



S O U T H L A N D P R O V I N C I A L G O V E R N M E N T G A Z E T T E.

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PROCLAMATION,

By JAMES A. R. MENZIES, Esquire,
Superintendent of the Province of
Southland.

WHEREAS his Excellency the Governor in Council has been pleased to delegate, under the "Diseased Cattle Act, 1861," to the Superintendent of the Province of Southland, the several powers vested in the Governor by the 2nd, 4th, 5th, 7th, 9th, and 10th Sections of the said Act, subject to the Regulations contained in the Order in Council of 1st October 1861;

And whereas by a Proclamation given under my hand, dated 14th February 1862, it was declared that the Inspector of Cattle was thereby prohibited from granting a certificate to land in the Province of Southland any Cattle coming from Stewart's Island, the Island of Ruapuke, or any of the other islands adjacent thereto; And whereas it is expedient to revoke the same:

Now, THEREFORE, I, the said Superintendent, in virtue of the powers vested in me, do hereby proclaim that the said Proclamation, dated 14th February 1862, is hereby revoked.

Given under my hand this 31st day of July 1862.

J. A. R. MENZIES.

NOTICE TO MARINERS.

NEW ZEALAND, PROVINCE OF NELSON—FIXED LIGHT
ON BOULDER BANK, BLIND BAY.

HIS Honor the Superintendent directs it to be notified, that on the night of Monday, the 4th day of August next and every night thereafter, from the going away of daylight in the evening to the return of daylight in the morning, a light will be exhibited from the undermentioned lighthouse, the position and characteristics of which have been specified by John Blackett, Esq., engineer, and James Smith Cross, harbor master, of the Province of Nelson, as follows:—Nelson Harbor Light, Blind Bay.—Nelson Lighthouse is situated on the S.W. end of the Boulder Bank, ten miles S.S.W. of Peppin Island, and half a mile N. and by E. of the Powder Magazine. The light will be catadioptric of the fourth order, a fixed white light, and will be exhibited from an octagonal tower of iron, painted white, erected on the Boulder Bank. The light will be about sixty (60) feet above high water of spring tides, and will be seen in clear weather at the distance of about twelve and a half (12½) nautical miles, allowing ten (10) feet for the height of the eye, and at lesser distances according to the state of the atmosphere.

The lighthouse is situated in lat. 41° 15' 5" south. Long. 173° 17' 7" east, with the following bearings:—

Compass bearings to light, which illuminates an arc of 119¼°.

The light will be visible from W. by S. westerly, round by north to N. and by E. ¼ E.

From off Croixelles Harbor—S. 19¼° W., or S. and by W. ¼ W.

From off extreme end of the sand spit off Cape Farewell—S. 26¼° E. or S.S.E. ¼ E. easterly.

From Waimea West—N. 80° E, or E. and by N. easterly.

The outer anchorage—The light bearing east south east. Six fathoms low water.

CAUTION.—Masters of vessels are cautioned not to shut the light in, nor to approach within one (1)

mile of the point upon which the lighthouse is erected.

The bearings are magnetic. Variation, 15° east in 1856.

HENRY ADAMS,
For ALFRED DOMETT,
Provincial Secretary.

Provincial Secretary's Office, Nelson,
July 30th, 1862.

DIRECTIONS

TO

BLOCK AND SECTION SURVEYORS.

1. **T**HE Surveyor will be furnished from the Head Office with a skeleton map showing the boundaries of the Block as far as they may have been surveyed, with the terminations of the roads running into it, and having the Trigonometrical Stations within the Block accurately laid off.

2. On arriving at his destination, the Surveyor's first duty is to explore for, and to mark out with flags and ranging rods, the best lines for the Main Roads, according to the indications given to him from the Survey Office, and at the same time to seek for information to guide him in afterwards laying off the cross and back roads for the subdivision of the land to the greatest advantage for its agricultural settlement.

3. The Main Roads are always to be taken along the driest and most available lines that can be found in the general direction indicated, and as straight as possible, consistently with this condition. When an easily made road line can be had by deviations not exceeding 30° on either side of the line of the general direction, in drafts of generally not less than 30 or 40 chains, such a traverse line can be taken as the permanent high road; but when a difficulty—such as the head of a deep swamp, or other considerable but not insurmountable obstacle—can be avoided by a sudden detour, such a detour is to be made, and marked off on the map as the temporary road; but the direct line is also to be laid off and reserved for the permanent line. Such difficulties ought always to be reported to the Chief Surveyor as early as possible.

4. After the Main Roads have been determined on completely through the Block, survey lines can be cut on one side of them in the usual way by contract. When the road skirts a forest, so that the sections on one side will back in bush, that side ought generally to be cut in preference. All angles on roads must be marked on both sides of it by large square pegs branded with the arrow-head, and by trenches 2 feet long by 9 inches deep and 9 inches wide, cut in the true direction of the two lines. The Surveyor should then proceed to the most convenient Trigonometrical Station, and set his theodolite to the true meridian by the given bearings of the surrounding stations; all the stations in sight should be observed, and the bearings noted down in the field-book. Lastly, he should observe the bearing of a flag previously erected at the intended starting point of the road traverse; then, proceeding thither, he can take the back bearing of that and of another station, if a second one is in sight,

subtending an angle between 30° and 120° , in order to fix the true position of the starting point; if no other station is observable within those limits, then the line from the one must be cut and chained. He can then proceed with the traverse of the Main Roads, noting of course in the field-book all streams, swamps, or other notable features of the country crossed, and the suitable places for cross roads, marking them as necessary. Bearings should also be taken at suitable places on Trigonometrical Stations, and these should be so managed as to supply, as far as possible, a system of minor triangulation, and any line passing within 10 chains of a Trigonometrical Station should always close with it.

5. After the Main Road lines are traversed and plotted, the rivers, forests, &c. sketched in, and the best lines for cross and back roads noted, these last, and the subdivision of the land into sections, can be designed, as symmetrically as the lay of the country will permit. The cross roads should leave the main roads as nearly at right angles as possible, at distances of $1\frac{1}{2}$ or $1\frac{3}{4}$ miles. The back roads, when made only for access to sections, and not in situations likely to become thoroughfares for other districts, should run nearly parallel with the main roads, with its general direction, a mile or a mile and a half from it; but roads must in all cases be laid out only on such lines that they can be made passable at a moderate cost, and must never be carried through avoidable difficulties. The leading high roads are in future to be laid off two chains wide; and no road should be less than one chain, except when, as may occasionally happen, a short accommodation road is required, to reach two or three sections only, in which case it may be 50 links wide. Where two or more main roads intersect, or where other circumstances—such as the vicinity of a ford, or of the head of the navigation of a river, or of a forest in a part of the country generally open—appear to afford a favourable site for a future village, the attention of the Chief Surveyor ought to be drawn to the circumstance. Generally it is desirable that such reserves should be made at distances of from four to six miles apart. Suitable spots for obtaining gravel should also be looked for on the lines, of all, but especially of the main roads, and reserves made of them; from 5 to 10 acres will in most cases be sufficient for this purpose.

7. In designing the subdivision of the Blocks into sections, regard should be had—1st, To give all sections frontage to a road, as nearly in equal proportions, and as nearly at right angles with the side lines as possible, the depth being, as a rule, not less than double nor more than four times the frontage; but there will be cases in which this rule must be transgressed. 2nd, To divide bush frontage, or other local advantages, amongst the greatest possible number of sections. 3rd, It will save great labour in the survey, and diminish the risk of mistakes, if the side lines of sections can be made parallel, and to correspond across the roads, so that they can be ranged out continuously for several sections. The size of the sections may vary in general from 80 to 100 acres; but occasionally, where required by circumstances, they may be larger: 240 acres should be the maximum.—

When sections front or back on navigable water, the boundary must never depend on the water-line. The Land Regulations direct that a roadway one chain wide is in such cases always to be reserved. When such a road seems to be required by the public convenience, it is to be laid out, not necessarily exactly at high water mark, but, like other roads, on the best line for general utility; and the sections can be brought up to the road either without or within high water mark. When such a road does not seem to be required, then a traverse must be run in long stretches at about a chain on the average within high water mark, disregarding altogether minor sinuosities; and that line must be made the boundary of the sections.

8. LAND PURCHASED PREVIOUS TO SURVEY.—It has been a condition of the purchase of land sold by the Government previous to survey, that the boundaries are to be taken as the Surveyor shall define them; but as the purchasers have clearly a right to the portions of land which they bought, and the proviso quoted was only adopted as a safeguard to the public interests, the Surveyor must lay off those sections with no greater deviation from their original boundaries than may be absolutely required for public convenience. In some cases the claimants have, with the sanction of the Waste Land Board, had their lands surveyed by a private Surveyor; but as in these surveys regard was had only to the private interests of the buyer, it may still be necessary to alter such sections, and especially to lay off roads through them; but when alterations are found necessary, efforts should be made rather to benefit than to injure the estate in varying its form; and all improvements made must, if the claimant desires it, be included in his section, although to do so symmetrically may necessarily involve some increase in the area.

9. In open land, all corners of sections must be pegged. When sections back deep in the forest, it is not necessary to put in the back boundary pegs; but where the back line is not cut and chained, the front one must always be so. When the sections back upon a river or stream, it should be traversed in as long lines as possible, and properly branded traverse pegs put in at all the stations. Sections should never, if it can be avoided, be carried across considerable rivers. When the back boundary of sections is a straight dividing line, it must always be cut and chained. When the side lines of sections are parallel, and the front and back lines are not, the respective lengths of the latter must be previously calculated trigonometrically, and the proper distances for placing the pegs be noted in the field-book. The length of the front and back lines being thus previously determined, the distances should be accurately chained, and the pegs put in, great care being taken to number them correctly. The pegs should be from 2 to 2½ feet long, according to the nature of the ground; of sound dressed timber—totara, matai, kowai, miro, or rata—3in. + 2in. for section pegs, and 3in. + 3in. for road pegs; the heads of them should not stand more than 6 inches above the ground. All corners of sections at the intersections of roads should also be marked by trenches (lock-spitted).

10. In all cases, ranging pegs with arrow-brands are to be put in on the side lines of sections, three chains back from the front pegs; and, when the section backs in bush, a second ranging peg is to be put in, at least two chains behind the first; or, if the forest is within that distance from the front, then the side line is to be cut one chain into it. In long grass the lines from the front to the ranging pegs should be cut. The positions of all pegs must be noted in the field-book, and marked on the map by red circles.

11. The field-work should always be plotted in the camp as the work goes on, but the finishing of the map can best be done at the Head Office. In either case the Surveyor must thoroughly inform himself of the practice of the Office as to mapping, as uniformity in this respect is essential.—The Surveyor will require to keep a neat and orderly field-book, which must be delivered in to the Office when the work is concluded. At the end of the field-book he should keep an account of the wages of the men employed, of the price and payment for contract line-cutting, and of all expenses incurred; and, on the completion of each Block, a return must be made up showing the whole cost involved in the survey. He should also keep a pass-book from the tradesman who supplies provisions, and should have every article furnished entered in it by him, so as to be certain that he receives it.—The ordinary contract prices are—For forest lines, 1s 6d a chain; for grass ditto, 6d; and for flax or scrub, at prices intermediate between these. Whenever anything beyond the ordinary price is paid, special explanation from the Surveyor ought to accompany the voucher.

12. Whenever the Trigonometrical Stations are found to be at all deteriorated, care must be taken to restore them in every point to their original condition. The angles should be carefully taken, in order to make sure that they have not been shifted.

THEOPHILUS HEALE,
Chief Surveyor.

Invercargill, August 16, 1862.

Superintendent's Office,
Southland, 27th August 1862.

NOTICE.

INVERCARGILL AND RIVERTON JETTIES.

IN pursuance of the power vested in the Superintendent by the "Jetties and Wharves Ordinance, 1858" of the Province of Otago, I, MATTHEW SCORR, Deputy-Superintendent of the Province of Southland, with the advice and consent of the Executive Council of the said Province of Southland, do hereby make the following Regulations for the Management of the Jetties and Wharves in the Ports of Invercargill and Riverton, in the said Province: And I do hereby declare that the several sums of money specified and mentioned in the following Regulations shall be levied and taken as Tolls, Dues, and Wharfages by the Keepers of the Jetties and Wharves in the said Ports respectively.

REGULATIONS.

1. Every vessel occupying a berth at, and every vessel making fast to, any wharf or

jetty, and every vessel making fast to any vessel occupying a berth at any wharf or jetty, shall pay a toll of twopence (2d) per ton on her registered tonnage.

2. Every vessel occupying a berth at any wharf or jetty for the purpose of discharging cargo, whose period for occupying such berth, as fixed by the "Harbour Regulations," shall have expired, shall pay for every day beyond such time after the following rate:—

For ships under 50 tons...	£0 10 0
Upwards	1 0 0

3. Vessels taking in cargo at any wharf or jetty will be permitted to occupy a berth until required for other purposes by the Harbour Master, in accordance with the 32nd section of the "Harbour Regulations."

4. Upon the recommendation of the Harbour Master to that effect, the Superintendent may exempt any vessel from payment of the above tolls, or any of them.

5. There shall be levied upon all Import Goods landed at any jetty or wharf, the following Dues, that is to say—

	s.	d.
Beer (bottled), per doz.	0	1
„ Hogsheads, each	0	9
„ Barrels and other casks in proportion.		
Bricks, per 1000	2	0
Candles, per cwt.	0	2
Carts, and all other two-wheeled Vehicles except Bullock Drays, each	2	0
Bullock Drays and four-wheeled Vehicles, each	3	0
Cement, per bushel	0	1
Earthenware, per crate	1	6
Glassware, per cask	0	9
Firewood, per cord	0	6
Felloes and Spokes, per 100.....	0	6
Lime, per bushel	0	0½
Laths, per 1000.....	0	6
Lamp Oil or Kerosene, per gallon	0	2
Ploughs, each.....	1	6
Punchens, containing other than Spirits or Beer, each	1	0
Palings, per 1000	2	0
Shingles, per 1000	0	6
Sawn Timber, per 100 feet	0	2
Spirits of Wine, per gallon	0	1
Tea, per chest (half-chest in proportion)	0	4
Tobacco, if not destroyed for sheepwash, per cwt.	2	0
Treacle, same rate as Beer.		
Vinegar and Cider, ditto ditto.		
Wool, per bale	0	6
Wines or Spirits, per gallon	0	1
Coals, Flour, Iron, Zinc, Rice, Salt, Soap, Sugar, at per ton of 20 cwt. ...	1	0
Goods not enumerated, per ton measurement.		

6. There shall be levied upon all Export Goods shipped from any jetty or wharf, the same Dues as are hereby authorised to be levied upon Import Goods.

7. Goods upon which Export Dues shall have been paid at a wharf or jetty in one of the Ports aforesaid, shall not be subject to Import Dues at a wharf or jetty in the other of the said Ports: Provided that the owner or person in charge of such goods shall, when claiming to be exempt from the payment of such Dues, produce to the keeper of the wharf or jetty claiming such Dues a list of the goods for which exemption is claimed, and such list having attached or annexed thereto a certificate under the hand of the keeper of the wharf or jetty at the other of the said Ports, to the effect that the Export Dues have been paid in respect of such goods.

8. No master of a vessel, shipper, consignee, or any other person will be allowed to boat or raft any timber, palings, bricks, or bulky goods to any place being nearer than fifty feet clear on each side of the shore-end of the jetty: And the jetty-keeper is hereby authorised, on an infringement of the above Regulation, to cause such goods to be immediately removed at the expense of the consignee thereof, who shall also in addition pay to the jetty-keeper a sum not exceeding double the amount of jetty dues which would have been leviable on such goods if landed on the jetty.

9. No cart or vehicle of any description will on any account be suffered to cross the tramway.

10. Goods not removed from the jetty within twenty-four hours after having been placed thereon, may be removed therefrom by the jetty-keeper at the expense of the owner, who shall pay in addition thereto the same charges as leviable under Clause 8.

11. The Regulations published in the *Provincial Government Gazette*, (No. 25), August 13th, 1862, are hereby revoked.

12. These Regulations shall come into operation on and after the 29th instant.

(Signed) **MATTHEW SCOTT,**
Deputy-Superintendent.

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

NOTICE.

THE following TENDERS are Published for general information:—

WORK.	ACCEPTED.	DECLINED.
Clearing about 18 chains Bush, approach to site of Makerewa Bridge	William Cameron and Co., 28s per chain	Baxter and Maclean, £4 per chain J. B. Sutton and Co., £3 5s „ George Mackay, £2 16s 6d „ J. and D. M'Naughton, £2 10s „ F. Jarvis and Co., £2 10s „ Marcus Gunn, £2 4s „ Arthur Grant, £2 „ Wm. Calder, £1 18s „ Lang and Grant, £1 12s 6d „ W. Harris and Co., gross, £60 „

LIST OF TENDERS—Continued.

Planing and Dressing, Fixing and Painting, &c., 172 Posts on Provincial Government Reserve, Invercargill	Kenneth Lamond, £38	John Hill, £153 John Rose, 4s 6d per post
Lattice Truss Bridge across Make-rewa River	George Judd, £1320, exclusive of Iron-work ordered.	Including Iron-work ordered : J. and T. Bond and Co., £1997 16s Thomas Price and Co., £1990 Hughes and Littlewood, £1930 M'Neil and Wilson, £1890 Henderson, Sutton, and Co., £1600
Approaches to the Waihopai Bridge	M'Neil and Wilson, £230	Jabez Hay, £340
Oteramika Road, towards One Tree Point : Construction of Culverts ; Formation of Roadway ; Cutting Outfall and Side Drains ; (Contract No. 87)	Marcus Gunn—Culverts, £6 each ; Ditching, 10s per chain ; forming Road, 12s per chain	Alexander M'Lennan—Culverts, £6 each ; Outfall and Side Drains, 10s per chain ; forming Road, 16s per chain Jabez Hay : 5 Culverts, at £8 each ; 6 do., at £5 each ; forming Road, 26s per chain ; Side and Outfall Drains, 11s per chain M. Fitzgerald : Culverts, £7 each ; smaller do., £5 each ; forming Road, 12s per chain ; Ditching, 30s per chain P. B. Gurney : Bridge Culverts, £20 each ; main do., £8 each ; smaller do., £4 each ; Outfall Drains, £1 per chain ; side do., 18s per chain ; forming Road, £2 per chain P. M'Keemon and Co. : Culverts, £50 ; smaller do., £49 ; Outfall and Side Drains, 18s per chain ; forming Road, £2 5s per chain Thomas Smith and Co. : Culverts, £7 each ; Ditching, 13s per chain ; forming Road, 19s per chain
Oteramika Road, towards One Tree Point : Construction of Culverts ; Formation of Roadway ; Cutting Outfall and Side Drains—(Contract No. 88)	H. Bretherton and Co. : Culverts, £8 each ; Drains, 11s per chain ; forming Road, £1 per chain	Jabez Hay : 6 Culverts, £6 each ; 5 smaller do., £4 each ; 1 large do., £10 ; Drains, 11s per chain ; forming Road, &c., £1 17s 6d per chain P. B. Gurney : Culverts, £10 each ; smaller do., £5 each ; Outfall Drains, £1 per chain ; side do., 18s per chain ; forming Road, £2 per chain Thomas Smith and Co. : Culverts, £10 each ; Ditching, 15s per chain ; forming Road, £4 per chain James Stott and Co. : 1 Bridge Culvert, £10 ; large Culverts, £7 each ; small do., £6 each ; Ditching, 15s per chain ; forming Road, £3 10s per chain P. M'Keemon and Co. : Main Culverts, £70 ; small do., each, £7 ; forming Road, per chain, £2 5s ; Drains, per chain, 18s
Alterations and Additions to Invercargill Jetty	Greville, Whiting, and Co., £1984	Bonds, Price, and Co., £2492 John Hill, £2575 Thos. Price and Co., £2398
Fencing on Provincial Government Reserve at back of Gaol, Invercargill	Thomas Smith and Co. : 2-rail, 26s per chain ; 3-rail, 34s per chain	None.

LIST OF TENDERS—Continued.

Store-room and Stable, Survey Department	K. Lamond and Wm. Gunn, £245	Francis Lockie, £315 Price and Rowles, £266 Greville and Whiting, £280 Matheson and Gracie, £260 Gray and M'Kessick, £225 10s
Repairs and Additions to Riverton Jetty	Broad and Judd, £215	None.

By Order,

H. A. GILLER,
Clerk to the Superintendent.