



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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ADDRESS

OF
HIS HONOR THE SUPERINTENDENT
OF THE
PROVINCE OF SOUTHLAND,
ON OPENING THE THIRD SESSION OF
THE PROVINCIAL COUNCIL,
22ND OCTOBER 1862.

Gentlemen of the Provincial Council—

I HAVE the pleasure to congratulate you on the prosperous condition of the finances of this Province.

At the end of the last year, a balance of above £13,500 remained in the Treasury. The Revenue since that period has exceeded the estimate then formed. The territorial Revenue for the nine months ending 30th September last, has amounted to nearly £41,000; the Ordinary Revenue to £5236. The whole Revenue for nine months amounted in round numbers to £59,700. The estimated expenditure for the same period was £55,000; the actual expenditure has amounted to £44,200, being nearly £11,000 less than the sum voted in the Appropriation Ordinance. At the same time, however, an expenditure has been made in some departments which was found to be indispensable to maintain their efficiency, and is largely in excess of the specific votes for those departments. The particulars of those payments will be fully explained, when the subject comes under your consideration. The available balance in

the Treasury on 30th September last, amounted in round numbers to £15,500.

The Revenue, then, has been steadily increasing. A large Territorial Revenue can be safely relied on for the ensuing year, seeing that a large extent of excellent land is in process of survey. A large increase may be safely calculated on in the Ordinary Revenue. The Customs Revenue, in particular, is increasing rapidly. For example,—in the year ending 30th September 1861, the gross amount paid here amounted to £4411; in the year ending 30th September 1862 to £8386; in the quarter ending 30th September 1861, the Provincial proportion amounted to £426—in quarter ending 30th September 1862, to £1123.

In the session of the General Assembly which has lately terminated, I endeavoured to obtain a change of the name of this Town. Its present name is objectionable for various reasons; and I believed that an alteration to one more euphonious and appropriate would meet the wishes and gratify the good taste of the people of Southland. A name was suggested which combined those attributes, and the adoption of which would be a memorial of the gratitude which Southland, in common with the other New Provinces of New Zealand, owes to the present Secretary of State for the Colonies, through whose interposition it has come to pass that the energetic and repeated attempts to subvert the Act which authorised the constitution of the New Provinces have been overruled, and altogether extinguished by two Acts passed in the two last Sessions of the Imperial Parliament, and

which are commonly known as "the Duke of Newcastle's Acts." The Legislative Council, however, did not agree in my view, and the Bill was rejected.

Another Bill, which proposed to extend the boundaries of this Province, and which was passed by the Legislative Council, was unfortunately lost in the House of Representatives, and we can only hope that in a future session of Assembly the representatives of this Province may be more successful in obtaining for it those natural boundaries which the progress of material interests is clearly defining.

Many useful measures which will affect this Province have been enacted by the Assembly in the past session.

The Gold-fields Acts were the subject of careful consideration. Those in operation at the time were recast, and amended by various additional provisions, suggested by the legislation of other colonies and otherwise; and a Gold-fields Act, which is a manifest improvement on the former Acts, which it supersedes, has now become law.

Another Act, to extend the Jurisdiction of Resident Magistrates' Courts, will add to the efficiency of that Court, the limited power of which has, in this Province, hitherto been a source of serious inconvenience.

The Marine Boards Act provides for the institution of competent Courts to conduct the administration of all matters relating to harbours and other navigable waters, and generally of all matters connected with navigation in the Colony. I propose to lay before you a Bill which provides for the establishment of a Local Marine Board in this Province, having the powers specified in the above mentioned Act.

In connection with this subject I have to inform you that the Provincial Governments of Otago and Southland have agreed to construct a Light-house on Dog Island, to facilitate the safe navigation of a dangerous part of Foveaux Straits, upon the distinct understanding that the expense shall be subsequently repaid by the General Government.

A proposal has been made by the General Government to the Provincial Government of Southland, to erect a line of Electric Telegraph from the Bluff, by Invercargill, to the Maitara. A copy of the memorandum of the Postmaster-General on the subject will be laid on the table. The Governments of Otago and Canterbury, as I am informed, have already agreed, upon similar terms, to carry it forward to the boundary of Nelson. The half of the cost is to be repaid by the General Government. It is an undertaking of which I very highly approve; but in the view of the approaching Session of this Council, have abstained from assenting to the arrangement proposed until your views were ascertained. That it will receive your support, I can entertain little doubt, seeing that when once in operation, its beneficial effect on the progress of this Province will be incalculable. The Bluff will then become an important place of call for every passing Australian steamer—the first port of call—the last of departure.

The construction of a line of Railway will, I believe, shortly become a necessity in this Province, if we may augur its further progress from the experience of the past twelve-months. The increase of the Customs

revenue clearly indicates an advancing tide of prosperity. The rapid additions to the permanent industrial population of the Province necessarily involves a corresponding increase of production and wealth. The Government should in every way endeavour to encourage their development: the question of forming a line of railway has received, and now engages, its serious attention, and, so far the hope is entertained that such a work may in no long time be initiated with a confidence of success.

A large extent of road work has been done during the past summer, and the increasing traffic inland renders a large expenditure on this department of public works essential to facilitate communications with the interior, and to improve and maintain existing ways.

A Bill to provide for the construction and maintenance of Roads will be laid before you in this Session. It proposes to divide the Province into Road districts, within each of which the care of the construction and maintenance of the Roads will, subject to the supervision of the Provincial Engineer, be entrusted to Trustees elected by the rate-payers. The Government will, for a time, construct, maintain, and retain the control of the Trunk roads. The roads under the direction of the Trustees to be maintained partly by assessment on the land in the district, according to its valued rental, and partly out of sums voted for that purpose by the Provincial Council, so long as waste lands of the Crown, other than reserves, remain unsold in the district.

The Survey staff requires to be increased in order to keep the work of the department in advance of the demand for land. A separation from that department of the engineering duties is absolutely necessary, inasmuch as the public works in progress and in prospect, are of so great importance, and are in process of construction at so many different distant points, that they require the undivided attention of a Provincial Engineer. The Survey staff is obviously unable satisfactorily to meet the work of the two branches, as the continued demand for land gives ample occupation to the officers in that special department, from continued application to which their attention is frequently diverted to the engineering branch, in a manner and to an extent which, if permitted to continue, would militate against the efficiency of that branch of the public service.

The reports of the Chief Surveyor on roads, surveys, and other subjects, will be laid upon the table.

In the last few weeks the discovery of gold-fields on the borders of this Province has created considerable excitement. The confirmation of an expectation confidently entertained, that, in the district between the Molyneux and Maitara rivers, a profitable field is opening, will bring upon us a full tide of commercial activity, and of prosperity, for, if a large population is profitably occupied in that country, this place, as the natural outlet, must gain the chief benefit. As yet, circumstances have not been such as to lead the Government to proclaim a gold-field within this Province: how soon it may become advisable to do so, none can foresee. In the meantime, preparations are necessary to meet this probable contingency, if it

should arise, which involve a large outlay in different departments—especially Police and Public Works—which, under less exceptional circumstances, would not be so immediately required. At the same time, the expenditure of a considerable amount of the sums placed on the Estimates for those purposes will depend upon the realisation of the expectations I have mentioned.

The sum of £1000 has been placed upon the Estimates to reward the discoverer of a paying gold-field within the Province, in conformity with a promise to that effect given by the Government some time since.

As the population of this town increases, the question of its sanitary condition acquires increased importance. It appears to be absolutely indispensable that steps should be taken in the course of this Summer to provide for the removal of all surface and stagnant waters in the inhabited parts of the town, and to initiate a system of thorough drainage, if we seek to repel the demon of disease, which will assuredly appear, and cut down dwellers in different localities, if preventive measures are not adopted without delay. The responsibility of attending to such matters rests with a Local Board, and it is the duty of the Government to strengthen its hands in such a cause. It is proposed to grant a loan to the Town Board for the special purposes of forming leading drains and opening out the streets in the wood; and seeing that properly to execute those works will be an onerous task, the Government further proposes to maintain, for this year, some of the leading thoroughfares in the town. This is to be regarded as a temporary measure, with the view of aiding the Town Board by permitting it to direct its attention and the funds at its disposal to the carrying out of other works which are of vital importance to the health of the people. The necessity for such aid will I trust be only temporary, for a measure will be laid before you which, if passed into law, will give to the Town Board a control over the Municipal Reserves here, and the revenues and other funds accruing from the possession of so valuable an estate should shortly place the Board in a position such as to enable it to dispense with assistance from an external source.

A short supplementary Education Bill will be brought under your consideration, the objects of which are, to limit the amount and provide for the recovery of rates; to define more clearly the course of action—in cases where sufficient provision for education has not been made in a district, in altering the boundaries of districts, and in establishing schools for young females by the Education Committee.

In the end of the past winter, the first vessel conveying immigrants to this Province arrived at the Bluff, and it was highly encouraging to find that all the immigrants obtained employment within a few days after their arrival. That ship will soon be followed by other two vessels, whose arrival may be expected in December or January. From the correspondence on the subject which is laid upon the table, you will see that Mr Morrison, the agent for this Province, has made excellent arrangements for conducting the immigration hither, and has taken a great

deal of trouble in order to carry them out effectively.

I will not now detain you by entering into any detail of the various other measures which will come under your notice in the course of this Session. To one other matter alone I will refer. In the course of the past winter, an enquiry was addressed to the Government of Southland by the Superintendent of Taranaki, with regard to the inducements which will be held out to settlers in that Province who might be willing to come here. The nature of our Land Regulations does not permit of any inducement being offered in the way of giving free grants of land, and I know of no way in which aid can be given in this case otherwise than under the Immigration Regulations, and by a direct resolution and vote of this Council. I trust that you will give this subject your serious consideration, and determine whether you will approve of assisted passages being given to settlers of Taranaki, in case of their agreeing to come hither under the conditions of the Immigration Regulations. I do not doubt that all of you deeply sympathise with those sufferers, whose homes have been desolated, and whose fair and once flourishing Province has been changed into a wilderness—occupied now chiefly as a military cantonment: and whilst the courage and endurance they have displayed under their misfortunes must command admiration, they afford ample evidence that those are settlers of the right kind, who will be valuable acquisitions in any Province to which they may finally remove.

I have now to declare that this Council is open for the transaction of business.

REPLY OF THE COUNCIL.

SIR,—The continued financial prosperity of this Province is to us an unmixed source of pleasure. We rejoice still further, that though the past year was one of unparalleled success, that even a larger Territorial and Customs Revenue may be safely relied on for the ensuing year.

This Council reciprocates the hope that your future efforts to obtain an extension of our provincial boundaries to their just and natural position, may be crowned with success.

We trust that the various measures referred to which have passed the General Assembly will by their operation be equal to the best wishes of their promoters.

As the erection of Lighthouses and Telegraphs, together with the construction of Railways, are the greatest contributions of the human mind to diminish suffering and loss of life and property, and at the same time adding to the happiness and conveniences of life, and developing the resources and increasing the prosperity of States, we shall be happy to cooperate with your Honor in seriously considering any plan which you may be pleased to place before us for the accomplishment of objects so desirable.

The various Bills submitted to us shall receive our most diligent attention.

We shall rejoice if in any way we can aid you in any wise and benevolent effort to relieve the miseries of our fellow-countrymen in the North.

CLOSING ADDRESS, Nov. 4.

Gentlemen of the Provincial Council—

I HAVE to thank you for the careful attention which you have shown in considering the different measures which have been submitted to you. The supplies which you have liberally voted for the public service will be expended with due care. The Bills which you have passed, namely:—

1. The Interpretation Bill.
2. Provincial Auditor's Salary Bill.
3. Marine Boards Bill.
4. Electoral Districts Bill.
5. Roads Districts Bill.
6. Education (No 2) Bill.
7. Educational Endowments Bill.
8. Municipal Endowments Bill.
9. Sheep Bill.
10. Cattle Branding Bill.
11. Thistle Bill.
12. Vagrants Bill.
13. Criminals Bill.
14. Appropriation (No 2) Bill.

I will transmit to His Excellency the Governor, accompanied by an expression of my own concurrence therein; and I trust that all of them will shortly receive His Excellency's assent.

I shall make the necessary application for the issue of Crown Grants for the further Educational Reserves of country land, which are specified in your schedule to your resolution upon the subject.

As this Council is aware, the attention of the Provincial Government has been specially directed to the consideration of making a Railway to the Bluff. The work is of too serious importance to be entered into hurriedly, and the Government is desirous to view the question in all its bearings before it seeks to commit the Province to its execution. Before the end of the year, I hope to be in possession of information sufficiently definite on all the essential elements which enter into the question of the construction of a line of Railway to connect this town with the harbour, to justify the assembling of this Council for a special session about that time, for the purpose of considering the propriety of engaging in the undertaking; and in case that course should be agreed upon, the manner in which and the means whereby it is to be carried out.

The business of the session having terminated, I have now, Gentlemen, to release you from further attendance, and to declare that this Council is prorogued.

REPORT OF PROVINCIAL ENGINEER ON PUBLIC WORKS AND ROADS.

Survey Office, Invercargill,
26th October 1862.

SIR,—The operations and expenditures under these heads have been so numerous and diversified that it cannot be expected or desired that I should do more than give a very general sketch of the leading ones only.

Indeed, as no department has ever been organised for the conduct of this branch of the public service, and as my duties connected with it have been chiefly of a consultative nature, some of them have in fact been carried on without my intervention, and no records of any of them have been kept in the department which is controlled by me.

Of the Roads on which works have been or are about to be executed, the principal—after the Campbelltown Road, which is the subject of a separate Report—are, 1st, the Road to the Mataura, and thence to the Longford; 2d, Jacob's River *via* Wallacetown; 3d, the Bay Road; 4th, the Road to Oteramika by One Tree Point; 5th, the Great North Road; 6th, the Mount Pleasant Road.

On the first, the culverts have been constructed with proper approaches to them across all streams, and causeways—some of them of considerable magnitude—over all the swampy hollows.

The Road has been formed as far as the Long Bush, and it has been metalled to a few chains beyond the Waihopai Bridge.

These two latter portions of the work are by no means so satisfactory as the remainder. The formation had become a necessity, since much of the land was being enclosed, or was about to be so, and it has been generally well executed; but the removal of the natural surface tends, on most soils, rather to facilitate than to arrest the cutting up by wheeled vehicles, and it would be satisfactory if, in all cases in which it has to be performed, the work could immediately be completed by its being covered with gravel or other material more capable of resisting wear than the unaided sub-soil. But on the Road named, this is unfortunately very difficult, gravel being only available at about three points between Invercargill and the Mataura. Even at the portion between the town and the Waihopai, the want of a better supply within practicable distance, led unfortunately to the employment of the rolled shingle of the Waihopai, which, at a hasty glance, closely resembled quartz gravel, but which in fact consisted, to the extent of at least one half, of masses of a soft clay rock, which immediately crushed under the traffic into a mere plastic clay. That part also of the Road nearest to the town, passes over a series of small undulations, in parts of which the sub-soil has proved to be utterly unsound, and, under the severe trial of this long and wet winter, they have been in a constantly recurring condition of dangerous holes. As this effect was no doubt in part brought about by the narrowness of the Road, which forced all vehicles into one track, it is now being widened. I trust some improvement may be effected by this, and that the worst portions at least of the Road as far as the Half-way Bush, will be gravelled more or less effectually this Summer; but I confess I entertain little hope of seeing any good and permanent Roads in the Province until a more serviceable material for road-making can be made available than the gravel which has heretofore been used, and which, inferior as it is, is too scarce to be reckoned upon for any considerable lengths of Roads.

A considerable number of men are now employed upon this Road in the vicinity of town, and one small party is engaged in constructing four culverts and their approaches on the continuation of it to the Waimea Plain. At the other end of that Plain, near the foot of the Dome Mountain, some other works have also been commenced, but as this Road there joins the Great North Road, these will be mentioned under that head.

JACOB'S RIVER ROAD VIA WALLACETOWN.

This Road has been formed, and culverts and outfall drains made from the North Road to the Makarewa River. The bridge over the Makarewa is contracted for, and is in active progress. It is a work of some magnitude, being a Lattice Bridge 100 feet between the abutment piers, and calculated to be strong enough to sustain itself without central supports, though a central pier has been added, consisting of a single row of piles, so as to afford the least possible resistance to the violent floods of the River. After its completion, a cutting of several thousand cubic yards will have to be made beyond its Northern abutment. This material, which is in part gravel, will be brought over the Bridge, and will serve very effectually to form the small portion of Road through the scrubby bush to connect the Bridge with the present Road to the Ford.

On the other side of the Wallacetown Plain, bridges are now being contracted for over an occasional water-course at the foot of the Terrace, and over the Tomoporakau Creek. A little more work will be required to make good the Road across the river flat to the Ford of the Oreti. I trust that before long the funds of the Province will justify the construction of a Bridge over this River, a little above the Ford. The span of the Bridge need not exceed about 100 feet. The banks are perfectly hard and firm, and are so much above the level of the great river flat, that they can be very rarely, if they are ever, flooded. No doubt the most appropriate, and ultimately the least costly Bridge for this river, would be an iron one on the lattice, or rather bow and string principle, which in this situation could perfectly well be supported on pile abutments, and as the imported material could be conveyed to its destination by water. I am of opinion, but necessarily on a rough and imperfect foundation, that such a Bridge might be constructed for about £3000.

On the other side of the river two small bridges in the river flat are contracted for, and some small detached pieces of ditching and forming will have to be performed by hired labour. These works are of small magnitude, and are only intended to make the present track passable until it is superseded by a permanent Road, when the construction of the Bridge is determined on, and its site fixed. All the works of any importance required on the continuation of the Road to the Waimatuku, are already completed or in progress. They have been constructed under the local superintendence of Mr John Wilson, and have been excellently performed. From the Waimatuku, two Roads will branch off; one, in nearly a direct line to the village reserve at the Aparima Ford. A considerable portion of this Road is soft, but the works required upon it are not of a very extensive character. The other branch will pass North of Lennan's Bush, and will require little doing to it besides the construction of one small bridge.

3. THE GREAT NORTH ROAD.

For the present this road must be carried by way of Wallacetown. By so doing, its distance is lengthened little more than a mile, and one bridge over the Makarewa, four miles of made road, and three miles of excellent natural road, are made available. Whenever the Province can afford to construct another

Bridge over the Makarewa at Mossburn, and to make about six miles of Road, for the most part on lines presenting considerable difficulty, no doubt the direct Road, in continuation of Decease-street, will then become the Great North Road.

The line now adopted passes considerably to the West of Ryal Bush, and, in its vicinity, crosses over several portions of a poachy soil, on which it will require to be metalled to make it available at all seasons. After leaving the New River Hundred, it passes, by an entirely new line, considerably to the eastward of that formerly used, and thereby avoids fully three miles of exceedingly wet and difficult ground. To do this, however, it has to pass through forest for 90 chains. Beyond that, in nearly a North direction, it passes along fine plains, skirting a low range of thickly-wooded hills, formed of calcareous *tufa* (travertine), excellent for lime, and I believe also a good building material (freestone). Six and a half miles to the Northward of Winton Bush, the Road will again enter the forest for about 70 chains, and on emerging from it, will cross a low ridge of the same limestone formation. About ten miles* further North it will join the Waimea Road, and thus render any crossing of the Oreti unnecessary in going to the Dome Pass.

All the works necessary to make the Road passable for 21 miles from Invercargill, including bridges over the Tomoporakau and Winton Rivers, the culverts over smaller creeks and swampy watercourses, with the outfall drains, approaches, &c., as necessary, and the clearing the road 66 feet wide through Winton Bush (90 chains), are already contracted for. Beyond the limestone range, on which a few small sidings will have to be cut, the Road enters upon a plain forming part of Mr M'Lean's station, on which scarcely any work will be required. In that plain, a branch* will go off to the left, across the best ford of the Oreti, to join the Road to Centre Hill.

Mr M'Arthur has laid off this Road with great care and discretion. I confidently expect that he will have completed his task—that is, up to the junction with the Waimea Road—in about a month.

Above that junction, the Road skirts round the foot of the Dome Mountain, and then enters the Dome Pass. Parts of the Road there being in very bad condition, Mr John Finlayson was sent up in the early part of this month to conduct improvements upon it. A copy of his letter estimating the work required at about £800 is appended.

As all that work will be in stone, it is hoped that it will be of a very permanent character.

4. THE BAY ROAD.

No doubt the Road by Wallacetown will be the principal one to the Jacob's River district, but as the beach by the Waimatuku is so hard, and the Road by it so much shorter to River-ten, it seemed absolutely necessary to form a Road to communicate with it by the New River Ferry. The old Road through the bush could hardly have been made good at any reasonable cost; moreover, merely as a Suburban Road, ultimately to be extended to the face of the Otatara Bush, and also to open up the unsold lands of the lower Waikivi Plain.

* Nov. 27. It has been found best to cross the river either at a fair ford about 14 miles below Mr M'Lean's home station, or at an excellent one 5 miles above it. Several culverts will be required between the Limestone range and the ford. T. H.

some Road in that direction is manifestly a necessity.

The line as adopted is unfortunately very low, and at extreme high tides is all but flooded, but the sub-soil is sound, and the side drains which have been cut have already so far solidified the surface, that I think that when gravelled it will be found not an unsatisfactory piece of road. Four culverts are now being constructed upon it, and three narrow places will require a little filling up. Beyond the turn into the Waikivi Flat, the side drains have yet to be cut; as the face is good, these will effectually drain what is now very wet land. It is hoped that gravel enough will be found on or close to the line to make good that portion of it. It joins the old Road by the bridge over the Waikivi River.

5. ROAD TO OTERAMIKA (BY ONE TREE POINT.)

The contracts are nearly completed for forming this Road for about two miles. The bridges and culverts are completed to the village reserve at One Tree Point.

It is a Road which will carry considerable traffic, being the access to a very large area of excellent land. A branch of it will pass down through the Seaward Bush, through which the Road has been cut 66 feet wide. It was hoped that a good continuation of this would have been found on to Tewai's Point, but a portion of the line, between the lagoon and the head of the east arm of the Bluff Harbour, has turned out, though it lies high, to be much wetter and softer than was anticipated.

Another branch will lead off to the eastward, and communicate with the land on the North face of the Seaward Bush, and by a Road leading down through a narrow opening in it, to some excellent land in the vicinity of the Lower Mataura. This land may have some future importance as the head of the useful navigation of that river. As all these roads have been laid off on carefully selected lines of natural road, a very small outlay in crossing a few small creeks will make the whole available for agricultural purposes.

6. THE MOUNT PLEASANT ROAD.

On the lower part of this Road, a considerable outlay has been incurred. A substantial Bridge has been constructed across the Aparima, and excellent approaches to it, which are nearly completed. Seven culverts, &c. are also contracted for, extending to some distance further. Plans and specifications were also prepared for a continuation up to Mount Pleasant, but some doubts having arisen as to the judiciousness of a portion of them, the execution of them was suspended until I could myself inspect them. They should now be immediately put in progress, and also such further works as may be necessary to make good the few obstructions which occur in the generally excellent Road to the North by Centre Hill.

The completion of these works will open up the country to a very great extent, and they will I think form as complete a system of trunk roads as has ever been attempted by any Province of New Zealand at a corresponding period of its colonization.

The defects of the central administration I have already touched upon; it is absolutely essential that they should be amended; that

one department should be responsible for all the work done; should prepare all plans and specifications, and should keep proper records of all works, plans, and any alterations on all the Roads and Buildings, and of the expenditure incurred upon them. The superintendence of the works must also be adequately provided for. With one Inspector only, however active he may be, it is impossible that works simultaneously going on in all parts of the Province can be properly supervised. I would strongly recommend that respectable resident proprietors in each district where works are in progress should be induced by a small salary to superintend them. This has been tried in the New River, and has answered so well that I expect great benefits to arise from its extension as a general principle.

The principal Public Buildings that have been designed by me, are,

- 1st, The Jail (brick)
- 2d, The Hospital (do)
- 3d, The Invercargill Jetty (pile and plank)
- 4th, The small Court Houses at River-ton and Campbelltown.

The two first have been contracted for by Mr J. Hill. In both instances the foundations, on being dug out, proved to be less sound than was expected, especially that of the Hospital, which is rather a heavy brick building. Both, therefore, had to be constructed on a foundation of concrete.

In the case of the Jail, a second contract was made in consequence of this extra expense, and some alterations which it rendered desirable. In the Hospital contract, the concrete will constitute a separate charge, to be paid for, as is usual, by valuation. The foundations of both are completed, and the floor joists laid. The inclemency of the weather has led to some delay, but it is hoped that both will be ready for use in the course of the Summer. The Jail will require considerable additions, especially a yard fence, offices, and drainage.

3. THE INVERCARGILL JETTY.

The present Jetty is very slight, its roadway being only eight feet wide, its carrier beams but eight inches by four inches, and the piles very small. It was felt, therefore, that if the situation at the South-western extremity of the town should prove to be much better adapted for the purpose, it would not have been worth while to retain it where it is merely for the sake of the existing structure. But on measurement it was found that a Jetty from the South end of Annan-street would require to be 2400 feet long; the works were therefore limited to enlarging the existing Jetty. The contract in progress will double the width of the roadway, and greatly add to its strength. It will afford Quay Berths for six vessels instead of one as at present, and with a double line of iron rails will, it is believed, not be found inadequate to the requirements of the lighters and moderate sized vessels which alone can get up to it.

The contractors are bound to complete their work by December 10. Several circumstances have occurred to throw them a little back, but it is not expected that they will materially exceed the time fixed.

The Court Houses are very small and unpretending wooden buildings; in fact, the very

smallest which I conceived at all adequate to the purpose. Both are all but completed, and, small as they are, they will be found I think sufficient until the population has considerably increased.

Several Police Stations and Lock-ups have also been or are being built—viz., a Lock-up at Campbelltown and one at Dacre, each with accommodation for a married constable; a very small one at Hokanui, near the Longford, and a Lock-up at Invercargill.

Levels have been taken of all the streets of the town which have been cleared, and a map embracing the greater portion of them is completed in my office; also, very careful sections have been taken for determining any alteration in the course of the Puni Creek.

Information on these subjects is therefore quite available if your Honor should require it.

I have the honor to be,
Sir,
Your Honor's most obedient Servant,
THEOPH. HEALE,
Provincial Engineer.

To His Honor the Superintendent,
Province of Southland.

DOME PASS ROAD.

MEMORANDA.

From a point near M'Kay's accommodation house, on the North bank of the Oreti River, the proposed new line of road will pass through a low rangy country for a distance of about five miles. The soil is dry and shingly, and a good passable dray track can be made by building about twelve culverts of small dimensions, with slight cuttings and embankments in forming approaches to them. Side cuttings will also have to be made at different points, but there will not be any heavy work to contend with. The total length of cutting may be about 60 chains.

Leaving the Ranges, the line enters on a firm dry stony plain, the surface of which, for almost its whole length (about eight or nine miles), is covered with strong coarse gravel and boulder stones, and very favourable for dray traffic. Six (6) culverts will have to be built, and also drains cut and road formed at four (4) different spots, in all about seven chains in length. Where the ground is boggy, small cuttings will have to be made in the banks of dry creek basins.

The line now joins the present dray track, which is in some places in a very bad state for traffic, and in order to improve it, side cuttings must be made about 25 or 30 chains in length, and also four small culverts built.

Two (2) Ferds will likewise have to be made. The probable expense of the foregoing works may be about £800.

(Signed) JOHN FRISKEN,
JOHN FINLAYSON.

REPORT OF CHIEF SURVEYOR ON SURVEY DEPARTMENT.

Survey Office, Invercargill,
21st October 1862.

SIR.—In reviewing the services performed by the officers of the Survey Department during the past year, it is necessary to commence with some explanation of the state in which I found the Surveys at the com-

mencement of that period, and of the modifications of the system formerly pursued which have been adopted in carrying on the new ones.

The principles established by Mr Thomson, on which the Otago Surveys were conducted, are so excellent, that, under ordinary supervision, serious error affecting any considerable portion of a Survey is next to impossible. Unfortunately there was in this district at one time at all events a total want of supervision, and six whole Blocks in the Jacob's River Hundred were in fact fraudulently concocted by the Surveyor. A partial rectification of these Blocks was attempted by the Otago Government, but that readjustment was in itself defective, and it early became obvious that a complete re-survey of these Blocks would be required—an operation involving as much time and labour as the original work.

The Staff, however, organised by Mr Thomson was generally so efficient, that, with these exceptions, and one other of a very minor character, the field work has proved to be in a high degree accurate.

There are, nevertheless, running through all the old Surveys some very important omissions and defects which greatly impair their utility, though they do not impeach their correctness. These seem to have arisen partly from want of the supervision of a local head, partly from an undue desire to keep down the expense of the Surveys; but chiefly to the unfortunate rules of practice with regard to the laying off of roads.

The Block and Section Surveyors seem to have laid off their roads in right lines, generally on the Meridian, or perpendicular to it, but always with the sole view of subdividing the land into suitable parallelograms, without any regard to the practicability of making or using the roads so laid off. Moreover, the roads of each Block were, as a rule, laid off quite independently of those of the adjoining Blocks, so that it frequently happens that road lines which should be thoroughfares between distant places, encounter a turn at right angles on entering and emerging from every Block, and perhaps come to an abrupt termination short of their natural destination.

Even in the best surveyed Blocks there is a striking deficiency in the actual work done, a very insufficient number of lines having been cut, and rarely more than two pegs in a Section, sometimes back ones, having been placed.

Considerable rivers running through Blocks have not been traversed, and the outlines of forests, having been only sketched in from a distance, it has happened that Sections have been mapped and sold as backing deep in the bush, which have proved to consist entirely of open land.

There were also a few minor defects in the Office work, chiefly in the calculation of quantities.

The altered rules which have now been laid down, will, I trust, prevent these defects for the future, while the system established by Mr Thomson, which so perfectly suits the circumstances of the Colony, will in its leading features be preserved unaltered.

As these Rules have been published in the Provincial Gazette of August 27th, it is un-

necessary for me to make any further allusion to them beyond observing that they necessarily considerably increase the expense of the Surveys, though I think they will add in a still larger degree to their value.

The laying off practicable Roads through the surveyed Blocks and the rectification of the minor errors referred to, have necessarily occupied a considerable portion of the time of the limited Staff we have had in the Field.

The accompanying Table will show generally the nature and amount of the work which has been performed.

The two Blocks, 15 and 16, Invercargill Hundred, surveyed by Mr Aitken, were somewhat more expensive than the others, in consequence of their consisting chiefly of a single row of Sections along a line of Road which had to be explored for by levelling through very swampy country. Many of the Sections, too, had been previously sold, and partly improved, and it was necessary to alter their boundaries several times in accordance with resolutions of the Waste Land Board.

With the efficiency and general conduct of the members of the Staff, I have every reason to express my satisfaction. The quality of the work performed by them, will, I am convinced, compare favourably with that executed in any part of the Colony, while its cost will not be considered excessive when the nature of the work is considered. Several members of the Staff had little prior experience, and some allowance must be made for their first Blocks; but these have manifestly improved since their commencement in the Province, and promise to form a department which will leave nothing to be desired in respect of competency and respectability.

The present numbers and disposition of the Staff are as follows:—

1. Mr H. H. FENTON, Assistant Surveyor,—re-surveying Jacob's River Blocks.
2. Mr J. AITKEN, Assistant Surveyor,—laying off Campbelltown Road.
3. Mr J. A. M'ARTHUR, Sub-assistant,—laying off Great North Road to Dome Pass.
4. Mr H. MITCHELL, Sub-assistant,—surveying Block in Jacob's River.
5. Mr J. BAKER, Sub-assistant,—surveying Block Mabel district.

The first gentleman is about to come to Invercargill to conduct the Engineer's department, and it will then be necessary to provide an efficient substitute for the important work he is now engaged in.

Mr Aitken will continue to be employed on his present task, and on matters connected with it, for at least some months longer.

Thus we have only three officers available for Block and Section Surveying, and it is absolutely necessary that the Triangulation should be immediately proceeded with by at least one Assistant Surveyor. There are also a considerable number of sections of land which have been sold previous to Survey, and justice to the buyers demands that these should as early as possible be surveyed, in order to perfect their titles. They are generally in detached situations, where there is little other land to be surveyed, and where, accordingly, surveying will be tedious and expensive.

It has been frequently urged upon me to countenance a system of Surveying by

Contract. To do this on any extended scale, would, in my opinion, involve the breaking-up of the regular Survey Staff. If Surveys by Contract were attempted to be carried on concurrently with those by the members of the Staff, it would inevitably happen that the best Surveyors would leave the Government service in order to take contracts. Looking at the tendency of Contract Surveyors to hurry over their work—(though I must observe that an honourable exception to this has occurred in this Province)—I cannot but think that the public interest will be best served by having the Surveys executed by permanent officers of the department, and that no steps should be taken which would be calculated to impair their efficiency. Still, as there are very capable Surveyors practising their profession in this Province, I should be very happy if the services of these gentlemen could be made available to clear off the arrears referred to of the Survey of lands sold in scattered positions. But considerations of economy and of fairness to the officers of the Staff, demand that contracts for these should only be entered into at prices which will afford an emolument to the Surveyor bearing some proportion to the salary of equally competent officials.

A large contract, which will amount to upwards of 40,000 acres, was set to Messrs Mueller & Geisow in December last. More than half of this has been completed in a manner with which I have every reason to be satisfied. Another contract, amounting to 6234 acres, was set in January to Mr S. Kempthorne, in the New River Hundred, which was fairly executed.

At a later period some small detached pieces of land intervening between private surveys, were surveyed by Messrs Mueller & Geisow, the cost being, in consequence of their smallness, 1s 7½d per acre. Two other Blocks, amounting to 3000 acres, have been recently offered, but the tenders having been beyond the maximum fixed by me, were not accepted.

I propose from time to time to offer some of these minor Surveys for contract, but always with a maximum price previously fixed.

By these means I trust before long to have cleared off all arrears, and, with the increased Staff I have proposed, speedily to push the Surveys ahead of the demand which now presses far too close upon the capabilities of the department.

The office work has been carried on by Mr Stevens alone until the last month. He has made himself completely master of the business of the department in all its details. He is now assisted by Mr M'Gowan as Second Draughtsman. There is the increasing business of recording Crown Grants, and a complete general Map of the Province is very much needed. These works can only be carried on at intervals of the current business of the Surveys, and there is ample work to try the energies of the office establishment.

I have the honor to be,

Sir,

Your Honor's most obedient Servant,

THEOPH. HEALE,
Chief Surveyor.

To His Honor the Superintendent,
Province of Southland.

ABSTRACT OF FIELD WORK from October 1861 to October 1862

Block XII	Invercargill Hundred	F. Richardson	10,200 acres,	@ 8½d per acre
" XIII		Do	295 sections,	@ 4s 2d per section
" XIV	North portion of Riverton	Do	4100 acres,	@ 7d per acre
" I	Mabel district	Do	834 sections,	@ 6s 6d per section
" II	Township of Dacre	Irvine & M'Arthur		
" III	Campbelltown	J. A. M'Arthur		9½d per acre
" XI	Do	S. Kempthorne	5799 acres,	@ 10d ...
" XII	New River Hundred	Do	525 acres,	@ 10d ...
" VII	Do	H. H. Fenton	4832 acres,	@ 10½d ...
" XIII	Jacob's River Hundred	J. A. M'Arthur	5557 acres,	@ 9½d ...
" XV	New River Hundred	J. Aitken	1610 acres,	@ 12½d ...
" VIII	Invercargill Hundred	H. Mitchell	5863 acres, (including private surveys)	@ 7½d per acre
" XVII	Invercargill Hundred	Mueller & Geisow	652 acres,	@ 1s 7½d ...
" XVI	Do	J. Aitken	1903 acres,	@ 12½d ...
" I	Oteramika Hundred	Mueller & Geisow	26,833 acres,	@ 10d ...
" II				
" III				
" IV				
" V				
" IX	Jacob's River Hundred	H. H. Fenton	3800 acres,	@ 10½d ...
" I	Riverton	Do	1415 acres,	@ 10½d ...
" II	Do	Do	4000 acres,	@ 10½d ...
" VI	Do	F. Richardson		£10 16 10
	Titipua Road Line	J. A. M'Arthur		10 3 10
	North Road, including bush cutting and various other work	Do		1 5 7
	Mile Posts and Cemetery work	E. V. Briscoe	15 miles,	5 15 0
	Mile Posts on Dunedin Road	Do		15 0 0
	Town Levels	Do		18 10 0
	Puni Creek and Jetty work	Do		2 10 0
	Cemetery Levels	Do		1 5 0
	Waihopai Bridge approaches	Do		12 15 0
	Profile Markers, Bridge, and sundry works	Do		20 11 0
	Road through Block VI, New River Hundred	S. Kempthorne	274 chains,	2 10 0
	Traverse do. do. do	Do	134 chains,	2 10 0
	Surveying and laying off running trial lines for Great North Road	J. M'Arthur	23 miles,	218 0 0

* Re-survey of condemned Blocks by Townseld.

ARTICLES OF AGREEMENT made and entered into this second day of June, in the year One thousand eight hundred and sixty-two, between James Alexander Robertson Menzies, Superintendent of the Province of Southland, in the Colony of New Zealand, on behalf of the Government of the said Province (and hereinafter designated the "Superintendent,") of the one part, and James Pope Meadows, John Cheyne, and Leslie Cheyne, all of Invercargill, in the said Province, lightermen, trading under the style or firm of "Cheyne and Company," for themselves, their heirs, executors, administrators, and assigns (and hereinafter designated the "contractors") of the other part as follows:—

1. The said contractors hereby covenant with the Superintendent that they will employ the steamer, ship, or vessel called the "Aphrasia," belonging to them, in the services hereinafter mentioned from the twenty-sixth day of February last, for the period of one year; that is to say—Shall take and carry passengers and cargo to and from the Ports of New River, Bluff and Riverton, at the rates and charges, and no greater, specified in the Schedule hereunder written, marked A, and also shall when so required, tow out of or into the said Ports of New River, and the Port of the Bluff, any ship or vessel going into, or out of the said Ports, at such rates as shall be

agreed upon between the said contractors and the master of such vessel, or, in case of dispute, as shall be fixed by the Harbour Master and the Collector of Customs for the time being of the said Ports, or if there be no such persons, by two indifferent competent persons, one to be appointed by the said contractors, and the other by the said Superintendent: And also, shall lighter goods and carry passengers to and from ships or vessels lying at or near the Red Buoy in the said Port of New River, and the Jetty at Invercargill aforesaid, at the rates and charges, and no greater, specified in the Schedule hereunder written, and marked B: And further, that the said contractors shall cause copies of the said rates and charges specified in the said Schedules hereunder written, marked respectively A and B, to be published once at least in the local newspapers of the said Province, and shall also cause such copies to be posted in some conspicuous place in the office of the said contractors. That the said contractors shall not during the continuance of this contract permit the said steam ship "Aphrasia" to be absent from the Estuary of the New River for a greater period than three days at any one time without the license in writing of the said Superintendent first obtained. That while the said steam ship "Aphrasia" shall be in the said Estuary, she shall not be absent from

the anchorage at the Red Buoy for more than twelve hours at any one time unless engaged in towing, tugging, or lightering. That during such time as the said steam ship shall be at the said anchorage, she shall have her fires banked up, her crew on board, and otherwise in readiness to proceed with all convenient speed to tow out of or into the said Ports, or either of them, any vessel requiring the same or any other of the services hereby required upon signals being made for any such purpose. That the said contractors shall, during the continuance of this contract, maintain the said ship or vessel in good repair and working order, in default thereof shall substitute some other vessel of the same power or capacity for the performance of this contract. And further, the said contractors shall in all respects faithfully, diligently, and punctually perform the said several services to the best of their skill and ability.

2. And the said Superintendent hereby covenants with the said contractors that the Government of the said Province shall pay to the said contractors for the said several services the sum of Nine Hundred Pounds, to be paid quarterly, on the twenty-sixth days of May, August, and November in the said year; the first payment to be made on the twenty-sixth day of May 1862, of the sum of Two hundred and twenty-five pounds sterling: Provided always, and it is hereby declared and agreed by and between the said parties hereto, that if the said ship or vessel should become unfit for service, and the said contractors should fail to provide another vessel in lieu thereof, as herein provided, it shall be lawful for the said Superintendent to determine and annul this contract upon giving to the said contractors, or leaving at their place of business, notice in writing of such his intention, and thereupon this agreement, and everything herein contained, shall cease and determine and be absolutely void. And in such case the said contractors shall be entitled to receive a proportion of the said sum of Nine Hundred Pounds to the time of such determination of the contract. And lastly, for the due fulfilment of the covenants, agreements and stipulations herein contained, the said contractors bind themselves in the sum of Two Hundred Pounds, to be recovered as liquidated damages.

In witness whereof, the said James Alexander Robertson Menzies hath hereto subscribed his proper name, and affixed the seal of the said Province; and the said James Pope Meadows, John Cheyne, and Leslie Cheyne have hereto set their hands and seals the day and year first above written.

J. A. R. MENZIES, (L.S.)
JAS. P. MEADOWS,
JOHN CHEYNE,
LESLIE CHEYNE.

Signed, sealed, and delivered
by the several parties hereto
in the presence of

H. A. GILLER,
Clerk to the Superintendent.

SCHEDULE A.

FREIGHT—Invercargill and Campbelltown, to and from, 20s per ton measurement.
PASSAGE FARES—Cabin, 15s each; Steerage, 10s. each person.

FREIGHT—Invercargill and Riverton, to and from, 20s per ton measurement.

PASSAGE FARES—10s each person.

SCHEDULE B.

LIGHTERAGE from Anchorage, New River, to Jetty, Invercargill, 10s per ton measurement.

PASSAGE FARES—3s each person.

J. A. R. MENZIES,
JAS. P. MEADOWS,
JOHN CHEYNE,
LESLIE CHEYNE.

Witness to the signatures of
the several parties hereto,

H. A. GILLER,
Clerk to the Superintendent.

INTERPRETATION.

By the term "banked up," occurring in the second page of this Agreement, it is intended to mean that the furnaces shall be charged with fuel, ready to be lighted at a moment's notice.

J. A. R. M.
J. P. M.
J. C.
L. C.

Witness—

H. A. G.

Superintendent's Office,
Southland, 12th November 1862.

THE following appointments in the Police Force of the Province of Southland are hereby notified:—

EDWARD MORTON, to be Sergeant, Mounted; appointment to date from 1st October.
MICHAEL O'KEEFE, to be Sergeant, Foot; appointment to date from 1st November.

J. A. R. MENZIES,
Superintendent.

[Republished from the *N. Z. Gazette*, Nov. 4, 1862.]

ORDER IN COUNCIL

Establishing Chief Marine Board.

At the Government House, at Auckland, on the thirty-first day of October 1862.

Present—

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by an Act of the General Assembly of New Zealand, intitled the "Marine Board Act, 1862," it is enacted that the Governor in Council shall as soon as conveniently may be after the passing of the said Act, establish a Board to be called "The Chief Marine Board of New Zealand;"

Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council of New Zealand, doth hereby establish the said Chief Marine Board of New Zealand, and doth appoint

CHARLES SHARP, Esquire,
to be President of Marine Boards and Master Warden of the said Chief Marine Board of New Zealand, and doth also appoint

The Hon. READER GILSON WOOD
ROBERT JOHNSON, Esquire
THOMAS ROBERTSON, Esquire
ROBERT GREAVES, Esquire

and
WILLIAM CRUSH DALDY, Esquire
to be Wardens of the said Chief Marine Board.

And doth also appoint the said
ROBERT GREAVES, Esquire,
 to be the Treasurer of the said Chief Marine
 Board.

And doth further appoint and declare that
 this Order shall take effect on and after the
 first day of November, one thousand eight
 hundred and sixty-two.

FORSTER GORING,
 Clerk of Executive Council.

Enquiries respecting John Hartnett.

Colonial Secretary's Office,
 Auckland, 31st October 1862.

ENQUIRIES having been made respecting
 the person named below, anyone who
 can give any information concerning such a

person is requested to communicate the same
 to this office.

F. D. BELL,
 For the Colonial Secretary.

Christian and Surname—John Hartnett.

Age—Not known.

Occupation—Formerly a soldier in the 53th
 Regiment, and stationed at Auckland, (No.
 2463, No. 5 Company).

Married or Single—Not known.

When last heard from by Friends—About
 five years since; had then obtained his dis-
 charge; is reported since to have been
 drowned in the Ranatatae River.

