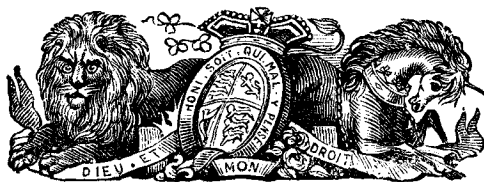


NEW ZEALAND



OTAGO PROVINCIAL GOVERNMENT GAZETTE.

Published by Authority.

Vol. X.

DUNEDIN, WEDNESDAY, JANUARY 3, 1866.

No. 401

[WITH SUPPLEMENT.]

[The following resignation and appointment should have formed the first part of the *Gazette* of Friday last.]

Provincial Secretary's Office,
Dunedin, 28th December, 1865.

HIS Honor the Superintendent directs it to be notified that he has received and accepted the resignation of

JOHN MOUAT, Esq., M.P.C.,

as a Member of the Executive Council of the Province of Otago.

GEORGE BRODIE,
Provincial Secretary.

Provincial Secretary's Office,
Dunedin, 28th December, 1865.

HIS Honor the Superintendent directs it to be notified that he has been pleased to appoint

GEORGE LLOYD, Esquire, M.P.C.,

to be a Member of the Executive Council of the Province of Otago.

GEORGE BRODIE,
Provincial Secretary.

ROAD FROM THE WAKATIP TO THE WEST COAST.

THE following Memorandum and Report is published for general information.

HENRY JOHN MILLER,
Secretary for Public Works.

29th December, 1865.

Road Department, Otago,
Dunedin, December 27th, 1865.

(Memo for Secretary of Public Works.)

I herewith beg to forward Mr. Howden's Report on the route from the Wakatip to the West Coast *via* Hollyford Valley and Lake M'Kerrow, to Martin's Bay.

The only subject I need note, is the cost of forming a track or road from the mouth of Greenstone River to the head of Lake M'Kerrow. I find the distance by the map is fifty miles. I understand road material

is good, but the soil is spongy and soft, rendering metalling necessary. This being the case, it would be of no use Government undertaking part without completing the whole.

The cost of a horse track, metalled four feet and formed seven feet, would be £600 a mile, or for the whole distance, £30,000.

The cost of a dray road, metalled fourteen feet and formed to eighteen feet, would be £2,500 a mile, or for the whole distance, £125,000.

J. T. THOMSON,
Engineer of Roads and Works.

Survey Camp, Rees' Woolshed,
20th December, 1865.

J. T. Thomson, Esq., Chief Surveyor,

SIR—I have the honor to inform you that, agreeably to your instructions of the 13th October, I left Queenstown on the 27th of the same month, with the object of ascertaining whether there existed a practicability of constructing a road between the Wakatipu and M'Kerrow Lakes.

Before starting, I was informed that several parties had left some weeks previously, with the avowed intention of proceeding to Jackson's Bay by the Greenstone and Hollyford Rivers.

On the 1st November, we left Von Tunzelmann's station, having awaited there the arrival of two of the men with the pack horses, which had to be taken round by Kingston and Five Rivers.

At White's shepherds' hut, we were detained two days and a half by heavy rain, in consequence of which the Von was flooded, so that we did not get a proper start till the afternoon of Saturday the 4th November.

Crossing the Von above the junction of the branches, we proceeded to follow M'Kellar's route, ascending first a steep spur 600 or 700 feet above the river. From the top of this spur, up the Von Valley (north branch), to the foot of a low gap in the Thomson Mountains, a distance of about six and a half miles, the course followed was over flat or gently undulating ground. The ascent to and descent from the top of the gap are steep, and took us an hour and a quarter's travelling. Half an hour more took us to the Mararoa, which we forded below its junction with the Trench Burn; and again, three miles up, below its junction with the Pond Burn.

Thence to the Greenstone the route followed was over flat or undulating open ground, with the exception of a slight descent through bush, which led us down to the Greenstone Valley by a cleared horse track.

The valley from this point, for half a mile down and fourteen miles up, is open, with the exception of a short distance about ten miles from the south end of M'Kellar's, where the timber reaches to the river banks.

From the foot of M'Kellar's Lake to the head, the bush grows close to the water's edge; but pack-horses can be taken up to the head, partly through the lakes and partly over a cleared and cut track. Beyond the head, however, horses cannot proceed.

The day after reaching the upper end of M'Kellar's Lake, I despatched two men with the horses for a fresh supply of provisions, and set the others to build a rough log hut in the bush, wherein to leave such stores as we could not carry, and to serve to sleep in as occasion might require.

On the 10th, we again started, crossing a soft flat and slight mossy rise, ten and a half miles in total length, between M'Kellar's Lake and another about a mile long, whence the Pass Creek takes its rise.

From the head of this lake we followed the cleared track of Dr. Hector, which leads by a steep ascent through stunted moss-covered bush to a bare hill, and thence by a long steep descent to the mouth of the Pass Creek.

Seeing the impossibility of making a road on this side of the creek followed (west) owing to the high precipice which rises abruptly from the bed of the creek, and, from a general view obtained of the other side, that a similar impediment did not exist, I determined to clear a track up the east side, on my return, for the purpose of examining it more carefully.

On the 12th, we camped on a shingle flat, about eighteen miles from M'Kellar's; the country travelled over from the Pass Creek mouth (eight miles) being flat, and densely covered with timber.

During the night we experienced a severe thunderstorm, the rain falling in torrents; and by the afternoon of next day, the 13th, after sixteen hours' rain, the Hollyford had risen six feet, and flooded us out. We shifted camp into the bush, with some difficulty.

From here, I sent back the rest of the men to M'Kellar's, to assist in bringing forward the provisions expected by the men already despatched.

During the three days they were away it was so wet and foggy that I was unable to make any examination of the country.

The men having returned, we proceeded down the river on the 19th, after leaving 20 lbs. flour at our last camping place.

On arriving at the point of the Hollyford marked as a ford on the tracing forwarded to me, we made an attempt to cross, but found the river too high. After several unsuccessful trials made at different apparently good fording places when the river is low, and attempts to throw a tree across a narrow gorge at the rapids, we succeeded in finding an easy fording place a few miles below the marked ford referred to.

On the 21st, at midday, having crossed the river, we again got Hector's track, which we followed, when discernable, until we reached the head of Lake M'Kerrow early on the afternoon of the 23rd.

Up to this date we had only five or six good days.

On the 24th and 25th it blew a hurricane from the north, with heavy squalls, accompanied by hail.

On the 27th I sent back two men to return with provisions until they should meet us, and with other two, paddled down the lake to Martin's Bay in a canoe which we had dug out during the storm.

We found no traces of any human beings but a camping place of the party that left Queenstown before us, and the boat of the "Pride" high and dry alongside of it.

On the 29th we again reached the head of the lake, and after shooting as many pigeons as would keep us

for several days, we started for our return on 1st December.

The day being fine, we advanced rapidly, although the swags were heavy.

The next day, after ten hours travelling during incessant rain, and the men being pretty well knocked up, we reached the ford which we crossed with difficulty, as the river was considerably higher than when we had forded it before, and the current set against us. One man was carried off his legs, and nearly taken down.

We were fortunate in getting across when we did, as the water did not fall for some days, and we had only enough provisions for one meal.

The day following, 3rd December, after a walk of four hours, and travelling a distance of five miles, we reached our cache of flour, much exhausted. Rains incessantly.

4th December.—Still rains.

5th December.—Started early, and after twelve hours' travelling, including rests, reached the head of M'Kellar's Lake. Raining nearly all day. The men arrived with the horses half an hour after us.

On the 6th we shifted camp to the head of the small lake, from which Pass Creek derives its head waters; and on the two following days were engaged clearing a track round the west coast of the lake, and the east side of Pass Creek. I found, on examination, that a road could be made by this way, although considerable outlay would be necessary to construct an efficient one.

On the 9th we shifted camp to a point nine miles from M'Kellar's Lake, down the Greenstone, and pitched the tent next day at the lower end of the open valley.

The 11th, 12th, and 13th were devoted to examining the gorge between our camp and the mouth of the river, and blazing and clearing a track through it.

Difficulties would be experienced in making a road this way, owing to the steepness of the face of the ranges in places, and several large landslips.

As there was no means of getting to Queenstown from the Greenstone mouth, we returned to the open valley and reached Von Tunzelmann's, after a day and a half's easy travelling; from there, next day (the 16th), we arrived at Queenstown, and the men and horses reached the camp at the Woolshed on the 20th.

The difficulties that lie in the way of constructing a road between the Greenstone mouth and M'Kerrow's Lake, are as follows:—Eight to nine miles of a rugged country, covered with timber, which lies between the point where the track to Von Tunzelmann's and the Greenstone mouth meet, and the open terrace two miles from the Greenstone mouth.

The road by this gorge would necessarily attain a considerable altitude, as in many places the slopes of the ranges descend to the river almost perpendicularly for some hundreds of feet.

A great proportion however of the length of this section would be over flat terraces covered with bush of an open description.

From the upper portion of the termination of the bush to the foot of M'Kellar's Lake, a distance of sixteen or seventeen miles, a dray could be taken now almost anywhere, a few creek approaches being almost all that is required to make a good road.

Round M'Kellar's Lake (west side) a siding would require to be cut, as also round the lake at the head of Pass Creek.

As the ground is soft and mossy between the two lakes, the road would require to be of permanent make.

The next difficulty would occur between the head of Pass Creek and its junction with the Hollyford; a descent of about one thousand feet must here be made in a few miles.

On examination, I found that the spurs running down on the east side to the Hollyford, were not too steep nor too narrow to prevent a serpentine course

being given to a road, so that the fall might be made comparatively easy and gradual. Five or six miles of heavy work, however, would be necessary.

From the Pass Creek mouth to the ford, there are only two or three points where, on account of the ranges descending steeply to the river's brink, side cuttings would be required.

From the ford to M'Kellar's also, there are two or three miles of similar ground which cannot be avoided, and which are obstructed in places by huge masses of rock.

The chief outlay, however, would be in the permanent roadway through the Holyford Valley, as it is all heavily timbered and covered with a thick layer of moss or decomposed vegetable matter. In consequence, a merely formed road would be quite useless. A rough tramway would probably be the cheapest and best form of construction.

The route followed by us between the mouth of the Greenstone and M'Kerrow's Lake, I estimate at eighty miles in length; and between Von Tunzelmann's and the same Lake, at ninety-six.

The length of the proposed road between the two former points, would probably not exceed sixty miles.

The only obstructions to a good dray road between Von Tunzelmann's and the lower part of the open valley of the Greenstone, are the ascent to the top of the steep spur, after crossing the Von and the crossing of the gap in the Thomson Ranges. The necessary sidelings might be cut without extravagant outlay.

The cause of our delays was the almost continual rain, and in consequence flooded rivers and creeks; which, if possible, we had to bridge, and if not, wait till they were fordable. These delays necessitated our awaiting supplies of provisions, &c.

Several times I was compelled to put the party on short allowance, notwithstanding which, and other untoward circumstances, none complained of ill health.

We found a man at M'Kerrow's Lake, who had left the Greenstone about a month before. He had nothing to depend upon for support but his gun and a little powder and shot, and was weak and nearly done up when we came across him. He returned with us.

The time occupied in doing the return journey, with light swags, between the head of Lake M'Kerrow and Von Tunzelmann's, Wakatipu, was 38 hours.

I have the honor to be,
Sir,

Your most obedient Servant,

FRANCIS HOWDEN,
District Surveyor.

GENERAL STORES.

TENDERS accepted for the supply of Stores as may be required by the Provincial Government, during the year 1866:—

Ironmongery	...	...	Briscoe & Co.
Powder and Fuse	...	...	Briscoe & Co.
Leather and Grindery	...	...	John Switzer
Plumbers' Material and Work	...	...	A. & T. Burt

POLICE DEPARTMENT.

West Taieri	...	Forage,	James Shand
Teviot	...	Forage,	Samuel Brown
Teviot	...	Fuel	John Low
Tokomairiro	...	Farriery,	J & T. Bryce
Waikouaiti	...	Farriery,	John Whyte
Lawrence	...	Fuel,	Geo. Walker
Lawrence	...	Prisoners' Rations,	William Rice
Waitahuna	...	Do.	Peter Cook
Arrow	...	Forage,	Willam Scoles
Oamaru	...	Farriery,	J. Ogilvie

The acceptance of tenders received, not herein stated, will be made known on the 10th inst.

Provincial Treasury,
Dunedin, January 3, 1866.

TENDERS will be received until noon of Saturday, 15th instant, from persons willing to supply Manuka Firewood for the year 1866. For particulars apply to the Provincial Storekeeper.

SUPREME COURT, OTAGO AND SOUTHLAND DISTRICT.

Insolvent Jurisdiction.

NOTICE is hereby given, that a Sitting of the said Court for the despatch of all business arising under the "Debtors and Creditors Act, 1862," will be holden at the Court House, Dunedin, on Monday, the fifth day of February next, at ten o'clock in the forenoon.

ROBERT CHAPMAN,
Registrar.

Supreme Court Office,
Dunedin, 22nd December, 1865.

There was a *Gazette*, No. 400, published on Friday last.

CORRECTIONS.—For "Glenoreby" in the Proclamation in *Gazette* No. 399, of 27th December, 1865, read "Glenorchy." The said Proclamation, with the word corrected, will appear to-day in full, in the Supplement to this *Gazette*. For "1865," first page, top line of the Supplement to this *Gazette*, published to-day, read "1866;" delete also the figures 22, at the top of each page, which will leave 1, 2, 3, and 4, to indicate the respective page of the said Supplement.

In the Supreme Court of New Zealand, }
Otago and Southland District. }

In the matter of the Petition of JOHN GARRATT, of Dunedin, in the Province of Otago, Temperance Hotelkeeper, a debtor; and in the matter of the "Debtors and Creditors, Act, 1862."

NOTICE is hereby given, that His Honor Mr. Justice Richmond has appointed Monday, the fifth day of February, one thousand eight hundred and sixty-six, at the hour of ten o'clock in the forenoon, at the Supreme Court House, Dunedin, for the hearing the above Petition.

Dated at Dunedin this twenty-second day of December, 1865.

HOWORTH, BARTON, AND HOWORTH,
Solicitors for the Petitioners.

THE Partnership between the undersigned as Wholesale Ironmongers and Iron Merchants in Dunedin, under the style or firm of "Baines and Oliver," is this day dissolved by mutual consent.

All debts owing to us are to be paid immediately to our successors—Messrs. Oliver and Ulph.

EDWARD BAINES,
By his Attorney R. Oliver.
RICHARD OLIVER.

Witness: A. D. MACFARLANE.
1st January, 1866.

6s.

I, THE undersigned ROBERT FAULDS WILLIAMSON, hereby make application to Register the Plutus Quartz Mining Company, registered under the provisions of the "Mining Companies Limited Liability Act, 1865," and I do solemnly and sincerely declare that the following statement is, to the best of my belief and knowledge, true in every particular, namely:—

1. The name and style of the Company is the Plutus Quartz Mining Company, Registered.

2. The place of intended operations is at Arrow.
 3. The nominal capital of the Company is three thousand pounds in three hundred shares of £10 each.
 4. The amount already paid up is one shilling and fourpence per share.
 5. The name of the Manager is Robert Faulds Williamson.
 6. The office of the Company is at Arrowtown.
 7. The names and several residences of the Shareholders, and the number of shares held by each at this date, are as follows:—

		SHARES.
Peter Butel	Arrowtown	15
Thomas Hamlin Lusk	do.	60
James Hamilton	Maniototo Plains	15
James Douglas	Frankton	75
William Gilbert Rees	The Falls, Frankton	15
James Wm. Robertson	Queenstown	30
Wm. Charles Roberts	Hokitika	30
Andrew William Fraser	Queenstown	15
John Leslie	do.	15
Francis Cooke	Dunedin	15
George Perry Abram	do.	15

Dated this eleventh day of December, 1865.

(Signed) R. F. WILLIAMSON,
 Manager.

Witness to signature.

(Signed) LOWTHER BROAD, J.P. 18s. 6d

TOLLS in the Province of Otago to be let by public auction, at noon of Monday, 29th January, 1866.

The tolls authorised to be taken at the under-mentioned Toll-gates and Bridges for the eleven months ending 31st December, 1866, will be sold by public auction, at the Provincial Government Offices, Dunedin, on Monday, 29th January, 1866, at noon.

Name of Toll.	Sum realised at the last Auction for the three months ending 31st Jan., 1866.
Wakari Road Toll-gate	£145 0 0
Water of Leith	370 0 0
Saddle Hill	335 0 0

Hill Side	735 0 0
East Taieri Bridge	155 0 0
Clutha and Tuapeka Junction	190 0 0
Waiholo Gorge	155 0 0
West Taieri Bridge	225 0 0
Blueskin and Waikouaiti	330 0 0
Anderson's Bay	155 0 0
	<hr/>
	£2,795 0 0

The Lessee of the Bridges will not be authorised to charge children going to or returning from school.

For further particulars, apply at my Office.

FREDERICK J. MOSS,
 Secretary for Public Works.

29th December, 1865.

[From the *New Zealand Gazette*, December 2, 1865, No. 47.]

Justice of the Peace appointed.

Colonial Secretary's Office,
 (Judicial Branch,)

Wellington, 29th November, 1865.

HIS Excellency the Governor has been pleased to appoint

GEORGE THOMAS FENWICK,

of Otepopo, in the Province of Otago, Esquire, to be a Justice of the Peace for the Colony of New Zealand.

E. W. STAFFORD.

SUBSCRIPTIONS will be at the rate of £1 per annum, or 5s. per quarter, payable in advance to the Publisher. Single copies of the Gazette not to exceed 6d. Subscriptions can commence at any time, but must terminate not later than 31st December, 1865.

PRIVATE ADVERTISEMENTS will be charged at the rate of 6d. per line. Late Advertisements, 1s.

THE GAZETTE (with Supplement) is published every Wednesday morning, and Notices for Insertion must be received at the Publisher's Office not later than 2 o'clock p.m. on the Tuesday preceding Advertisements received after that hour will be charged 1s. per line. Any irregularity in the receipt of those Gazettes which are given gratis by the Government should be reported at once to the Provincial Secretary.