



OTAGO
PROVINCIAL 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 may relate, and are to be obeyed accordingly.

JOHN HYDE HARRIS, Superintendent.

Vol. VI.]

WEDNESDAY, APRIL 29, 1863.

[No. 240

PROCLAMATION

*Of Governor having assented to
certain Ordinances.*

By the Honorable JOHN HYDE HARRIS,
Superintendent of the Province of
Otago.

WHEREAS in the Session of the Provincial Council of the Province of Otago, held in the twenty-sixth year of the reign of Her Majesty Queen Victoria, the following Bills were passed and presented to the Superintendent for the Governor's assent, and the said Superintendent reserved the same for the signification of the Governor's pleasure thereon:

The Otago Representation Ordinance, 1862,

The Miners' Provincial Representation Ordinance, 1862,

The Otago Loan Ordinance, 1862.

Now therefore, I, the said John Hyde Harris, Superintendent of the said Province, do hereby proclaim that the said Bills have been laid before His Excellency Sir George Grey, the Governor of New Zealand, and

that His Excellency the Governor has assented to the same.

Given under my hand and issued under the Public Seal of the Province of Otago, at Dunedin, this (L.S.) twenty-seventh day of April, one thousand eight hundred and sixty-three.

JOHN HYDE HARRIS,
Superintendent.

TENDERS will be received at the office of his Honor the Superintendent until noon of Tuesday, the 12th of May, for the erection of a Bridge over the Kaitangata Creek.

Plans and specifications may be seen, and forms of tender obtained, at the office of the Provincial Engineer, Dunedin, or at the Court-house, Molyneux.

By order,

JOHN LOGAN,
Clerk to Superintendent.

25th April, 1863.

TENDERS will be received at the office of his Honor the Superintendent till noon of Tuesday, the 5th day of May, 1863, for the erection of the South Dunedin District School.

Plans and specifications may be seen, and forms of tender obtained, at the office of the Provincial Engineer.

By order,

JOHN LOGAN,

Clerk to Superintendent.

Dunedin, 25th April, 1863.

FRESH Tenders will be received at the office of His Honor the Superintendent, until 12 o'clock noon of Tuesday, the 12th May next, for the construction of about 6½ miles of road leading from Tuapeka towards the Dunstan.

Plans and specification may be seen, and forms of tender obtained, at the office of the Road Engineer, Dunedin; and at Goodall's Hotel, Tokomairiro.

By order,

JOHN LOGAN,

Clerk to Superintendent.

28th April, 1863.

FRESH Tenders will be received at the office of His Honor the Superintendent, until 12 o'clock noon of Tuesday, the 12th May, for the construction of about 11½ chains of the road leading from the Taieri Ferry towards the Tokomairiro River.

Plans and specification may be seen, and forms of tender obtained, at the office of the Road Engineer, Dunedin; and at Goodall's Hotel, Tokomairiro.

By order,

JOHN LOGAN,

Clerk to Superintendent.

28th April, 1863.

OAMARU TOWN BOARD.

Election of a Member.

Oamaru, 16th April, 1863.

SIR—I have the honor to inform you that at a meeting of the Electors, held this day, according to *Gazette* Notice of the 31st ult.,

MR. GEORGE QUARRIE

was elected a Member of the Oamaru Town Board, in the room of Mr. Charles Traill, who declined to act.

I have the honor to be,

Sir,

Your very obedient servant,

T. W. PARKER,

Returning Officer.

The Provincial Secretary,

Dunedin.

A SURVEYOR WANTED. Apply immediately to the Chief Surveyor, Dunedin.

SUPPLY OF CATTLE AND SHEEP.

THE following letter from his Honor the Superintendent to the Honorable the Colonial Secretary is published for general information:—

Superintendent's Office,

Dunedin, 24th April, 1863.

The Honorable

The Colonial Secretary.

SIR—I have the honor to bring under the consideration of His Excellency's Government the very serious position in which this Province is placed, owing to its supply of Cattle and Sheep being not only insufficient for present wants, but totally inadequate to provide for future consumption.

The facts elicited through the correspondence which passed between this office and the General Government during the months of August, September, and October, of last year, resulted in so far removing the prohibitory restrictions then in force, as to permit the importation of Cattle from Port Albert to Otago. The result of this permissive Act has been the introduction of 800 head only of Cattle from that Port, a quantity which produced no appreciable effect on the market; and having been killed as imported, can have no influence as regards future supplies.

By reference to the correspondence just alluded to, a copy of which is herewith enclosed, it would appear that it was the opinion of His Excellency's Government, and also of his Honor Major Richardson (then Superintendent of Otago), that the scarcity of animal food then existing here, and its necessary consequences, were likely to be of but temporary duration. Subsequent experience and existing facts do not, however, give their sanction to these opinions. On the contrary, statistics, as far as they can be gathered, go to prove not only that the pressure still continues, and must under any circumstances be, ere long, severely felt, but that unless other markets be opened, it will be continually on the increase. The following statements, which, from the sources whence they are derived, I am able to say I believe to be approximately correct, may be ad-
duced in illustration—

1st. In the month of August, 1862, the population of the Province of Otago was about 30,000 souls.

2nd. The quantity of live stock in the

Province at the same date consisted of about 35,000 head of great Cattle, and 700,000 Sheep.

3rd. During the year 1862 upwards of 80,000 Store Wethers were imported to the Province.

4th. During the present year the importation of Store Wethers has not exceeded 10,000.

5th. In the beginning of the present year, 1863, there were in the Province about 180,000 Fat and Store Wethers.

6th. The number of Cattle imported during the past 12 months have been as follows:—viz., from Wellington, 2000 fat and 1018 store; Port Albert, 800 fat; and a few small lots from Canterbury.

7th. The number of cattle of both sexes, and including working bullocks now in the Province, is estimated at 30,000 head, shewing a deficit of about 5000 head since the month of August, 1862.

8th. The number of fat cattle now in the Province is estimated at 2000 only.

9th. The high prices which have prevailed have induced the settlers, in many instances, to sell for killing purposes their female as well as male stock both of sheep and cattle.

10th. The increase of the female cattle at present in the Province is not considered more than sufficient to provide the necessary number of bullocks for working purposes.

11th. The present population of the Province is estimated at 50,000; but it will not be prudent to estimate the average population during the ensuing 12 months at less than 60,000. Taking that number as a basis upon which to calculate the consumption of beef and mutton during a similar period, the quantity required would be of sheep about 240,000 and cattle about 9000.

12th. It will, I think, be thus seen that unless importation of both fat and store cattle and sheep takes place during the ensuing 12 months, the most serious consequences must inevitably ensue.

An enquiry into the circumstances of Wellington, Canterbury, Southland, and other New Zealand Provinces will, I feel assured, lead to the conclusion that supplies from these markets to the requisite extent are not obtainable. It is also worthy of observation, that the supplies already obtained, or likely to be obtained from Gipps' Land are altogether insufficient to meet our requirements. Nothing, therefore, appears left to me but to press upon His Excellency's Government the urgent necessity for removing the restrictions which exist against the importation of cattle to Otago from Tas-

mania, and from those ports in Australia which are the outlets of districts within which the disease called pleuro-pneumonia has never made its appearance. The ports from which I would specially suggest that importations of cattle should be allowed, are Launceston and Hobart Town (in Tasmania), Wide Bay, Moreton Bay, and Two-fold Bay (in Australia). I am informed that in Tasmania the disease has never appeared, and that importations to that colony are judiciously watched; also that the districts connected with the other ports I have named claim equal exemption from its presence; while they are removed from infected districts by such formidable physical barriers, that the communication of the disease to them through contagion is extremely improbable.

While fully recognising the dangers which would result from a total removal at Otago of the restrictions which exist upon the importation of stock from the neighbouring colonies—a danger in which to some extent neighbouring Provinces would participate, and against which they are entitled to reasonable protection—still I believe that by a careful system of inspection at the ports of shipment and disembarkation (which it ought not to be difficult to effect), no greater risks would be incurred than those incident to importation from Gipps' Land, from which, as yet, no evil effects have resulted.

I have only to add that I trust His Excellency's Government will take a favourable view of the recommendations which I have felt it my duty to make, and to express a hope that no unnecessary delay may prevent their adoption.

I have the honor to be, &c.,

JOHN HYDE HARRIS.

OTAGO HARBOR.

THE following correspondence is published for general information:—

Admiralty, 29th Dec., 1862.

SIR—I have the honor to enclose for your information a Report by the Mauritius Marine Board of the loss of the barque "Genevieve," Turpie, master, at the entrance of the Port of Otago, on the 17th January, 1862, which has been officially reported to the Admiralty by the Board of Trade.

I have to request your attention to the remarks made therein on the Admiralty Chart of Otago, No. 2411, and I should be glad if you will inform me if there is sufficient ground for them, and, particularly, I should wish to be informed—

1. If the Harbour Master, or any one connected with the Port, can mark on a plan of the entrance the exact spot where the barque was wrecked.

2. Whether it is true, as the Pilot is reported to have said, "that no such channel as the North Channel of that chart existed."

3. Whether there is any reason to believe that the North Channel has shoaled up materially since the date of the survey.

4. Whether vessels, in fine weather, make use of this Channel, or if any wrecks have occurred before in it.

I enclose a copy of a caution* that I have had pasted on our charts, across the entrance of the North Channel for the present, until I receive your answer, as it is better to err on the safe side; but we must not allow the character of a Port to be taken away by the random assertion, without any particle of proof, of a Master of a vessel that wished to excuse himself from the neglect of losing his ship.

I have communicated with the Agents for the district, Messrs. Crawford and Auld, and they have never heard any report of the shoaling of the North Channel.

I am, Sir,

Your obedient servant,

JOHN WASHINGTON,
Rear-Admiral and Hydrographer.

The Superintendent of the
District of Otago,
New Zealand.

THE GENEVIEVE.

Mauritius, Aug. 26.

The Marine Board met for the purpose of inquiring into the loss of the barque Genevieve, of 271 tons burthen, Francis Turpie, master, at the entrance of the Port of Otago, New Zealand, on the 17th of January, 1862.

Present: D. Wales, Esq., Harbor Master and President; P. A. Wiehe, Esq., President of the Chamber of Commerce; James Fraser, Esq., Lloyd's Agent; T. H. Mullens, Esq., Surveyor to the Mauritius Marine Insurance Company.

Presented themselves for examination: Francis Turpie, 8850, Commander of late barque Genevieve. No others of the Crew having returned to this port.

From Captain Turpie's account, it appears that the Genevieve, from this port,

* CAUTION.—It having been reported that the North Channel, Otago, has shoaled up since the date of this Survey, the mariner is warned not to attempt it without a Pilot.

This label is to be pasted on to the Admiralty Chart of Otago Harbor, No. 2411, across the entrance of the North Channel.

with a valuable cargo of coffee and sugar, after a most favorable voyage, came in sight of Otago Lighthouse on the 17th of January, at about 2 p.m.

Neither Captain Turpie nor any of his Officers had ever visited the place, but there was a chart on board of the coast in the neighborhood of the port, together with one, on a large scale, of the port itself and its approaches. This chart, which bears the respectable names of Captain Stokes, R.N., Commander Richards, R.N., and the Officers of H.M.S. Acheron, was published in 1855, and it bears also the stamp of the Hydrographical Office. On it may be seen a fine clear channel, with not less than 21 feet low water spring tides, and the Board venture to assert that a stranger like Captain Turpie, with such a chart, would immediately determine that this North Channel (as it is called on the chart) was the best channel for reaching Otago Heads; and that certainly a vessel like the Genevieve, drawing only 14 feet water, could run no risk whatever in passing through it. As no Pilot made his appearance, Captain Turpie, having a leading wind, steered for this North Channel, with the lead going. Finding that he was shoaling faster than he expected, he hauled out to the eastward, and almost immediately struck, and remained unmoveable. A swell setting in, the vessel bilged shortly afterwards, and the following day the North Channel was covered with breakers from side to side. The Pilot got on board shortly after the vessel struck. He was the Senior Pilot on the Station, and he informed Captain Turpie that the chart was erroneous, and that no such channel as the North Channel of that chart existed. In making these remarks the Board have not the very slightest intention of depreciating the labor and skill of the gallant Officers who made that survey. No question the North Channel existed at the time the survey was made, but there appears to be little doubt that the sands which form it are constantly shifting, and that what was a good channel in 1850 has now ceased to be one, and the sooner this is generally known the better. We have this intelligence on the authority of the Senior Pilot on the Otago station, who ought to know something about the matter; and we have the chart before us where the bearings of the Genevieve, when on shore, are carefully laid down; the chart marks 22 feet on that spot, and the draft of the Genevieve was only 14. Under these circumstances no blame can attach to Captain Turpie for the loss of his vessel, but the sooner the public are made aware that no such channel exists as the North Channel of the Hydrographical Office Chart of 1855 the better.—*Shipping Gazette*, 24th Nov, 1862.

Harbor Office,
Port Chalmers, 20th March, 1862.

To the Provincial Secretary.

SIR—I do myself the honor to reply to the queries in Admiral Washington's communication of 29th December last, to his Honor the Superintendent, relative to the loss of the barque *Genevieve*, at the entrance of Otago Harbor, on the 17th of January, 1862, and the North Channel of the Admiralty Chart of Otago, No. 2411.

Query 1.—If the the Harbor Master, or any one connected with the Port, can mark on a plan of the entrance the exact spot where the barque was wrecked?

Answer.—The accompanying tracing shews the position of the wreck as she now lies, and within the circle her position on the morning after the wreck (in the hurry and confusion to save the cargo, no bearings were taken), which position I have no hesitation in saying is not more than two cables' length in shore of where the vessel would first strike.

Query 2.—Whether it is true, as the Pilot is reported to have said, that no such channel as the North Channel of that chart existed?

Answer.—The Pilot did not report that no such channel as the North Channel existed; but said that there was not a channel where he boarded the *Genevieve*, and that it was not desirable for any vessel to take the North Channel, as in steering through it the sea is right a-beam, and calculated to sag the vessel on to the sand-spit; neither is it necessary, there being not less than nineteen feet at low water spring tides, on any part of the Bar beyond one and a half cables' length from Tairoa's Head, a sufficient depth for the largest merchant vessel, making a straight course across the Bar, on the last quarter flood. [I hereby certify that the above is correct. JOHN LOUDEN, Chief Pilot.]

Query 3.—Whether there is any reason to believe that the North Channel has shoaled up materially since the date of the survey?

Answer.—The soundings on the accompanying tracing, as taken by Mr. J. Loudon, Chief Pilot, and myself, shew a little shallowing on the sand-spit, but a deepening in the channel.

Query 4.—Whether vessels, in fine weather, make use of this channel, or if any wrecks have occurred before in it?

Answer.—It is only used by the Pilots when beating a vessel into or out of the Harbor, and no wreck ever occurred in the channel.

In the matter of wrecks, only three have occurred at Otago Heads since the first of the settlement in 1848. The first of these was the barque "*Revival*," in March, 1859. Steered on shore during the night; cause, unfitness of the Master to command, and mutinous state of the crew. At this date there was only one Pilot, Mr. Driver, who, on the night in question, was at Port Chalmers with a vessel.

The second was the barque "*Genevieve*," on January, 1862; cause, the Master not being able to determine his true position, and not waiting for the services of a Pilot, steered his vessel on shore during the night, supposing that the course steered would lead him through the North Channel. If the Master of this vessel consulted his New Zealand Pilot, which shews that Otago Harbor is only safe to enter when the Red Flag is hoisted at the Flagstaff, he must have been taking an undue risk with the property under his charge, as the Red Flag is never hoisted at night.

In the Master of this vessel's statement to the Mauritius Marine Board, he says that on the day after the wreck the North Channel was covered with breakers from side to side. Had such been the case, no boat could have gone alongside; and as the vessel was bilged, and the water rising in the hold as the tide made, to the level of the main deck, every package of the cargo would have been damaged. On the day in question the North Channel was perfectly smooth, and very little break on the sand-spit, which enabled small boats (not suitable for a surf) to go safely alongside, and discharge the 'tween deck's cargo before high water, and without damage.

Owing to the large amount of unexpected arrivals of shipping (consequent upon the gold discovery) on the day of the evening of the wreck, the Pilots were all engaged. The Chief Pilot on seeing the lights, which were only shewn after the vessel was in the danger, made all possible haste to the scene, leaving the ship "*Commodore Perry*," of 2000 tons, not safely moored in the Lower Anchorage, but too late to prevent the disaster. The Pilot staff has since been augmented, and a Pilot Schooner cruising outside of the Heads.

The third wreck was the schooner "*Tamar*," in November, 1862; cause, vessel missing stays, the Master persisting in beating his vessel into the Harbor on the ebb, and during a heavy south-westerly gale, when the Pilot could not board in safety; at same time a signal was shewn from the Pilot Schooner to anchor outside of the Bar, a very safe anchorage during south-westerly gales.

Otago Harbor has been visited by several of the largest sailing vessels in the Mercantile Navy with perfect safety. Considering that there has been a large amount of shipping visiting this Port within the last fifteen years, and the unusually small list of casualties, proves that the Harbor, and the approaches thereto, are very safe.

Trusting that the foregoing particulars will prove to the Government that the statement of the Master of the late barque "Genevieve" is incorrect, and cause the withdrawal of the caution to mariners of the danger in the North Channel of Otago Harbor, as no such danger exists.

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

WM. THOMSON,
Harbor Master.

Superintendent's Office,
Dunedin, 18th April, 1863.

SIR—I have the honor to acknowledge the receipt of your letter of the 29th December last, enclosing a report by the Mauritius Marine Board of the loss of the barque "Genevieve," Turpie, master, at the entrance of the Port of Otago, on the 17th January, 1862, which had been officially reported to the Admiralty by the Board of Trade.

I now beg to forward a report from the Harbor Master of Otago, from which it will be seen that the Pilot did not state that no such channel as the North Channel existed, but that it was not desirable for vessels to take it; and further the Harbor Master reports, that "neither is it necessary, there being no less than nineteen feet at low water spring tides, on any part of the Bar, beyond one and a half cables' length from Tairoa's Head, a sufficient depth for the largest merchant vessel, making a straight course across the Bar, at the last quarter flood." The Harbor Master also reports that the Pilots only use the North Channel when beating a vessel in or out of the Harbor, and that no wrecks have ever occurred there.

You will also observe from the report that had the Master of the "Genevieve" waited for the Pilot, or consulted his "New Zealand Pilot," which shews that Otago Harbor is only safe to enter when the Red Flag is hoisted at the Flagstaff, which signal is never hoisted at night, he would have possibly avoided the danger into which he ran blindly. His statement also that the day after the wreck the North Channel was covered with breakers from side to side, is entirely refuted, so much so, that it appears small boats, not suitable for surf, were enabled to go alongside his vessel, and discharge a portion of his cargo without damage.

To support the character of this Port, which has thus recklessly and wickedly been assailed, by the Master of a vessel endeavoring to excuse himself from the neglect of losing his ship, I forward a copy of the *Daily Times* newspaper of the 16th February last, in which is published a Report from the Otago Chamber of Commerce, from which it will be seen that 24 vessels, of tonnage ranging from 1050 to 2340, have visited it during the year 1862, no less than 19 of which anchored at Port Chalmers.

The tracing which accompanies the Harbor Master's report gives the soundings as taken by Captain Stokes, in red figures, in contrast to the soundings taken in March last, and I would beg to recommend for your consideration in publishing these latter soundings for general information, the desirability of leaving out the words "North Channel," as tending only to mislead strangers visiting the Port.

I have the honor to be, &c.,

JOHN HYDE HARRIS,
Superintendent.

Rear Admiral,
Sir John Washington,
Hydrographer to the Admiralty,
London.

[NOTE.—A new Chart, with plain directions for navigating the Lower Harbor of Otago, is being prepared, and will be published at an early date.]

RURAL LANDS.

THE FOLLOWING APPLICATIONS FOR RURAL LANDS WERE RECEIVED AT THE LAND OFFICE, DUNEDIN, FROM THE 30th MARCH TO THE 27th APRIL, 1863, BOTH DAYS INCLUSIVE.

No. of Application.	APPLICANT.	LOCALITY AND DESCRIPTION.	ACREAGE.		
			A.	R.	P.
5995	John Liddell	Clarendon, 32, Block VI.	57	1	36
5996	Andrew Smail	Inch Clutha, $\frac{1}{2}$ 3, section 4, Block VI.	75	0	0
5997	James Gilfillan	Clarendon, 27, Block VI.	83	2	19
5998	William Milligan	Clarendon, $\frac{1}{2}$ 26, Block VI.	34	1	6
*5999	Peter Cunningham	North Tuakitoto, 8A and 9, Block IX.	100	0	0
*6000	Robert Marshall	South Tuakitoto, 4 and 5, Block VII.; North Tuakitoto, 8A, Block IX.	150	0	0
6001	Walter Fardey	Otokia, 8 Block IV.	54	3	15
6002	William Thomson	Otokia, 26 and 2 of 27, Block V.	198	3	3
6003	P. M'Liskey	Clarendon, 28, 29, 32, 34, Block VI.	300	3	2
6004	Clarissa Isaacs	Portobello, 1, 2, $\frac{1}{2}$ 7, $\frac{1}{2}$ 8, 9, 10, 11, 12, 13, Block I.	80	0	0
6005	William Shand	Dunedin and East Taieri, 1 of 16, Block V.	50	0	0
6006	Peter M'Laren	Otokia, 18 and 20, Block II.	248	3	10
6007	Duncan M'Lellan	Clutha, 13, Block XV.	50	0	0
6008	Richard Chas. Luscombe	Dunedin and East Taieri, 28, 29, 43, 44, 2 of 31, 10, 11, 12, 13, 1 of 14, 15, 16, 17, Block IV.	1324	3	33
6009	Allan Galt	Clutha, $\frac{1}{2}$ 11, 5, and $\frac{1}{2}$ 6, Block LI.; $\frac{1}{2}$ 5, $\frac{1}{2}$ 11, Block LVIII.; 9, Block XIX.	200	0	0
6010	Duncan M. M'Goun	Clutha, 6, Block VI, part east of river.	22	2	0
6011	Alexander Ford	Moeraki, 29, Block II.	82	2	13
6012	Robert Tooth	Moeraki, 29, 2 of 30, 31, 32, 33, 34, 35, 36, Block II.	614	1	31
6013	David Andrew	Dunedin and East Taieri, 54, Block VII.	36	1	22
6014	John Little	North Harbour and Blueskin, 13, 14, 2 of 3, Block II.	194	0	33
6015	Albert Pillans	North Molyneux, remaining $\frac{1}{2}$ of 1, Block IX.	25	0	0
6016	Alexander M'Kenzie	Clutha, 5, 7, 9, $\frac{1}{2}$ 11, Block XX.; 4, 6, 8, 10, $\frac{1}{2}$ 12, Block XVI.	400	0	0
6017	David Andrew	Clarendon, 22 and 23, Block VI.	150	2	8
6018	David Andrew	Akatore, 2 of 17, Block III.	45	3	14
*6019	Donald Sutherland	Coast District, 5 and 6, Block XV.; 3, 4, 5, 6, 7, 8, Block XVI.	400	0	0
*6020	Henry Clark	Coast District, 5 and 6, Block XV.; 3, 4, 5, 6, 7, 8, Block XVI.	400	0	0
6021	Martin Castello	Clarendon, 41, Block VI.	89	2	3
6022	William W. Waite	Hawksbury, 44, Block V.	48	2	12
6023	John M'Nicol	Clarendon, 27 and 1 of 26, Block I.	76	2	12
6024	James Maxwell	Hawksbury, 42 and 43, Block V.	130	3	25
6025	Peter Leitch	Otokia, half of 28 next 29, Block IV.	29	2	37
6026	Francis Dunlop	Hawksbury, 21 and 22, Block V.	141	2	38
6027	William Adam	Otokia, 37, Block IV.	96	0	33
6028	Henry Green	Akatore, 30, Block III.	60	2	27
6029	Kenneth Cameron	Hawksbury, 37, Block V.	68	2	21
6030	James M'Kay	Clarendon, remaining part of 1 of 12, Block I.	6	0	0
6031	Donald Campbell	Maungatua, 2 of 25, Block II.	54	0	19
6032	William Tanner	Akatore, 20, 21, 22, 23, 24, Block IV.	370	0	23
6033	Allan Galt	Akatore, 26, 1 of 27, and 29, Block V.	289	2	14
6034	John Muir	Hawksbury, 32, Block VII.	73	0	16
6035	Wynter Blethwayt	Otokia, 36, Block I.	144	3	0
6036	James Nicolson and D. Henderson	Dunedin and East Taieri, 52, 3, and 1 of 49, Block V.	205	1	21
6037	James Mitchell	Maungatua, 2, Block II.	63	1	11

The above applications will be decided at this office on Thursday, the 14th day of May, 1863. Those marked thus * by auction, at 12 o'clock noon.

W. H. CUTTEN, Chief Commissioner.

Waste Land Board Office
Dunedin, 28th April, 1863.

OTAGO GOVERNMENT TOWN LAND SALES.

SECTIONS IN HAWKSBURY TOWNSHIP.

At the Court-house, Hawksbury,
On **TUESDAY**, the 12th of **MAY**,
At 12 o'clock noon.

SECTION IN PALMERSTON TOWNSHIP,
At Hawksbury, immediately after the sale of the
Hawksbury sections.

SECTIONS IN HAMPDEN TOWNSHIP,

At Mr. Young's Store there,
On **THURSDAY**, the 14th of **MAY**,
At 12 o'clock noon.

SECTIONS IN OAMARU TOWNSHIP,

At the Courthouse there,
On **SATURDAY**, the 16th of **MAY**,
At 12 o'clock noon.

CROWN RESERVE, PELICHER BAY,

Bounded by Harbor Terrace and Albany-street,
Dunedin.

NOTICE is hereby given that the Lease for one
year of Section No. 7 of the above Reserve
will be put up to auction, in the Land Office, Dunedin,
on Wednesday, the 29th instant, at 12 o'clock
noon.

W. H. CUTTEN,
Crown Lands Commissioner.

Waste Land Board Office,
Dunedin, 18th April, 1863.

Provincial Secretary's Office,
Dunedin, 13th April, 1863.

ABSTRACT OF ADVERTISEMENTS from the
"Provincial Government Gazette," of this
date:—

NATURE OF WORK, &c.	TENDERS TO BE LODGED BY TWELVE NOON ON
First Meeting of North East Harbor Road Board, School House, 1 o'clock	30th ..
Black Mare, with D on near shoulder, to be sold at South Dunedin Pound, 12 noon	7th May
Applicants for Unsurveyed Land in Block I., Waipa (Clutha), and Block II., Clarendon (Waihola), to call at Land Office by ..	21st ..

By Order,
THOMAS DICK,
Provincial Secretary.

Superintendent's Office,
Dunedin, 22nd April, 1863.

ABSTRACT of ADVERTISEMENTS from
the "Provincial Government Gazette," of this
date:—

NATURE OF WORK, &c.	TENDERS TO BE LODGED BY TWELVE NOON, ON
Waipahi and Waikoiko Bridges	5th May
Persons having claims for land in Block II, Otago Peninsula, to call at Land Office, before	6th ..

By order,
JOHN LOGAN,
Clerk to Superintendent.

TENDERS will be received at the Office of His
Honor the Superintendent, until noon of **Tues-
day**, May 5th, for the supply of

350 Posts—Black Pine, Goa, Manuka, Totara, or
blue gum, 7 feet 6 inches long, 6 B G
by 3 inches in diameter, to be straight and
clean.

700 Rails—Manuka, Goa, or Gum, 10 feet long,
straight and clean, to present an even sur-
face on one side, not less than 4 inches
and not less than 3 inches thick.

7,000 Pailings, 5 feet in length, strong and clean.
To be delivered at the Botanical Reserve, Castle
street, within fourteen days after tender is accepted.
For further particulars apply to Alex. Begg, Garde-
ner of Recreation Grounds, Cumberland street.

By order,
JOHN LOGAN,
Clerk to Superintendent.

25th April, 1863.

MAILS TO THE CARDRONA.

TENDERS will be received at this Office, or at
the Post Office, Dunstan, on or before the 10th
May next, from persons willing to carry mails weekly
between the Post Office, Dunstan, and an office to be
established at the Cardrona township, by way of the
Kawarau Junctions, Rocky Point, and Sandy Point.

Contract to be terminable at expiration of six
weeks from time of notice being given by the Gov-
ernment or the contractor. Days and hours to be
fixed by the Chief Postmaster, and security will be
required.

Parties tendering are requested to state how soon
they can be ready to commence the service.

ARCH. BARR,
Chief Postmaster.

Chief Post Office,
Dunedin, 23rd April, 1863.

MAILS TO KAWARAU JUNCTION.

SEALED TENDERS will be received at the Post
Office, Dunstan, on or before the 10th May
next, from persons willing to carry mails twice
weekly between the Post Office, Dunstan, and an
office to be established at the Kawarau Junction;
contract to be terminable at expiration of six weeks
from time of notice being given by the Government
or contractor. Days and hours to be fixed by the
Postmaster; and security will be required.

Parties tendering are requested to state how soon
they can be ready to commence the service.

ARCH. BARR,
Chief Postmaster.

Chief Post Office,
Dunedin, 21st April, 1863.

TENDERS FOR MAILS.

SEALED TENDERS will be received at this
office, on or before the 10th May next, for the
performance of the undermentioned services:—

First—Conveyance of mails thrice weekly between
Dunedin and the Post-office, Dunstan, by
way West Taieri.

Second—Conveyance of mails twice weekly be-
tween the Post-office at Tuapeka and the
Post-office, Dunstan, by way of Miller's
Flat and Teviot.

Contracts to be terminable at expiration of six
weeks notice to that effect being given to the other party
by the Government or the Contractor. Days and
hours to be fixed by the Postmaster, and security will
be required.

Parties tendering are requested to describe the con-
veyance by which they propose to carry out the
service.

The Government will not be bound to accept the
lowest nor any of the tenders.

ARCH. BARR,
Chief Postmaster.

THE Applications for Rural Land, mentioned in
the *Provincial Government Gazette*, of date
8th April, and received at the Land Office between
16th and 23rd March, 1863, will be decided at the
Land Office, Dunedin, at 12 noon, on 30th April,
1863