

ERRATUM.—In the *Southland Provincial Government Gazette*, No 22, dated 24th June, 1862, on page 94, in list of Fares and Freights chargeable at Aparima Ferry, instead of "Goods at the rate of 3s per cwt.," read "Goods at the rate of sixpence per cwt."

By Order,

H. A. GILLER, Clerk to the Superintendent.



**SOUTHLAND  
PROVINCIAL GOVERNMENT  
GAZETTE.**

Published by Authority.

Vol. I.]

SATURDAY, AUGUST 2, 1862.

[No. 24.]

Superintendent's Office,  
Southland, 23rd July, 1862.

**I**T is hereby notified that  
Mr. JOHN CHAPMAN  
has been appointed to rank as a Sergeant in  
the Police Force in the Province of South-  
land.

M. SCOTT,  
Deputy Superintendent.

Superintendent's Office,  
Southland, 25th July, 1862.

**I**T is hereby notified that  
Mr. DONALD M'KERCHAR  
has been appointed to act as Inspector of  
Sheep for the Province of Southland, in suc-  
cession to Mr. Francis Hamilton, resigned;  
appointment to date from 3rd July.

M. SCOTT,  
Deputy Superintendent.

Superintendent's Office,  
Southland, 30th July, 1862.

**I**T is hereby notified that I have provi-  
sionally appointed  
Mr. JOHN SCULLER,  
to be Assistant Pilot for the Port of New  
River.

M. SCOTT,  
Deputy Superintendent.

Southland Education Committee Room,  
July 18th, 1862.

**T**HE following List of the School Com-  
mittee for the Campbelltown Educational

District is published for general informa-  
tion.

W. F. TARBTON,  
Secretary Southland Education Committee.

**CAMPBELLTOWN DISTRICT  
COMMITTEE.**

Appointed.—Rev. W. GLEHAM,  
Elected.—Messrs. J. G. HUGHES,  
ALEX. M'DONALD,  
PATRICK GILROY,  
THOMAS WELSH,  
LOUIS LONGUET.

**INVERCARGILL TOWN BOARD.**

**I** MATTHEW PRICE, Returning Officer  
appointed by His Honor the Deputy  
Superintendent of the Province of Southland,  
to preside at a Meeting of the Electors entitled  
to vote for Members for the Town of Inver-  
cargill in the Provincial Council of Southland,  
assembled on the 26th day of July, 1862, at  
12 o'clock noon, at the School-House, Inver-  
cargill, for the purpose of electing one person  
to be a Member of the Town Board of Inver-  
cargill, hereby certify that the following per-  
son was duly elected by a majority of votes,  
viz:—

SAMUEL BEAVEN.  
Given under my hand, at Invercargill,  
this 26th day of July, 1862,  
MATTHEW PRICE,  
Returning Officer.

Treasury, Southland,  
29th July, 1862.

**T**HE following List of persons to whom  
Auctioneer's Licenses have been granted

by the Provincial Treasurer, is published for general information.

HENRY HORNER, Invercargill,  
J. R. MILLS, Riverton,  
PETER DALRYMPLE, Invercargill,  
WILLIAM ROBERTSON, Invercargill,  
JOHN BLACKLOCK, Invercargill,  
SAMUEL ALLAN WOOD, Invercargill.

NATH. CHALMERS,  
Provincial Treasurer.

Harbour Office,  
Southland, 26th July, 1862.

NOTICE is hereby given, that a large Black Buoy has been anchored at the West end of the Shoal that lies between Bluff Harbour and Dog Island. It is placed in six fathoms low water spring tides, and about a cable's length to the westward of where the sea breaks in heavy weather.

A. F. MORRIS,  
Harbour Master.

#### CROWN GRANTS.

CROWN GRANTS for the persons whose names are mentioned in the annexed Schedule, are now ready for issue.

#### SCHEDULE.

Name.	No. of Grants.
H. W. Mitchell.....	1
Wm. Lawson .....	1

2

A. J. ELLES,  
Receiver of Land Revenue.

Office of Receiver of Land Revenue,  
Invercargill, 23th July, 1862.

#### REPORT OF THE CHIEF SURVEYOR OF SOUTHLAND, AS TO THE PRACTI- CABILITY OF OPENING UP A DRAY ROAD TO THE WHAKATIPU DIGGINGS.

Survey Office, Invercargill,  
31st July, 1862.

SIR,—My attention having some time since been called by His Honor the Superintendent to the practicability of opening a dray road up the Oreti Valley, I proceeded last week over that line, and extended my journey to the Gold diggings, in the vicinity of the Eyre River.

In seeking a road to the interior, for immediate use, I am led in a great degree to postpone the consideration of what may ultimately be the main north road, and to confine my attention to that line which can earliest be made available with the present resources of the Province.

Since then, the bridge over the Makerewa at Wallacetown is now in progress; and, seeing that the direct line from thence to the North is by far the best natural road, being, in fact, in its present condition, quite passable for drays for many miles, I am clearly of opinion that that is the only route on which any works can prudently be executed at present, and the more so, seeing that should the Provincial Legislature at any future period provide funds for also bridging the Makarewa at Mossburn, and for making

the direct road to the Ryal Bush, the lower road, on which I now recommend improvements to be made, will still remain a very useful and important line of communication.

The works required from Wallacetown to the extremity of the New River Hundred will be limited to a few small bridges and culverts. Considerably further to the north, in a block of most excellent land, which is about to be surveyed immediately, the road will have either to skirt round the western end of an extensive bush, on unsound ground, for about two miles, or else to be carried through it. In either case, a considerable outlay will be required; but it is an expence which will be well incurred, were it only to open up the splendid agricultural district through which it passes, irrespective of the still more important consideration of its being a main, if not the chief artery of the Province. Beyond that point, some difficulties occur, the easy surmounting of which depends on a sufficient outfall for drainage being found within an easy distance; I am partly confident that this will be found, but of course the question must be determined by survey.

The principal work, however, immediately required, is near the southern extremity of Mr. M'Lean's run, where it will be necessary to cut an exploratory line from the north, across a narrow belt of bush, not, I should think, exceeding ten chains, on to a low range of open hills, and, from thence, to meet the Oreti, as low as may be found practicable, and immediately north of a steep wooded range which meets the river. I expect to find a very good line, such as I have described, which will save four crossings of the Oreti, and will also avoid a very soft, rich alluvial flat, covered with high flax and Ti, through which the track now passes; but I doubt if it will be practicable to avoid one crossing of the river each way.

Your Honor will not expect me to enter into any detail of the construction or the cost of these works. My cursory examination of the country had only for its object to ascertain how far, and in what direction, it might be desirable to send a survey party to lay off the road; and I think I have said enough to show that this ought to be done immediately.

Proceeding onwards to the Dome Pass, the road runs over very fine dry gravelly plains, until meeting the low ridges which form the watershed between the tributaries to the Oreti and the Mataura. There the road is soft, and in places on steep sidings. The flats of the Eyre and its tributaries seem generally to be swampy.

In a small gully leading out to the N.W. on to one of these tributaries, about a mile north of Messrs Rodgers' station (which is in the angle between the Eyre and the Mataura,) are the so-called WHAKATIPU DIGGINGS.

When I was there, about sixteen or eighteen men were at work in the bed of the small steep rivulet,—which I am informed is nearly dry in summer. There is no superficial soil worth mentioning in the upper part, and the diggers (generally in parties of two) were washing the whole of the *debris* lying on the top of the slaty rock. This deposit only averaged two or three feet in thickness, and the quantity of gold it contained is very considerable;—so that I have no doubt that industrious men could make very good earnings.

But it is evident that that creek will only afford room for a very limited number of diggers. The valley into which this steep gully falls is of considerable length, and about half a mile wide—flat, and rather swampy. It is obviously probable that gold will be found in it; but the soil is deep, and the water will be heavy. Stirling's party sank 40 feet in it without reaching the bottom. The material they excavated is precisely the same as the "wash-dirt" in the small gully, and contained traces of gold all the way down.

As far as I could learn, the prospecting in the neighbourhood has been of a very limited and languid character.

The bed rock on which the gold is found is a chlorite slate, not unfrequently intersected by small veins of quartz, irregularly disposed between the cleavage planes as well as the transverse joints of the slate. The western limit of this formation seems to be in the vicinity of the Eyre Creek,—the Dome Mountain, and those rising on the north side of the Five Rivers Plain, being apparently composed of compact porphyry and greenstone. My time, however, afforded very little opportunity for exploration, and I was obliged to content myself with the general conclusions; that—

1st. The gully now being worked is generally remunerative, but it will not afford room for more men than are already there, and on the road.

2. That there is a considerable extent of country of similar formation, which affords a reasonable encouragement to prospectors.

3. That deep-sinking in the flat is a fair speculation for a party that could afford to risk the large outlay it would require, and, generally, that it would, at present, be highly imprudent for any parties to proceed to these diggings, unless they are prepared to expend a considerable time unremuneratively in prospecting.

For a small population, there is a present stock of firewood, near at hand, in the dead scrub scattered over the flat, and within about a mile are two small patches of birch, high up on the hill; but for a large population, or for slabbing, a great deficiency would be found. I understand that the Messrs Rodgers have had timber sawn on an island in the lake—brought by boat to its southern extremity, and from thence by dray, about fifteen miles.

I have the honour to be,

SIR,

Your most obedient servant,

THEOPHILUS HEALE,

Chief Surveyor.

His Honor the Deputy Superintendent.

[Republished from the *New Zealand Gazette*, June 11.]

A. F. MORRIS APPOINTED HARBOUR MASTER.

Colonial Secretary's Office,  
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to appoint

ALEXANDER F. MORRIS,

to be Harbour Master in the Province of Southland.

WILLIAM FOX.

P. GILROY AND D. BRAY APPOINTED PILOTS.

Colonial Secretary's Office,  
Auckland, 9th June, 1862.

HIS Excellency the Governor has been pleased to appoint

PATRICK GILBOY

to be a Pilot at the Bluff Harbour, *vice* Gilbert Everingham, whose appointment is hereby cancelled, and

DANIEL BRAY

to be Pilot at the New River.

WILLIAM FOX.

CUSTOMS.

GOVERNOR'S ORDER No. 23.  
APPOINTING RIVERTON A WAREHOUSING PORT.

By His Excellency SIR GEORGE GREY, Knight, Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858, I, Sir George Grey, Governor of the Colony of New Zealand, do hereby appoint that the Port of Riverton shall be a Warehousing Port for the purposes of the "Customs Regulations Act, 1858," and do hereby approve of the same as a Port for the Importation of Tobacco.

Given under my hand, at Auckland, this sixth day of June, in the year of Our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,  
READER WOOD.

PROVINCE OF SOUTHLAND.

ACT ASSENTED TO.

Colonial Secretary's Office,  
Auckland, 9th June 1862.

THE following Bill passed by the Provincial Council of the Province of Southland intituled—

"Provincial Government Ordinance, 1862," which Bill was reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

# RETURN OF THE SALE OF TOWN AND RURAL LANDS

IN THE PROVINCE OF SOUTHLAND, FOR THE QUARTER ENDING 30TH JUNE, 1862.

PERIOD.	NUMBER OF ACRES.			RATE PER ACRE.			CONSIDERATION.			REMARKS.		
	Town.	Suburban.	Country.	Town.	Suburban.	Country.	Cash.	Government Scrip and New Zealand Company's Land Orders.	Provincial Government Scrip and Land Orders.			
Quarter ending 30th June, 1862.	A. r. p. 26 2 0.	A. r. p.	A. r. p. 7188 2 33.	£ s. d. 152 14 5	£ s. d.	£ s. d. 1 0 0	£ s. d. 11,478 12 6	£ s. d.	£ s. d.	£ s. d.	A r. p.	In the Return of Rural Lands sold at £1 per Acre, are included 181 a. 2 r. 17 p., 152 a. 0 r. 16 p., 100 a. 0 r. 0 p., and 95 a. 0 r. 0 p., sold by Auction at the rate of 21/., 31/., 37/., and 45/., per acre, respectively.

WALTER H. PEARSON,  
Chief Commissioner.