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# SOUTHLAND PROVINCIAL GOVERNMENT GAZETTE.

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TUESDAY, 10TH MAY, 1864.

[No. 16.

## PROCLAMATION.

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

In pursuance of the power in me vested in that behalf by the "Licensed Hawkers' Ordinance, 1863," I hereby proclaim and declare that the districts named and described in the schedule hereinunder written shall be districts under the said Ordinance, from and after the first day of May, 1864.

Given under my hand this twenty-seventh day of April, one thousand eight hundred and sixty-four.

J. A. R. MENZIES,  
Superintendent.

## SCHEDULE.

Invercargill District—Including the Town and Hundred of Invercargill.

Campbelltown District—Including the Town and Hundred of Campbelltown.

Riverton District—Including the Town of Riverton and Hundred of Jacob's River.

## NOTICE.

FOOTPATH—PALMERSTON STREET,  
RIVERTON.

In pursuance of the power in me vested, I hereby give notice that from and after the date of the publication hereof, the footpath hereinafter described shall be and be deemed and taken to be a Public Footpath, within the meaning of the Footpaths' Ordinance, No. 12, Section 8, of the Legislative Council of New Zealand:

A Footpath along the East side of Palmerston-street, Riverton, in that portion of the said Street which extends between the South corner of Section 21, Block I., to the North corner of Section 13, Block VII., at Delhi-street, and which footpath has been well and sufficiently made and completed for the use and accommodation of foot passengers.

Given under my hand this twenty-sixth day of April, one thousand eight hundred and sixty-four.

J. A. R. MENZIES,  
Superintendent.

## NOTICE.

**I** HEREBY certify that Charles William Rohner of Invercargill, in the Province of Southland, has this day, in terms of an Ordinance passed by the Legislative Council of New Munster, Session 1, No. 2, of 1849, and intituled an "Ordinance to define the qualifications, and to provide for the remuneration in certain cases of Medical Practitioners," submitted for my examination, his Diploma admitting him a Doctor of Medicine, of the University of Prague.

Dated at the Resident Magistrate's Court, Invercargill, this 25th day of April, 1864.

MATTHEW PRICE,  
Resident Magistrate.

**I**T is hereby notified, that the following gentlemen were appointed to the offices named below at the dates set opposite their names; but owing to an oversight, their appointments have not previously been Gazetted.

Electric Telegraph Department.—John A. Hutton, appointed Operator, 12th January, 1864.

John W. Mason, appointed Operator, 24th January, 1864.

By order

W. H. AYLMEY,  
Clerk to Superintendent.

## INVERCARGILL PUBLIC POUND.

25th April, 1864.

**I**MPOUNDED one dark brown Horse, branded LS (L reversed) near shoulder, like 35 off ribs. If not claimed to be sold at the Pound here on the third day of June next, at 12 o'clock noon.

JAS. T. PETRIE,  
Poundkeeper.

## WALLACETOWN PUBLIC POUND.

23rd April, 1864.

**I**MPOUNDED on Saturday, one red and white spotted bull, branded JS off rump.

One strawberry cow, aged, both horns cut, branded WC off rump. If not claimed to be sold at the Pound here on the third day of June next, at 12 o'clock noon.

F. PELLING,  
Poundkeeper.

SAILING DIRECTIONS FOR  
BLUFF HARBOUR.

Vessels bound to Bluff Harbour from the westward, during westerly winds, should steer for Look-out Point, and haul round within two cables' length of the shore, under easy sail, having all fore and aft sails ready for setting, the sheets over to starboard, both anchors clear, with buoys and buoy ropes attached, and thirty fathoms range overhauled on each cable. In moderate weather the Pilot will board off Look-out Point; but should it be blowing hard he may not be able to get from under lee of the land. In this case the vessel's way should be deadened as much as possible by *bracing-by* the yards to allow the boat to get alongside, as there is not room between the Sandspit and the shore for a large vessel to round to. Should the Pilot not be able to board, steer to pass about a cable's length and a half off Sterling Point, and *bring up* about two cables' length north of it, and nearly the same distance off the western shore abreast of a large rock on the beach, with a white patch on it, in from 5 to 7 fathoms good holding ground. Strangers should not go further in than this without a Pilot.

Vessels from the eastward should steer for the sandy point about three miles to the eastward of the Harbor, till within half a mile of the shore, (which is bold to within a cable's length); then steer about W. by N., along the shore keeping the same distance off till near Te Waewae's rock, off which the Pilot will board when practicable; should he not be able to board, keep the shore of Te Waewae's Point on board within a cable's length, till it bears north; then steer N.W. by W.  $\frac{3}{4}$  W. for the red buoy on the east end of the sandspit, keeping it on with the remarkable sand patch at head of the bay) which leave half a cable's length on either hand, according to which arm of the harbour you intend bringing up in.

Vessels from the eastward, taking the passage between Dog Island and the sands, should give Dog Island half a mile berth, and steer about west for Look-out Point till the flagstaff on Sterling Point bears north; then steer in as before directed.

In event of a vessel having to run in during a strong south-east gale, when it might be impossible for the Pilot to put off, steer for Sterling Point, as before directed—from thence N.W. by N.  $\frac{3}{4}$  N. for the western part of Te Waewae's Point till within a cable's length, then steer N.W. by W.  $\frac{3}{4}$  W. for the red buoy as before mentioned, and leave it half a cable's

length on the port hand, bring up  $2\frac{1}{2}$  cables' length farther in abreast of the first black buoy in 7 fathoms, giving it a berth of a cable's length.

During westerly gales vessels may run for the outer anchorages at any time of the Tide, and come too, either to the southward or northward of Sterling Point according to the direction of the wind; south, if the wind is north of west; or north, if south of west. The best anchorage south of Sterling Point is half way between it and the next point; not opening Te Waewae's Point with Sterling Point; in 6 fathoms flagstaff on Sterling Point bearing north.

The best time to run into the harbour is at slack water, but when the wind is out or westerly, vessels should endeavor to make the Port at half flood.

When a red flag is hoisted on the west yardarm of the signal-staff on Bluff Hill it will mean *lay to*, keeping the port under your lee; when it is hauled down *bear away* for the port. Should the red flag *not* be hoisted keep on your course as before directed.

Signals by Marryatt's made on the *east yardarm* will be to vessels in Port, or to the Pilot Station; on the west yardarm, to vessels outside. Private signals will also be made having reference to arrivals only. Vessels passing are requested to show their numbers, and their names will be telegraphed to Invercargill, and when the line is completed, through-out New Zealand.

#### BETWEEN SUNRISE AND SUNSET.

On and after the 1st of June, 1864, Tidal Signals will be hoisted on the flag-staff Bluff Hill similar to those in use at New River, viz:—

#### FLOOD TIDE.

When the Tide begins to flow in mid-channel, and

During first quarter—A blue flag half-mast.

During second quarter—A blue flag at mast head.

During third quarter—No. 7 Marryatt's half mast.

During last quarter—No. 7 Marryatt's mast head.

A ball under the flag will denote the same stages of the ebb.

#### BETWEEN SUNSET AND SUNRISE.

A red light will be hoisted on the

signal-staff, Sterling Point. Masters of vessels are cautioned not to hug the Point too close, as the reef extends about a cable's length to S.E. of the flag-staff.

High water, full and change, 1 hour 20 minutes; rise and fall, from 4 to 10 feet.

The Tides are greatly influenced by the winds—high Tides with westerly gales.

The stream in mid-channel runs in one hour after high water, and out one hour after low water.

The flood comes from the westward, and makes a sweep round the land, about two cables' length off setting east off Look-out Point, from  $1\frac{1}{2}$  to 3 knots an hour, and gradually drawing in towards the entrance where it sets N.W., from 5 to 7 knots.

The ebb comes from the eastward, and sets from Te Waewae's rock, S.W. towards Sterling Point. The Tide out of the Harbour sets S.E., gradually trending round the land to the westward off Look-out Point, setting west. There is little or no current during the ebb, within the triangular space formed between the small red buoy, Te Waewae's Point and Te Waewae's rock.

Buoys on the sand spit lying to S.E. of the Harbour—on the S.W. extreme end—a red buoy in 7 fathoms, Look-out Point bearing W. by S. Sterling Point, N. by W.  $\frac{3}{4}$  W.

On its nearest part to Sterling Point—a white buoy in 6 fathoms, Te Waewae's rock bearing north. Flagstaff on the hill, W. by S. On the N.E. extreme end a red buoy in 6 fathoms, east end of Dog Island bearing S. by E.  $\frac{1}{4}$  E. Te Waewae's rock W.  $\frac{3}{4}$  N.

Between the last mentioned buoy and Te Waewae's rock. On its north side, a black buoy in  $4\frac{1}{2}$  fathoms.

West end of Dog Island S.E. by S. Te Waewae's rock W. by N. On the three fathom patch, a small red buoy, Te Waewae's rock N.E. Te Waewae's Point N.W.

There is a small sandy knoll  $2\frac{1}{2}$  cables' length N.E. by E. off Sterling Point, with  $2\frac{1}{2}$  fathoms, on which a white buoy will be placed. The best course is midway between these buoys and the shore.

#### HARBOUR BUOYS.

On the "Excellent" Rock,  $1\frac{1}{2}$  cables' length E.  $\frac{1}{2}$  N. of Burial Point on which there is 12 feet at low water, a chequered buoy. On the outer edge of the rocky

patch north of Burial Point a black buoy in  $2\frac{1}{2}$ . On the reef extending W. by N.  $\frac{1}{2}$  N.  $1\frac{1}{2}$  cables' length from Te Waewae's Point, a white buoy in  $2\frac{1}{2}$  fathoms. On the east end of the sand spit, a red buoy in 3 fathoms; on its north side a black buoy in 3 fathoms; on its south side a white buoy in 3 fathoms; north side of north channel a white buoy in 3 fathoms. Entering by either channel, black buoys to be left on the port hand, white on the starboard; red on either hand according to which side of the danger they mark you intend to pass; chequered buoy on either side.

There is an excellent wharf in the south arm of the harbour that vessels drawing 22 feet of water can get alongside

of at ordinary tides. Moorings are also laid down one cable's length N.W. of the wharf, and when not occupied by a vessel are attached to a black and red buoy, the anchors of which are 75 fathoms apart north and south. The bearings are magnetic, and soundings at low water spring tides.

Te Waewae's Rock is the eastern extremity of the North Head, and Te Waewae's Point the western.

Vessels drawing less than 16 feet may steer across from Te Waewae's Rock, for the anchorage off the Big Rock before described, at any time of the tide.

THOS. THOMSON,  
Harbor Master.

CATTLE BRANDS REGISTERED DURING THE MONTH OF  
APRIL, 1864.

DATE.	NAME OF OWNER.	RESIDENCE.	BRANDS AND DESCRIPTIONS.	REMARKS.
April 6	James Grieve	Branxholme	+G	
April 7	Duncan Campbell	Riverton	EC	
April 7	Cassels Bros.	Riverton	C in triangle	
April 15	James Jamieson	Forest Hill, New River	JJ	
April 18	James Smith	Riverton	8 in circle	
April 20	George Goodwillie	Invercargill	G G	
April 21	Patrick Deegan	Ryal Bush	PD	
April 22	James Pattison	Longwood Range	JP	
April 23	John Pattison	Longwood Range	JP conjoined	
April 27	Alexander Garden	Wild Bush	L reversed	
April 27	Alexander Garden	Wild Bush	WP conjoined	
April 27	Alexander Garden	Wild Bush	Z	

C. MORTON,  
Registrar of Brands *pro tem*

**R**ETURN OF CATTLE Slaughtered in the Province of Southland, from 1st to 30th April, 1864.

DISTRICT IN WHICH SLAUGHTERED.	GREAT CATTLE.	SHEEP.	PIGS.	TOTALS.	REMARKS.
Invercargill .....	129	447	12	588	
Riverton .....	12	64	—	76	
Winton .....	18	7	—	25	
Lowther.....	—	7	—	7	
Greenhills .....	10		—	10	
Campbelltown .....		119	4	123	
Totals .....	169	644	16	829	

C. MORTON,  
Registrar of Brands, *pro tem.*

