

HOLIDAY.

NEW ZEALAND EXHIBITION, 1865.

Alteration of Date to 17th February.

HIS Honor the Superintendent directs it to be notified that Wednesday, the 17th of February, 1864, being fixed upon by the Royal Commissioners for the laying of the Foundation Stone of the Exhibition buildings, the Provincial Government offices will not be opened on that day.

THOMAS DICK,
Provincial Secretary.

Provincial Treasury,
Dunedin, 2nd February, 1864.

HIS Honor the Superintendent directs it to be notified that he has appointed the following gentlemen, viz:

WILLIAM JAFFRAY,
DONALD BRUCE,
FREDERICK LOWE JEFFCOAT,

to be Inspectors (without salary) under the "Diseased Cattle Act, 1861," for the Infected District second mentioned and described in the Proclamation by His Honor the Superintendent of the Regulations under the said Act, published in the *Provincial Government Gazette*, Nos. 285 and 286.

JOHN L. GILLIES,
Provincial Secretary.

Provincial Secretary's Office,
Dunedin, 28th January, 1864.

HIS Honor the Superintendent directs it to be notified, that in pursuance and exercise of the powers vested in him, he has appointed

THOMAS MEREDITH SMITH,

a member of the Otago Police Force, to be an Inspector of slaughter-houses, and of cattle intended for slaughter within the Oamaru slaughter-house district.

THOMAS DICK,
Provincial Secretary.

PUBLIC WORKS.

TENDERS will be received at the office of the Secretary of Public Works, until noon of Monday, February, 22nd instant, for the erection of a bridge over the river Clutha, between Hill's Bridge and the junction of the Kawarau River at Cromwell Township.

Plans and Specifications may be seen, and forms of tender obtained, at the office of the Chief Road Engineer, on and after Friday, the 5th inst.

The Government are not bound to accept the lowest or any of the tenders.

GEORGE DUNCAN,
Secretary of Public Works.

2nd February, 1864.

TO CARPENTERS.

TENDERS will be received at the office of the Secretary of Public Works, until noon of Monday, the 22nd of February, for alterations and additions to the hulk, "Thomas and Henry," lying at Port Chalmers.

Plans and Specifications may be seen, and forms of tender obtained, at the office of the Provincial Engineer, Dunedin, until Saturday, the 13th of February, and after that date at the Police Office, Port Chalmers.

GEORGE DUNCAN,
Secretary of Public Works.

2nd February, 1864.

List of Tenders accepted, and Contracts signed, to 1st February, 1864

UNDER PROVINCIAL ENGINEER.

Cranes for Jetty street Jetty,	Alex. Cairns, & Co.,	£553 0
Furniture for Gov. Offices,	North & Scouler,	22 15
Dobbins (6) for Bell Hill Works,	James Buchan,	142 19
Schoolmaster's Residences, North, Middle, and South Dunedin,	Charles Nees,	1398

Accepted Tender,

UNDER ROAD ENGINEER.

Telegraph.—Supply, delivery, erection, and Maintenance of Telegraphic Posts, between Tokomairiro and the Wakatipu Lake. Henry Hill, £9114.

GEORGE DUNCAN,
Secretary of Public Works.

FORAGE.

TENDERS will be received at the Office of the Provincial Storekeeper till noon of the 9th of February, curt., for supplying the undermentioned Police Stations with the articles set opposite each for the period ending 30th June next:—

Dunstan Station—Oats, oaten-hay, bran.
Ida Burn (M'Pherson's).—Oats, oaten-hay, bran.
Deep Stream.—Oats, oaten-hay, bran.
West Taieri.—Oats, bran.
Waikouaiti.—Oats, oaten-hay, shoeing, and firewood.

Hampden.—Oats, oaten-hay, shoeing, and firewood.
Oamaru.—Oats, oaten-hay, and firewood.

Printed Forms of Tender can be obtained at any of the above stations.

THOMAS DICK,
Provincial Secretary.

January 29th, 1864.

PORT CHALMERS STOCK YARD.

NOTICE is hereby given that on and after the date hereof, a charge of sixpence per head will be made on all cattle placed in the Government Stock Yard at Port Chalmers.

By order,
JOHN L. GILLIES,
Provincial Treasurer.

Provincial Treasury,
Dunedin, 29th January, 1864.

NOTICE TO CATTLE DRIVERS.

NOTICE is hereby given, that after this date, 1st February, 1864, the following Regulations are to be observed in taking Cattle out of the Government Stock yard at Port Chalmers, and in driving Cattle on the Road from Port Chalmers to Dunedin.

1. No person will be allowed to take out any Cattle from the Government Stock yard, at Port Chalmers, except between the hours of 4 o'clock in the afternoon and 9 o'clock in the morning, of any working day.

2. No person shall drive any Cattle on the road from Port Chalmers to Dunedin, except between the hours of 4 o'clock in the afternoon and 9 o'clock in the morning on any working day.

3. No Cattle shall be driven on the road from Port Chalmers to Dunedin, unless there shall be with every mob or lot so driven, one horseman who shall ride in front of such mob or lot, and shall warn travellers of the approach thereof.

4. No Cattle shall be allowed to be or remain on the said road, unless in the charge of a competent driver.

By order,
JOHN L. GILLIES,
Provincial Treasurer.

Dunedin, 1st February, 1864.

IN THE SUPREME COURT OF NEW ZEALAND
OTAGO AND SOUTHLAND DISTRICT.

In the matter of the petition of **GEORGE HARTLEY WALKER**, of Dunedin, in the Province of Otago, store-keeper, a debtor, and in the matter of the petition of **JOHN NEAL** and **JAMES RUSTON**, both of Dunedin, in the province of Otago aforesaid, creditors of the said **GEORGE HARTLEY WALKER** to the extent of not less than fifty pounds, and in the matter of the "Debtors and Creditors' Act, 1862."

NOTICE is hereby given that the above named **GEORGE HARTLEY WALKER**, with the concurrence of the above named **JOHN NEAL** and **JAMES RUSTON** on the twenty eighth day of January Instant presented a petition to His Honor Mr Justice **RICHMOND** praying that the estate of the said **GEORGE HARTLEY WALKER** should be sequestrated for the benefit of all his creditors and that the said petition was accepted by His Honor who has appointed the twenty second day of February next at Ten o'clock in the forenoon at the Supreme Court House Dunedin for hearing the same.

EDWARD FRANCIS WARD,
Solicitor for the said petitioners'
Princes Street,
Dunedin.

PROVINCE OF OTAGO, TO WIT, NEW
ZEALAND.

I HEREBY certify, that James Bennet Clutterbuck, of Dunedin, in the Province of Otago, has this day submitted for my examination, his Diploma as Doctor of Medicine, as also his Diploma as Licentiate of the Apothecaries Company in London, in accordance with the provisions of an Ordinance, passed by the Legislative Council of New Munster, Session I., No. 2, of 1849, intituled "An Ordinance to define the qualifications, and to provide for the remuneration in certain cases of Medical Practitioners."

A. CHETHAM STRODE,
Resident Magistrate.

Dated at the Resident Magistrate's Court,
Dunedin, this 30th day of Jan., 1864.

IN THE SUPREME COURT OF NEW ZEALAND,
OTAGO AND SOUTHLAND DISTRICT.

In the matter of the Petition of **GEORGE LUMLEY**, of Dunedin, in the Province of Otago. Merchant, now a prisoner for debt in Her Majesty's gaol at Dunedin, and in the matter of the "Debtors and Creditors Act," 1862.

NOTICE is hereby given, that his Honor **CHRISTOPHER WILLIAM RICHMOND**, Esquire, Judge of the Supreme Court of the Colony of New Zealand, Otago and Southland District, did on the twenty-second day of January, instant, accept the petition of the said **GEORGE LUMLEY**, and did appoint Monday, the twenty-second day of February, next, for the hearing of the said petition, at the Supreme Court House, Dunedin, at which time and place all parties concerned are to attend.

EDWARD FRANCIS WARD,
Solicitor for the said Petitioner.

Dated twenty-sixth day of January, 1864.

APPOINTMENTS TO BE MADE.

A PAYMASTER, apply to the Secretary of Public Works, before noon of Monday, 9th February, current.

A SURVEYOR, apply immediately to the Chief Surveyor.

THE Merchant Shipping Act Amendment Act, 1862 can be procured at the Marine Board Office, Custom House, Port Chalmers.

THOMAS ROBERTSON,
Secretary, Marine Board.

21st January, 1864.

IMPOUNDED on the 31st day of January, 1863, by constable **Dennis Ryan**,

ONE BAY MARE,

star on forehead,

ONE FILLY FOAL,

ONE BAY GELDING,

branded **B** on near shoulder,

ONE BAY GELDING,

white face, white spot on off side, branded **B** and **I** reversed on near shoulder,

ONE BAY MARE,

white stripe down face, branded **J.C.** on off shoulder,

ONE BAY GELDING,

branded **J** on near shoulder,

ONE BLACK MARE,

JJ

star on forehead, branded **2** on near shoulder,

ONE BAY MARE,

branded **H** conjoined on near side of neck,

ONE BAY MARE,

no visible brands, owner unknown, for trespassing in the public streets, and in default of being released, the above cattle will be sold at the Public Pound at North Dunedin, on the twenty-first day of February, 1864, at 12 o'clock noon.

JAMES TURNER,

Poundkeeper of the North Dunedin Pound.

IMPOUNDED on the 29th day of January, 1864, by constable **Peter McMahan**,

ONE BAY GELDING,

branded **D.K.R.** on near shoulder—**55** on near hip, off hind foot white, star on forehead, owner unknown, for trespassing on Castle street, Dunedin, and in default of being released, the above gelding will be sold at the Public Pound at North Dunedin, on the nineteenth day of February, 1864, at 12 o'clock noon.

JAMES TURNER,

Poundkeeper of the North Dunedin Pound.

DISSOLUTION OF PARTNERSHIP.

THE Partnership hitherto existing between **JOHN THOMAS** and **JOHN WOOD**, trading together under the style and firm of **THOMAS and WOOD**, Lessees of the Clutha Ferry, has this day been dissolved by mutual consent.

Signed,

JOHN THOMAS,
JOHN WOOD.

Witness to signature of John Thomas,
W. I. LAUDE.

Witness to signature of John Wood,
C. WHITE.

COPPER AT MOKE CREEK.

THE following Report from Mr. Hacket to Dr. Hector, is published for general information.

THOMAS DICK,
Provincial Secretary

Dunedin,
25th Jan., 1864.

Queenstown, 14th Jan., 1864.

SIR,—In pursuance to your Instructions I have examined the Copper Lode in Moke Creek, both in regard to its geological position as well as respecting the facilities it presents for mining, and have the honor to report to you the data connected with it, and the conclusions I have drawn.

The Lode crosses the valley about the middle of Moke Creek, about half a mile above the point where bridle track from Queenstown reaches the Creek. It is exposed on the north side in the precipitous rock, 60ft. in height, where it averages 1½ft. in width. On the south side of the stream there is a considerable land-slip, which entirely covers up the Lode; but in the slipped masses of rock and earth the best stones of ore are found, one of those I saw weighing 50 lbs. and containing probably 12 per cent. of copper.

The Lode is composed of mundic, quartz, and copper ore. Its run is N. 40° W., being apparently the same as that of strata (but as so short a length of the lode was exposed, its run can hardly be ascertained with exactness). The underlay of the lode is 15° west, the dip of the strata being 50° west: it therefore dips at a considerable angle to that of the strata.

The prevailing rock, for two miles both to the east and west of the lode, is a thinly foliated blue micaceous ripple schist (of which I send samples), but immediately on the sides of the lode, and forming its walls, there is a different rock, viz., on the east side and forming its foot wall are 3 feet of thinly foliated shale, with iron pyrites or "mundic" in the foliations (specimens No. 1467); further east is a greenish, chloritic, hard rock, which splits into obliquely angled pieces (No. 1469); past which is the said ripple schist.

On the west or hanging wall of the lode is 10 ft. of soft, blue shade, thinly lamiated and slightly corrugated (No. 1475), this shale containing in some places the oxydes of copper and iron in the cross fracture (No. 1473). Further west is a greenish rock, with large patches of black slate, say 15ft. in thickness, adjoining which further west is the before-mentioned ripple schist, which characterises the auriferous part of Moke Creek. This, in some places near the lode, also contains iron pyrites in the foliations (No. 1464).

The fact of the dip of the lode being at an angle to that of the strata, and that of the rock adjoining the two "walls" of the lode being different from the adjoining strata, clearly prove that this a true lode, and not a mere contemporaneous vein.

The facilities for working the lode on either side of the valley are considerable, as the hill rises on both sides at a considerable angle and to a great height; so that "adits" driven on the lode into the hill above the flood lines of the creek would develop the lode to a great depth from the surface at a very small expense.

These "Adit" levels should be driven first, which with the necessary "air shafts," (which) would at once prove the lode.

Unless richer ore were met with in diving the adit on the course of the lode, the only way of working the mine to a profit would be to smelt the ore on the spot, or rather on the borders of the Lake, where fuel and

"flux" could be obtained; the average of the ore at present exposed, not being sufficiently rich to be worth conveying to England, without being previously reduced to a "regulus."

The average produce of the ore I saw, not being above 10 per cent. on account of the great quantity of "mundic" or iron pyrites which is intimately mixed with the greater portion of it.

This would not be worth above £9 per ton in England; but by one smelting process (with a previous inexpensive calcination in the open air), the ore could be reduced to a regulus of 70 to 75 per cent. worth at the present rate of copper (£98) £66 to £71 per ton. The ore could be smelted by either charcoal or wood, which is abundant on the borders of the Lake.

Smelting works capable of reducing 1000 tons of ore per month would cost about £2000.

A road would also be required from the mine to the Wakatipu Lake, which, however, presents no difficulty, as at the head of the Moke Creek there are two passes, the one leading to the "Seven-mile Rush," and the other leading to Fuze Creek, or the "Twelve-mile Rush." The road through the former pass is about six and a-half miles long, and the watershed to be passed over, at a distance of two and a-half miles from the Lake, does not exceed 600 feet in height. Ascending from the mine, the gradient of the road would be about 100 feet in the mile, and descending to the Lake about 400 feet to the mile, which considering that laden drays would only go in this one direction, would by no means be a steep incline. The most expensive part of the road would be the first two miles from the mine, where there will be some very difficult side cuttings. On the other portions, there will be but occasional side cuttings where the ground is not very steep. The point where the hill rises most abruptly from the valley, viz., about two miles from the mine, the ground shows an inclination by the clinometer of 40 degrees, but this is an exception, although the hills are certainly rather abrupt in this portion of the road. Against this, there are terraces of considerable height, where no outlay is required.

The expense of making a dray road twelve feet wide, from the lode to the Seven-mile rush, I estimate at £800. A tramway might, however, be preferable.

There is splendid grass land around the Moke Lake, where the horses required for the transport of the ore would find excellent pasture.

On the Moke Lake is timber of the description necessary for the purpose of the mine, and in sufficient quantity.

No copper mine having yet been worked in this older formation, in this island, no such decided opinion can be given as could be formed on a copper lode in the fully explored formations in Europe, but my own impression is, from the 20 years' experience I have had in copper mining in various countries in Europe, that this lode is fully worthy of a trial, and that the expenditure of capital in driving levels would be quite justified; the local facilities for working the lode being quite sufficient to compensate for its distance from the seaport. Should, by this expenditure, the lode prove as productive as I expect, the further expenditure for roadmaking and for the erection of smelting works, could then be undertaken.

I have the honor to be,

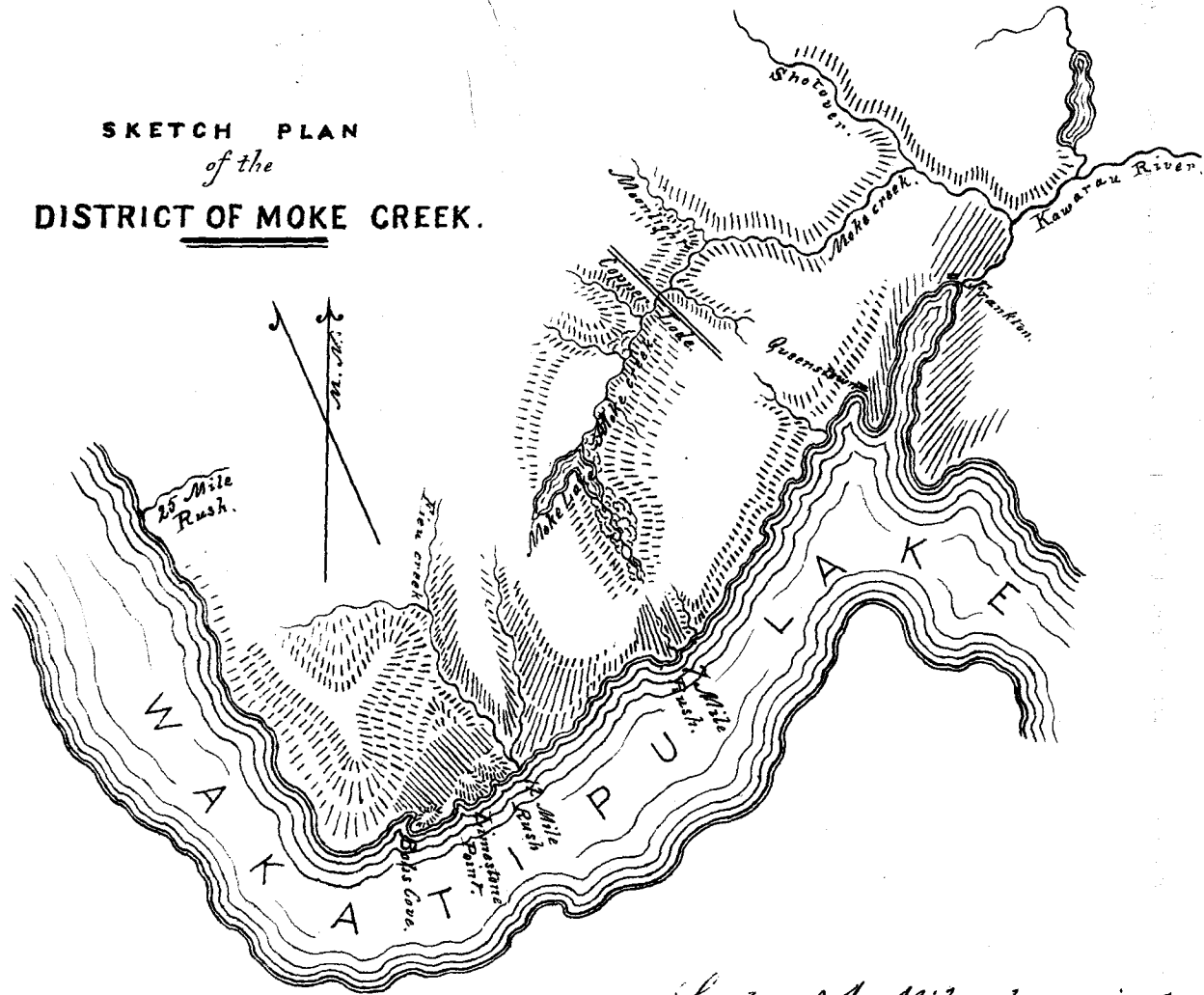
Sir,

Your most obedient servant,

T. R. HACKET.

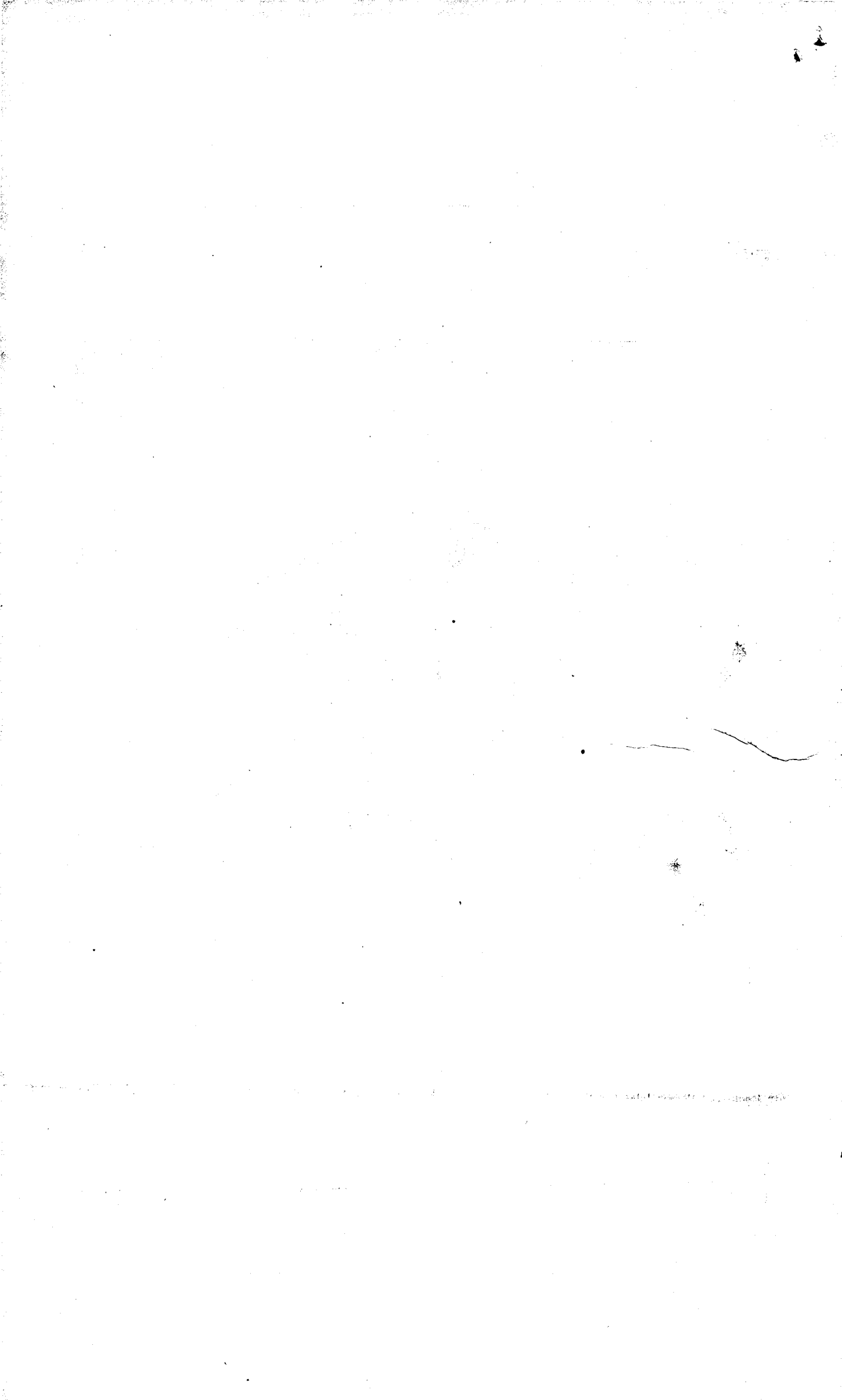
Dr. Hector, Provincial Geologist,

SKETCH PLAN
of the
DISTRICT OF MOKE CREEK.



Scale of 4 Miles to an inch.

Geological Survey Department: 26th Jan^y 1864.



[From the *New Zealand Gazette*, No. 67, December 31, 1863.]

NOTICE TO MARINERS.

General Post Office,
Auckland, 26th Dec., 1863.

THE following Sailing Directions for the Manukau Harbor, by Captain Sidney, R.N., are published for general information.

T. B. GILLIES,
Postmaster-General.

MANUKAU HARBOR.

In consequence of the changes that have taken place in the approaches to the Manukau—as so deplorably manifested by the loss of H.M.S. “Orpheus”—the Admiralty determined to have a new survey made, and directed Captain Sydney, R.N., to suspend for a time the survey of the coast of New South Wales, upon which he was engaged, and proceed to New Zealand, to re-survey and draw up fresh sailing directions for the navigation of the channels leading to the Manukau.

The following remarks and directions result from the re-examination of that locality:—

The entrance to the Main Channel appears to have shifted both to the Northward as well as to seaward, the Bar being now half a mile more to the Westward than at the time of Captain Prury’s survey in 1853.

The Channel is also wider, the 8-foot bank that separated what was called the North Channel from the Main having now disappeared, if it ever existed. A ship, by attention to the *leas*, may now work either in or out.

The leading mark used at present is the Nine-pin Rock, in line with the tangent of the inner point of the South Head, as shewn in the sketch; but, as there is the same depth—viz., $3\frac{1}{2}$ fathoms—a little to the Northward, and the banks having a tendency to extend themselves yet more in that direction, it would be better to bring the Nine-pin Rock in line either with the objects marked B or C on the sketch and plan for crossing the Bar.

After crossing the Bar, a glance at the plan will be sufficient to keep the Channel.

The *South Channel* seems hitherto to have been very imperfectly known, and its merits underrated; but, now that Buoys have been placed, its approach and navigation is rendered easy, and the depth of water being the same as that on the *Bar* of the Main Channel, and accessible at times when the latter is dangerous, it is much to be preferred.

To make the South Channel from seaward, keep the Signal-staff of Paratutai in line with the White Pile recently erected on the inner slope of the peak called Pukehuru on the chart (properly Pukehoho) N. $\frac{1}{4}$ W. This mark leads midway between the Shoals off to the South Head and the Heron Spit; and when the gap inside Poroporo (now almost an islet) and the two trees, to the right of the wooded range, come in line (as shewn in sketch) steer for it up to the *outer Fairway Buoy*, the crossing mark for which is the Nine-pin Rock and Parera Island in line. The *outer Fairway Buoy* is red with black vertical stripes, having a bell within a circular cage on top.

Leave this Buoy, or the spot indicated by the marks, on the left hand half a cable, steering $1\frac{1}{2}$ points more to the Eastward for nearly four cables’ length, when the *inner Fairway Buoy* will be reached. This Buoy is similar to the *outer* one in every respect.

Leaving this also on the left hand half-a-cable’s length, two Buoys will be seen in advance to the

Northward—a black one on the left, indicating the position of the Tranmere Shoal (to the Westward), and a red one on the right, $1\frac{1}{2}$ cables apart. Pass midway between them, steering parallel with the shore, passing the Spit Buoy (red) on the right, and the Buoy at the tail of the Emma Bank (half black and white top) on the left, into the deep water Channel.

It is recommended that Pukehoho be chosen as the site for the contemplated Telegraph Station, the Signals to be made by two pairs of Semaphore arms, one pair above the other, one-half of the arms along their length being painted black, and the other white, which would insure their being seen under all circumstances of light and shade—against the sky, or with the land behind, the arms working at right angles to a midway between the Main and South Channels. Mr. Wing’s known ingenuity and mechanical skill would readily devise the means of working the arms by a winch from a covered-in look-outhouse around the Staff.

The stump of the mast or a Beacon should be on Paratutai for the South Channel entrance mark.

The following remarks are by Mr. Wing, Pilot and Harbor-Master, made during an experience of over a quarter of a century:—

“High water at the entrance of the Manukau at full and change of moon, at 9 30. The range at springs 13 feet; neaps, 8 feet.

“The flood comes from the Northward, setting along shore from one to two knots; but when coming in contact with the banks about the *Bar*, it trends into the *Channels*, increasing its rate to four or five knots as it approaches the Heads.

“Care should be taken to guard against the cross tides about the spits and swatchways.

“The prevailing winds are from N.W. to S.W., and it seldom blows a gale from the Southward, the wind moderating as it draws from S.W. to Southward. Easterly gales are not frequent, and generally shift suddenly to the Westward, in a violent squall and very heavy rain.

“The gales rarely continue long in one quarter, and a strong breeze from N.W. or even W.S.W. (as a rule) does not cause a heavy sea in the South Channel, which can be taken with safety towards high water.

“The *Bar*, with such winds, generally speaking, breaks, and sometimes dangerously, towards low water; but, in case the gale gets to the S.W., the sea will break right across both Channels, but less across the South Channel, which is never at any time so dangerous as the Main. This, however, is of short duration, and seldom lasts over a day and a night, when by the morning it becomes moderate, and the South Channel free of break (even though there be considerable swell outside, and the Banks breaking heavily), and safe to enter at proper time of tide, say at *half flood*, or even at first *quarter ebb*, with a commanding breeze or steam.

“Barometer:—A low range denotes a change, and in a Northerly quarter, to be shortly attended by rain; and, in case the Barometer begins to rise, expect wind.

“When the Barometer is ranging about 30 inches steady weather may be expected from seaward.

“A high Barometer, say above 31 inches, and the land looming clear and distinct, is (as a rule) a sign of a change to the Eastward.

“I have also to remark that for many years I have observed that very clear and cloudless nights are indications of a change being at hand, either wind or rain.”

FREDERIC W. SIDNEY,
Commander and Surveyor.

