



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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FRIDAY, AUGUST 7, 1863.

[No. 52.]

PROCLAMATION

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

IN pursuance of the provisions of the  
"Provincial Reserved Bills Act,  
1858," Section 2, I hereby notify that the  
following Ordinances, passed by the Pro-  
vincial Legislature of the Province of  
Southland, namely---

"Town Board Ordinance, 1863."

"Sheep Ordinance, 1862"; Amend-  
ment Ordinance, 1863---

Have been laid before His Excellency the  
Governor, and that His Excellency has  
assented to the same.

Given under my hand, this first  
day of August, One thou-  
sand eight hundred and  
sixty-three.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 27th July, 1863.

IT is hereby notified that  
W. H. PEARSON, Esq.,  
Chief Commissioner of Waste Land  
Board, has obtained leave of absence for  
two months; and that H. G. Fielder,  
Esq., Inspector of Sheep, has obtained  
leave of absence for four months—both on  
account of ill health.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 27th July, 1863.

IT is hereby notified that  
THEOPHILUS HEALE, Esq.,  
Chief Surveyor, has been appointed to  
act as Chief Commissioner of the Waste  
Land Board, in the absence of Mr.  
Pearson.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 27th July, 1863.

IT is hereby notified that  
FRANCIS HAMILTON, Esq.,  
has been appointed to act as Inspector of  
Sheep, in the absence of Mr. Fielder.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 27th July, 1863.

IT is hereby notified that the persons  
named below have been provisionally  
appointed as Assistant Pilots for the  
Harbour of New River; the appoint-  
ments to date respectively as follows:---

ALEXANDER REID, appointed 16th May.  
COLIN M'ARTHUR, appointed 14th June.  
CHARLES CHALKER BEER, appointed  
27th July.  
JOHN TALL, appointed 27th July.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 31st July, 1863.

IT is hereby notified that I have granted  
exemption from pilotage charges at  
the outer anchorage at Bluff Harbour,  
under the conditions of Clauses 10 and  
12 of the Harbour Regulations, as pub-  
lished in the "New Zealand Gazette" of  
22nd February, 1861, to the s.s. "Edina,"  
so long as the said steam vessel continues  
under the command of Captain ROLLS.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 6th August, 1863.

IT is hereby notified that on and after  
10th inst., store rent on all Gun-  
powder deposited in the Magazine will  
be charged at the rate of Five Shillings  
per ton measurement per week.

(By order)  
H. A. GILLER,  
Clerk to Superintendent.

#### NOTICE.

#### FOOTPATH, TAY-STREET, INVER- CARGILL.

IN pursuance of the powers in me  
vested, I hereby give notice, that  
from and after the date of the publica-

tion hereof, the footpaths hereinafter de-  
scribed shall be, and be deemed and  
taken to be, public footpaths within the  
meaning of the Footpaths Ordinance,  
No. 12, Section 8, of the Legislative  
Council of New Zealand.

A footpath, sixteen feet wide, on the  
north side of Tay-street, in that portion  
of the said street which extends between  
Kelvin-street and Jed-street.

A footpath, sixteen feet wide, on the  
south side of Tay-street, in that portion  
of the said street which extends between  
Kelvin-street and Section 10, Block XIII.,  
of the said town.

And which footpaths have been well  
and sufficiently made and completed for  
the use and accommodation of foot-pas-  
sengers.

Given under my hand this fourth  
day of August, One thou-  
sand eight hundred and  
sixty-three.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
5th August, 1863.

ON and after the 10th of August, the  
following

#### RULES AND REGULATIONS

For the Delivery, Opening, and Decision  
of Tenders for Public Works in the  
Province of Southland will be in  
force.

1. No publication of Tenders "ac-  
cepted" and "declined," relating to any  
public works, will be published in the  
"Provincial Government Gazette," until  
the contract for the same shall have been  
fully and finally ratified.

2. All Tenders must be delivered at the  
office of His Honor the Superintendent,  
not later than twelve o'clock at noon of the  
day on which they are advertised to be  
opened; those which may be presented  
after that hour will be declined.

3. Every person who may deliver any  
Tender will be required at the same time  
to deposit a sum of not less than (£2  
10s.) Two pounds ten shillings upon each  
contract which may be estimated to  
amount to £100, or any smaller sum, and  
a similar per-centage upon all contracts  
which may exceed £100 in amount, as an  
instalment of the final deposit, which shall  
in no case be less than £10 per cent., as a  
guarantee of the good faith of the person  
or persons contracting. The deposits of  
unsuccessful tenderers will be returned  
to them on production of their deposit

receipts, and it shall be at the option of the Superintendent what proportion (if any) of the whole amount of security shall be given by personal bond.

4. The name of the successful tenderer will be posted on the notice board in front of the Government Offices immediately the tenders have been decided upon, and he will be required to attend at this office and ratify the contract within twenty-four hours thereafter, upon pain of the forfeiture of the amount of the deposit and of the contract, and of being precluded from the performance of any works for the Provincial Government for a period of not less than six months therefrom.

5. The Government reserves to itself the option of declining to receive all or any Tenders which may not be sent in strictly in accordance with the conditions contained in the specification and advertisement relating thereto.

(By order)

H. A. GILLER,  
Clerk to Superintendent.

#### BLUFF HARBOUR AND INVERCARGILL RAILWAY AND EXTENSION.

NOTICE IS HEREBY GIVEN, that application will be made at the ensuing session of the General Assembly of the Colony, for leave to bring in a Bill to empower the Superintendent of the Province of Southland to take and purchase compulsorily, for the purpose of the Bluff and Invercargill Railway, authorised to be constructed under and by virtue of the Bluff Harbour and Invercargill Railway Ordinance, 1863, of the Provincial Council of the said Province of Southland, certain lands lying and being within the line of the said railway, and the limits of deviation thereof; and also to authorise the said Superintendent to make and maintain extensions of the said railway as follows, that is to say—

1. An extension, leaving the present line of railway at a distance of four chains north-west from its intersection with the eastern boundary of Section 17, Block 7, Campbelltown District, and skirting the line of beach with a radius of forty chains, will be carried along it, parallel to and in close proximity with the line shown on the Campbelltown plan, as the exterior boundary of Nore-street, to a point opposite the north-west corner of Block No. 5, Campbelltown, from which point it will be continued with a radius of forty chains to a point opposite the north-east corner of Block No. 4, from which point it will be continued along the beach, parallel to and in close proximity with the line shown as the exterior boundary of Gore-street to the termination of this extension at the line shown on the Campbelltown plan as Palmer's Boundary. On this extension there will be one gradient only, descending at an inclination not exceeding one vertical to 150 horizontal to the level of four feet above the level of high water spring tides.

2. An extension, leaving the present line of railway twenty chains south of the southern town belt, and entering Annan-street, by reverse curves of forty chains radius, will be continued down the centre of that street, and crossing Crinan, Ettrick, Tweed, and Findhorn Streets, on the level, will be

continued in the reserve distinguished on the town plans as the Public Esplanade, to the site of the proposed Goods Station in that reserve, at the back of the Government Buildings in Dee-street.

There will be no gradients in this extension.

And notice is hereby further given, that copies of the said Bill will be deposited in the Private Bill Office, in pursuance of the Standing Orders of the General Assembly of New Zealand relative to Private Bills, within fourteen days from the commencement of the said session.

And, further, that the plans, sections, and books of reference relating to so much of the land proposed to be taken for the said undertaking as are Crown lands and tidal land, will be deposited before the commencement of the said session in the office of the Colonial Secretary of the Colony.

And that the plans, sections, and books of reference relating to other lands proposed to be taken for the said undertaking, will be deposited in the office of the Registrar of Deeds, at Invercargill, in the said Province of Southland, within twenty days from this date.

Dated at Invercargill aforesaid, this fifth day of August, One thousand eight hundred and sixty-three.

J. A. R. MAWZINS,  
Superintendent.

#### SAILING DIRECTIONS FOR EN- TERING THE PORT OF INVER- CARGILL.

VESSELS bound for New River should steer for the north end of Point Island, around which, to within a cable's length, there is not less than five fathoms water. A small patch is said to exist about a quarter of a mile off in a westerly direction, but the pilots have not been able to find less than five fathoms on it, hard sand bottom. Outside the Bar, in six fathoms, is moored a spiral-shaped black buoy, bearing from the north end of the Island north half a mile. Steer for this buoy, and as you approach it, the leading beacons, painted white, will come on with each other bearing from you E.  $\frac{1}{4}$  S. Keep the beacons, in one, leaving the black buoy on your port hand, which will lead you over the bar in fifteen feet at low water, spring tides. The breadth of the bar is about a good cable's length, and inside of it, in four fathoms, is a spiral-shaped white buoy, marking the south side of the channel.

The course from this buoy, to about two cables' length above the Pilot Station, is E.  $\frac{1}{4}$  N., and from thence, to about four cables' length farther up, E. by N. The channel then gradually bends to the northward until past the Bombay Rock.

The Pilot Station is situated between the leading beacons, and, except in heavy gales, a pilot will board the vessel abreast of the station; but, should the wind and sea be too strong for him to put off, the

shipmaster, by attending to the following directions, may be able himself to conduct his vessel to a place of safety:—

The Channel is marked by white buoys on the starboard or south side, and by black buoys on the port or north side. Keep midway between the black and white buoys.

About three cables' length below the Bombay Rock lies a small rock called the "Guiding Star Rock," with only four feet water over it. A white buoy has been placed on the west side of this rock, in twelve feet water. The Sand Spit, on the opposite side of the Channel, has been advancing into it during the last six months, and at present the breadth of the passage between the Spit and the rock is so narrow, that it would not be prudent for a stranger to run through.

It would be safer to anchor abreast of the second black buoy, above the Pilot Station, where a vessel with good ground tackle could ride in comparative safety.

The leading mark to pass midway between the rock and the Spit is:—Keep the high hummock on the extreme end of Sandy Point a sail's breadth open to the eastward of the iron white beacon on Bombay Rock, bearing N.E.  $\frac{3}{4}$  N. When abreast of the white buoy, keep off a little, so as not to shave the point of the Spit too close; a N. by E. half E. course will then lead you through between the Bombay Rock and the black buoy on the opposite side of the channel.

On the west side of the Bombay Rock is placed an iron beacon, surmounted by a barrel painted white. The top of the beacon is fifteen feet above low-water mark, and the rock projects from the beacon twenty feet W.N.W. into the channel; immediately beyond there is eighteen feet water. The course from abreast of this beacon to the second white buoy, as you proceed upwards, is N.E. by N., and from thence to the third white buoy N.E., but allowance must be made for the set of the tide, which runs through the blind channel and strikes across the ship channel, between the Bombay Rock and the first white buoy above it.

The flood setting east, the ebb west.

The best anchorage for a stranger to take is abreast of the third white buoy from the Bombay Rock, letting go the anchors nearest to the S.W. side, as it is pretty steep, too. The depth of water near the shore is three, and, in mid-

channel, five fathoms—good holding ground.

It is high-water full and change at the Pilot Station at 12h. 30m., and the rise of tide from six to eleven feet, according to the winds and state of the tides; westerly winds setting the tides up.

A Flag-staff has been erected on Steep Head, on which will be hoisted, on and after the 15th August, 1863, tidal signals, nearly the same as shown at Lonsdale Point, Port Phillip, viz. :—

BETWEEN SUNRISE AND SUNSET.

During the first quarter flood, a blue flag half-mast high.

During the second quarter flood, a blue flag at the mast-head.

During the third quarter flood, No. 7, Marryatt's, half-mast high.

During the last quarter flood, No. 7, Marryatt's, at the mast-head.

EBB TIDE.

During first quarter, a blue flag half-mast-high, with a ball underneath.

During second quarter, a blue flag at mast-head, with a ball underneath.

During third quarter, No. 7, Marryatt's, half-mast high, with a ball underneath.

Last quarter, No. 7, Marryatt's, at the mast-head, with a ball underneath.

When the sea is high on the bar, a black ball will be hoisted at the north yardarm, in addition to the tidal signals; but, when it is unfit for a vessel to enter the harbour, the tidal signals will not be shown, but two black balls will be hoisted at the north yardarm. Communication may be had with vessels at sea, by means of Marryatt's signals, at the south yardarm.

Marryatt's signals, at the north yardarm, will be intended for the pilots at the station.

Masters of vessels should not run for the harbour during the ebb tide, unless with a good commanding breeze, smooth water, and with a vessel easily steered.

The bearings and courses given are by compass, and the soundings at low water spring tides.

J. B. GREIG,  
Harbour Master.

## RETURN OF CATTLE BRANDS

Registered during the month of July, under the "Cattle Branding Ordinance, 1862."

No.	Date.	Name of Owner.	Residence.	Hundred.	Description of Brands.	REMARKS.
1	July 6 ...	Alexander Smith ...	One-tree Point	Invercargill	A.S.	
2	„ 10 ...	John Mitchell ...	Dipton Bush ...	... ..	JM	
3	„ 24 ...	Henry Young ...	Cluredale, Riverton	... ..	Ⓚ	
4	„ 24 ...	Lee and M. Clymont	Heddon Bush Station	... ..	TL	
5	„ 30 ...	C. H. Tibbits ...	Mataura River, M'Kellar's Station	... ..	Ⓚ	

J. F. KELLS,  
Registrar.

Invercargill, Southland, 3rd August, 1863.

## RETURN OF CATTLE SLAUGHTERED

In the Province of Southland, from 1st to 31st July, 1863 (inclusively).

Place of Slaughter.	Great Cattle.	Sheep.	Pigs.	TOTAL.
District of Invercargill ...	179	957	39	1,175
District of Riverton ...	11	10	Nil	21
TOTAL ... ..	190	967	39	1,196

The Riverton return dates from 15th July, on which date Slaughter Licenses were first issued at that place.

J. F. KELLS,  
Registrar of Brands.

Invercargill, Province of Southland,  
6th August, 1863.

## ERRATUM.

On page 246, No. 50, July 29th, 1863, *instead of* "Clyde-street, 58 chains ditching," *read* "Dee-street, 58 chains," &c.

