.

Dated this 27th day of June, in the year of our Lord one thousand eight hundred and sixty-eight.

DONALD McLEAN,
Superintendent.

SCHEDULE.

All that parcel known as the MAUNGAHARURU BLOCK, containing by admeasurement 7760 acres, more or less, situated on the Eastern slope of the Maungaharuru range; bounded north by native land; east by the Te-Awa-o-te-Matea stream, the Opawehe lake, and Waipapa stream; and towards the south by native land.

MAUNGAHURURU BLOCK.

Upset price.
Lot 7.—7760 acres ... £16 3s. 6d. p annum

Superintendent's office,
Napier, June 15, 1868.

IT is hereby notified for general information that

Mr. T. BARNABY

has resigned the appointment of Gaoler of the Napier Gaol.

DONALD McLEAN,
Superintendent.

Superintendent's office,
Napier, June 15, 1868.

IT is hereby notified for general information that

Mr. WILLIAM MILLER

has been appointed Gaoler of the Napier Gaol; appointment to date from this day.

DONALD McLEAN,
Superintendent.

Superintendent's office,
Napier, June 2, 1868.

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 "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 for the said Provincial Council for the said town of Napier:—

BINGHAM ARTHUR FERARD, Esq., of Napier.

DONALD McLEAN,
Superintendent.

Superintendent's office,
Napier, May 30, 1868.

IT is hereby notified for general information that

— GRAHAM

has been appointed Turnkey to the Napier Gaol; appointment to date from and on the 1st proximo.

DONALD McLEAN,
Superintendent.

DONALD McLEAN, Superintendent of the province of Hawke's Bay, in pursuance of the authority vested in me by the "Hawke's Bay Cemetery Act 1867," do hereby, with the advice of my Executive Council, appoint the following persons to be Managers of the Wairoa Cemetery:—

ROBERT PEARSON FINLAYSON,
CHARLES HARMER,
JOSEPH CARROLL,
JOHN JUDE TAYLOR.

Given under my hand this 9th day of June, 1868.

DONALD McLEAN,
Superintendent.

REPORT ON ROADS & BRIDGES

Of the Province of Hawke's Bay, for the financial year 1867-8.

THE amount expended upon roads and bridges during the financial year, closing on the 30th June, has been considerable, partly for completing the main south road out of the amount made available by the "Loan Appropriation Act," and partly for maintaining and extending the other lines, some of which had suffered heavily from the floods of May last, followed by long continuous drought, with high winds, which, necessarily, not only stripped the metalled portions, but also injured greatly those that were nearly formed.

I am glad to be able to report that the roads are now generally in good condition; and, as the water-way of nearly all the bridges has been enlarged, I have very little fear for the future.

All road work, where practicable, has been executed by contract, upon tenders, at rates considerably below those of former years, especially for cart work.

A good many contracts now in hand are absorbing nearly all the available labor in the province.

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

Town Roads.

The road from the boat-shed at the Spit to the post-office, and likewise Customs-street, from the wharf to the main road, has been widened, and raised above the level of the highest known flood tides. The small bridge on Waghorn-street has been removed, and the road has been carried across the tidal lake.

About 10 chains of Battery-road, between Milton-road and the bottom of Chaucer-road, have been made by grants in aid.

The cutting in Coote-road has been completed by the gaol gang, and this road will be open for traffic as soon as the metalling is completed.

The works most needed are a new bridge to the full width of the present road, near the bottom of the Shakespeare-road; and

Hastings-street, from the Masonic hotel to the beach, should be widened at least 8 feet, it being far too narrow for the present traffic.

The necessity for draining the portion of Hastings-street between Browning-street and the Masonic hotel, becomes apparent after every rain-fall; and, although the water percolates very soon through the shingle, covered drains should either be carried into the sea, or at least into absorbing wells at the beach.

Napier to Tareha's Bridge.

About one-half of the upper beach line, between the town boundary and Tareha's Bridge, is now in the hands of contractors, and should be handed over in about ten weeks. The construction of the remaining portion will be less expensive, as a clay foundation, with a coat of gravel, can be used advantageously.

Tareha's Bridge to Puketapu.

This road has suffered more than any other from last year's floods, and the cost of reconstruction has exceeded the estimates £380.

Tareha's bridge has been rebuilt and lengthened. Two new bridges, with enlarged water-way, have been built over the Little Waitangi and the branch stream south of it.

Meanee bridge has been lengthened, and a rather expensive timber facing for the protection of the south bank has been constructed—the addition and protection work entailing more labor and requiring more material than the original bridge. Protection embankments have been erected to considerable distances above and below the bridge.

The road from the race-course to the bridge has been newly formed and metalled upon the deposit, and the side-drains between the Meanee bridge and the Saltwater creek, which were silted up, have been cleared out, and that part of the road has been reformed. Those works, although very expensive, have been indispensable, and I feel satisfied that they will prove effective.

The line between Tareha's bridge and Meanee bridge will require a light coat of metal, during the ensuing year. The culverts between the Meanee bridge and Puketapu hill should be lengthened and partly removed, and a more substantial bridge is greatly needed at the Puketapu flat.

Tarupo Road (Puketapu to Patoka).

The most important portion of this line, viz., that from Puketapu to Peka Peka, is in the same unsatisfactory position in which the past year had left it, as no arrangement could be concluded with the present proprietors of the private properties intervening between Puketapu and the new line at Hakowhai; in fact, I do not see any chance of success before the "Compulsory Land Taking Act" is brought into operation, the different interests being too conflicting. As the settlers in the Peka Peka and Pukititiri districts, and the large number of bushmen employed in the Pohui Bush suffer great inconvenience from being forced into the river bed, every effort should be made to open up the line as surveyed through private properties, especially as the cost of making it practicable will not exceed £100.

The cuttings between Hakowhai and Peka Peka, and likewise those between Peka Peka and Patoka, which had suffered considerably from the floods, have been thoroughly repaired of late; but some provision will be required for their maintenance during the winter.

Waitangi Bridge to Havelock.

The portion of road between Waitangi bridge and Ngaruroro bridge has been gravelled, and the metalling of the whole line between Ngaruroro and Havelock, six and three-quarter miles in length, is now in the hands of four different contractors, and should be completed within two months. This line, like all newly-gravelled lines, is rather heavy at present, but I feel satisfied that the winter traffic will leave it in excellent order. Two bridges have been built on the new line, near Wahaparata, and one at Havelock.

Havelock to Waipawa.

The new line, between Louisa creek and Long bridge, and all the natural pieces thence to Waipawa, have been formed. About two miles have been metalled, and the metalling of the rest, with the exception of $1\frac{1}{2}$ miles in detached portions, is in the hands of contractors, and should be completed in about two months. All bridges on this line have been lengthened, thoroughly repaired, and provided, where required, with hand-rails; and all culverts have been renewed, where necessary, so that the coming spring should find the road from Waitangi to Waipawa complete.

Waipawa to Waipukurau.

About two miles, including all the bad pieces, have been formed, and the greater portion is now under contract for metalling.

The crossing of the Waipawa and Tuki Tuki should be protected by groynes, which will be rather expensive at the Tuki Tuki, but should be undertaken, as it is generally considered the most necessary work on the south road. These structures are, as a rule, rather precarious, but I believe that an effective one can be erected for £110, which will withstand the floods.

Waipukurau to Eperaima.

A substantial bridge has been erected at the Motuotaraia Bush; the formation of the road through that bush is now progressing under contract, and the worst portion of the road, near Arlington, and north of Motuotaraia, is now being formed.

The flooring of the Eperaima bridge requires renewing this summer—the present joists and floor planks (white pine) being decayed, and will be unsafe after this winter.

Eperaima to Porangahau.

A new line of road to the centre of the Porangahau flats is now under progress, which will shorten the distance for dray-traffic about three miles. The amount voted for this road will complete the most necessary cuttings to the Porangahau flats, but at least £100 will be required to form the road through the swampy parts of the flats, and to improve the line.

Porangahau to Southern boundary of the province.

This line has merely been kept in repair, as the vote was insufficient for a substantial bridge over the Mangamaori, or

even for making the necessary cuttings and bridges for a dray road to the leading range. To make a passable road would require at least £300.

Middle Road.

The maintenance of this road has been rather expensive this year, as the Patangata bridge (which had suffered greatly by the late floods) had to be rebuilt, many culverts renewed, and heavy side cuttings made near Ngawakatara, where the Tuki-tuki had eaten away the flat over which the road passed. As the river has the tendency of encroaching still further upon the flat upon which the Ngawakatara native settlement stands, the height of shingle accumulated on the eastern portion of the river bed forcing the stream in that direction, there is very little doubt that ere long the remaining portion of the flat will disappear, and stop the traffic in that direction. As a new line has been surveyed, avoiding the unnecessary dip to Ngawakatara, and clear of the river, I shall report upon it separately.

About 15 chains over low ground, in three detached pieces, between the Havelock suburban sections, should be gravelled, and the old metalled portions from the Havelock town boundary to Mr. Forster's, should be remetalled, in addition to the works necessitated by the proposed deviation of portions of the road.

Road to Hampden by Omaha.

A bridge has been built over the Mill stream at Omaha, the native bridge over the Mill-race has been refloored and provided with handrails, and the side-cuttings to Gwavas have been in several places eased and improved.

A bridge, about 60 feet long, is required over the Waitio, on the new line through the native cultivations, which will save more than half a mile of bad road at the base of Puketapu Hill, and the cuttings at the Manga-o-maku should be widened and eased.

Road to Kereru.

This line has been completed this year, and, the cuttings being principally of dry clay and gravel, it will require very little for maintenance. About £25 should be expended in repairing the old cuttings at the Kereru bush.

Petane and Pohui Bush Road.

About 35 chains of the Petane beach road have been made with clay, and a light coat of shingle, which will stand light traffic; and the river line to Pohui, which had suffered from the May floods, has been thoroughly repaired. The portion of the beach line remaining in the natural state (about 73 chains) should be clayed like that done this year, and the old shell road should be repaired, for which purpose a sufficiency of shells are at hand.

Mohaka Bridle Track.

This line has not only been maintained in good order, but some additional cuttings have been made.

Liberal allowance should be made for maintenance, as, since the steam communication has ceased to Te Wairoa, the overland traffic has greatly increased, and large numbers of sheep passing on it on their way to the Poverty Bay district, are very destructive to the side-cuttings with steep faces.

Wairoa District Roads.

Considerable improvements have been made on the Wairoa town roads—the greater portion of Kopu-road, Marine parade, Clyde-road, and Lahore-street, being now formed and drained.

The bridle track to Turiroa has been completed, as likewise that from the new ferry at Waihua to the leading ranges.

Bridges are required over the southern branch of the Huramo stream, and over three small creeks on the line through Ohinepatea valley. The improvements upon the main streets of the township should be continued, and the jetty, for which the timber is ready, should be erected.

Road through 40-Mile Bush.

Contract parties are now engaged in clearing all fallen timber from the line, and making crossings over the worst creeks and swamps.

As this will leave the line in good order at the beginning of the next financial year, arrangement should be made for its maintenance by contract.

Taiapo Road by Redcliffe to Puketapu.

Twenty-six chains of this line have been metalled. Some protection work should be undertaken at the base of Redcliffe cutting, as the river shows a tendency to encroach there, and the metalling should be extended ten chains to make the road good for winter traffic.

Coast Road to Pourerere.

A good dray cutting has been made from the range to the sea beach at the mouth of the Maraetotara by "grants in aid," and a gang is employed now in cutting round the hill south of Manawarakau.

A small further outlay at Waimarama will be sufficient to complete a practicable dray-road from Napier to that point.

Puketapu to Petane.

Several culverts and about 20 chains of side-cuttings have been made between Waiowhiti and Whareponga valley; but as this line is used by all stockdrivers between the northern and southern parts of the province, the swampy parts of the Whareponga valley should be formed and drained, and the line should be continued to the foot of the Petane cutting.

Oero Bush Road.

A bridle track has been cut through the Oero bush, which the settlers are anxious to have enlarged into a dray-road, which could be done at a cost of about £40, and would be of great service to the neighbouring settlers.

Road from Ngaururoro Bridge to Clive.

The metalling of this line has been completed, and a comparatively small sum will maintain it during the coming year.

Roads through Papakura Block.

The works upon these roads have been deferred to the after part of the summer, as the floods had left them in an unfit state for operation; but now the formation of the lower Pakowhai road, and likewise that of the line from Pawhakauro to Pakowhai, are in the hands of contractors.

The line from Meanee bridge to Mr. Jeffares' has been merely levelled and cleared of rubbish, as an amount out of

proportion large would be required to make a good road upon the shifting sand—not taking into consideration the further encroachments of the river, which are not improbable, unless some protective works are undertaken.

Roads through Hikutoto Bush.

The formation of these roads has nearly been completed, but a bridge is much needed over the head of the Muddy creek for which purpose the next half year's road levies will be ample.—I am, &c.,

C. WEBER, Provincial Engineer.

Napier, June 2, 1868.

REPORT OF INSPECTOR OF SHEEP.

SIR,—I have the honour to forward a report of the state and condition of the flocks in this province.

I have again the satisfaction to report the whole of the sheep in this province free from scab, or any infectious or contagious disease. I will make incidental allusion to two diseases, which prevailed to some extent in this province last summer, both harmless enough in themselves, although, under certain circumstances, extremely annoying. The first I will allude to was a species of ophthalmia, which suddenly appeared in nearly every flock in the province; at first appearing in a few sheep, but rapidly spreading through a considerable number of the flocks, especially so during or subsequent to a journey. In no instance coming under my own observation, did this disease prove fatal, although in many cases causing great trouble and the occasional loss of a few sheep in driving and crossing rivers. This disease has now happily passed away. From its simultaneous appearance in nearly every part of the province, I entertain the belief that it was not introduced into the province, but was rather one of those epidemics which cannot be accounted for, and has disappeared as suddenly and unaccountably as it came. The disease known as stomach staggers has been very prevalent this year in certain localities. This disease appears to be endemic, and has been confined to low-lying alluvial pastures, such as Meanee, Clive, Papakura, and Poverty Bay. This disease, I have observed, only makes its appearance during a very dry and hot summer, and is easily and quickly cured by a change to higher land, and less rich but more varied pastures. When the autumnal rains set in it entirely disappears. Horses and cattle have been more or less subject to this disease during the last three summers, but it was only last summer that it prevailed to any extent among sheep.

Owing to a number of the sheep returns not having yet been sent in, I am unable to furnish a statement of the number of sheep in the province to date, but assume the returns for this year will be about 750,000 above 6 months old. The number of sheep imported into the province during the last twelve months only number 50, as against 614 for the corresponding period of 1866-67. This is so far satisfactory as it proves that rams are more readily procured within the province than they were formerly. On the other hand I have no doubt the depressed state of station produce has checked to some extent the introduction of fresh blood.

I will now pass on to the condition of the flocks, and make some remarks thereon. In doing so, however, I may touch on subjects which, perhaps, strictly viewed, do not appertain to my office as Inspector of sheep, but I trust the importance of the subject and the vital interests involved therein will exonerate me from the charge of presumption in doing so.

While it is a matter of congratulation to be able to report the flocks free from scab, I notice a marked falling off in the condition and quality of the flocks in general, and could not fail to be impressed with the belief that there are more sheep in the southern district of the province than it is capable of maintaining, even in store condition, in its present state of partial improvement. In nearly every part of the province I visited, the effects of overstocking were plainly visible, both in the aspect of the country and the condition of the sheep—painfully evident, I may say, in the appearance of the latest of the spring lambs, which, owing to the extreme scarcity of spring grass, in consequence of the dry weather setting in so early, were prematurely weaned, very many of the ewes having gone dry for a month or two after lambing. I observe also that the young sheep of many of the flocks are losing that roundness and compactness of form which denote a strong constitution and fattening propensities, and are gradually assuming narrower and more lank proportions, and do not retain that buff or satin hue of countenance which characterise the well kept merino. It was expected that a large number of sheep would have been boiled down last autumn, but such has not been the case, the best part of the fattening season having passed over before the boiling-down establishment was ready for operations.

Our exports have diminished materially within the last twelve months, and, although there is now a prospect of fat sheep being in demand in the Auckland market, for the Thames diggings, I fear we have not many sheep in the province in sufficiently good condition to take advantage of it.

Although about 30,000 sheep, principally ewes, have been lately absorbed by the Wairoa, Poverty Bay, and Taupo districts, we cannot reckon on these outlets for the future, and a grave and important question here presents itself—what is to be done with our surplus stock? How is room to be made for the annual crop of lambs. This is a question that vitally affects the interest of the sheep farmers, and indeed the prosperity of the province in general, and should receive that serious consideration and earnest attention which it merits. Hitherto there has been no great necessity for checking breeding, as there was year by year some new country, and other varied and continuous outlets for the surplus stock. This state of things is now at an end, and if any of the meat

preserving experiments which have called forth such earnest attention and spirited efforts in the other colonies, prove successful and remunerative, we must still bear in mind that it will only be fat sheep that will be eligible for this outlet. I feel convinced that, unless this system of overstocking is checked, it will prove most disastrous in its results, and will tend not a little to engender some virulent and fatal disease that will thin the teeming flocks, and believe that it is mainly owing to our dry and genial climate that some such disease has not ere this made its appearance in some of the flocks.

I trust to see shearing operations commenced a little earlier this year, and an advantage taken of the ensuing season to cull out and boil down all unprofitable sheep (if no better market is offered for them). In furtherance of this object, I would suggest that, preliminary to the sheep going into the shearing shed, they should be passed through the drafting alley, and all old wethers and ewes, weakly constitutioned, light woolled sheep, and mongrels, of whatever age or sex, should be carefully and unsparingly chosen, and a distinguishing mark put on them—say a touch of paint or ruddle down the face, and, immediately after being shorn or before leaving the yards, a more permanent and legible cull brand or mark, and all disposed of, fat and lean, so soon after shearing as possible. As sheep are more disposed to fatten immediately after shearing, those who shear early would, I apprehend, find a tolerably good market for them in the low districts, where feed is so abundant in the spring and early summer that it is to a great extent wasted for want of sufficient stock to keep it down. It must not be forgotten that we have now arrived at that stage when a large number of store sheep must be sold for whatever they will bring, in order to be able to fatten the residue of the flocks, and give the really profitable sheep a better chance of proving remunerative to the owners, and is preferable to letting many of them die off in the winter from starvation, as was evinced by the many complaints of light clips and short musters of last shearing. It would also give the grasses on the runs an opportunity of seeding, which many of them shew their need of.

This summary disposal of sheep may be objected to, but I cannot divest myself of the conviction that, unless some such course as I have indicated is pursued, Hawke's Bay will not long retain the character for general excellence of its sheep which it has hitherto enjoyed, and, I may add, which its climate and natural advantages are eminently calculated to promote.

I have the honor to be,
Sir,

Your most obedient servant,

G. PEACOCK,
Inspector of Sheep, &c.

RETURN showing the Lands Sold, and Assessments on Runs received, at the Crown Lands Office, at Napier, during the month of April, 1868.

| Date | Mode of Sale. | Name | Particulars | AREA OF LAND SOLD. | | | CASH | | | Rate per Acre | Area of Unagricultural Land to go to auction at 5s. an acre. | Rents and Assessments. | Military Settlers' Land Orders exercised. | REMARKS. |
|---------|---------------|-----------------------------------|---|--------------------|----------|----------|---------|----------|---------|---------------|--|------------------------|---|---------------------|
| | | | | Town | Suburban | Country | Town | Suburban | Country | | | | | |
| 1868 | | | | A. R. P. | A. R. P. | A. R. P. | £ s. d. | £ s. d. | £ s. d. | | | | | |
| April 1 | ... | P. Dolbel | Assessment for 19958 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 41 11 7 | ... | | |
| 1 | ... | R. Dolbel | Assessment for 9748 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 40 12 0 | ... | | |
| 6 | ... | W. Glenny | Lot No. 1139, Kopu-a-whara Block | ... | ... | 300 0 0 | ... | ... | 67 10 0 | 4s. 6d. | ... | ... | | Bal. 9-10 Auc. Sale |
| 6 | ... | W. Glenny | Lot No. 1143, Kopu-a-whara | ... | ... | 264 0 0 | ... | ... | 59 8 0 | 4s. 6d. | ... | ... | | " " |
| 8 | 1819 | James Atchison ... | North Ruataniwha Block ... | ... | ... | 40 0 0 | ... | ... | 20 0 0 | 10s. | ... | ... | | |
| 15 | ... | Messrs. Nairn ... | Assessment for 25780 acres on their run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 107 8 4 | ... | | |
| 16 | ... | Hon. A. G. Tolle- mache | Assess. for 7260 acres on G. A. Oliver's late run, for 1867 ... | ... | ... | ... | ... | ... | ... | ... | 30 5 0 | ... | | |
| 16 | ... | Hon. A. G. Tolle- mache | Assess. on 4620 acres on F. Ormond's late run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 9 12 6 | ... | | |
| 16 | ... | Price and Price ... | Assess. on 3600 acres on J. Tanner's late run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 7 10 0 | ... | | |
| 16 | ... | A. Price... .. | Assess. on 3205 acres on J. B. Redward's late run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 6 13 6 | ... | | |
| 16 | ... | J. N. Williams ... | Assess. for 720 acres on his run, for 1866 and 1867 | ... | ... | ... | ... | ... | ... | ... | 4 13 0 | ... | | |
| 16 | ... | Price and Price ... | Assess. for 4167 acres on W. J. Snodgrass's late run for 1867 | ... | ... | ... | ... | ... | ... | ... | 17 17 3 | ... | | |
| 16 | ... | H. A. Duff | Assess. for 9000 acres on A. H. Price's late run for 1867 ... | ... | ... | ... | ... | ... | ... | ... | 18 15 0 | ... | | |
| 16 | ... | Donald Gollan ... | Assess. for 7035 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 29 6 3 | ... | | |

| | | | | | | | | | | | | | | |
|----|------|------------------------|-----|---|-----|--------|---------|-----|--------|----------|-----|----------|-----|--------------------|
| 16 | ... | Kenneth Gollan | ... | Assessment for 12450 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 51 17 6 | ... | |
| 16 | ... | T. Lowry | ... | Assess. for 2320 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 9 13 4 | ... | |
| 16 | ... | H. A. Duff | ... | Assess. for 4631 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 9 12 11 | ... | |
| 16 | ... | N. Levin | ... | Assess. for 15000 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 31 5 0 | ... | |
| 18 | ... | W. Couper | ... | Assess. for 3012 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 12 11 0 | ... | |
| 23 | ... | Towgood and Richardson | ... | Six months' rent, lot 1, Nuhaka Block | ... | ... | ... | ... | ... | ... | ... | 9 7 6 | ... | Deposit at Auction |
| 23 | ... | A. A. and J. Watt | ... | Six months' rent, lots 2 and 3, Wairoa district | ... | ... | ... | ... | ... | ... | ... | 36 10 0 | ... | " " |
| 23 | ... | A. Koch | ... | Six months' rent, lot 4, Moeangi | ... | ... | ... | ... | ... | ... | ... | 1 1 0 | ... | " " |
| 25 | ... | W. Lyon | ... | Assessment on his run for 1867 | ... | ... | ... | ... | ... | ... | ... | 4 5 3 | ... | " " |
| 27 | 1820 | John Bird | ... | Suburban sections Nos. 50 and 51, Porangahau | ... | 92 0 0 | ... | ... | 46 0 0 | ... | 10s | ... | ... | |
| 28 | ... | W. B. Rhodes | ... | Assessment for 13475 acres on his run, for 1867 | ... | ... | ... | ... | ... | ... | ... | 56 7 1 | ... | |
| | | | | Totals | ... | 92 0 0 | 604 0 0 | ... | 46 0 0 | 146 18 0 | ... | 536 15 0 | ... | |

RECAPITULATION.

| | AVAILABLE. | UNAVAILABLE. |
|---|------------|--------------|
| Land Sales—cash | £192 18 0 | ... |
| Rents and Assessments | 536 15 0 | ... |
| | 729 13 0 | ... |
| Deduct salary of Receiver of Land Revenue | 6 5 0 | ... |
| Nett Balance | £723 8 0 | ... |

Crown Lands Office,
Napier, May 30, 1868.

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

