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# SOUTHLAND PROVINCIAL GOVERNMENT GAZETTE.

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## REPORT OF THE CHIEF SURVEYOR.

Survey Office, Invercargill,  
July 19, 1864.

SIR,—With a view to my early departure from the Province, I have the honour to submit a report on the present condition and occupations of the Survey Department.

No returns of work done, cost, &c., have been prepared, since it is in every respect better that these should be made up annually, to a certain date. If desired, however, the amount of work performed by any particular surveyor, with the cost, or that of any particular block can be immediately ascertained from the books of the department, which, under the care of Mr. Wright, are in a condition to afford every required information at sight.

The largest and most important work on hand is the "Triangulation," which, as stated in former reports, has been carried across from the western side of the

Province, to the north of all the previously surveyed lands, to meet and close with the "Triangulation" from the eastern frontier, executed last year by Mr. Mueller.

Mr. Baker has been engaged in this, and it is now finished, except a more complete closure which it is desirable to make at Woody Knoll, and which involves a good deal of forest clearing.

These two Triangulations, which together make a complete zone across the Province, have both, but especially the last, been conducted with extreme care, with the object of closing with the various and detached Triangulations formerly executed, and of clearing up and eradicating some errors which had crept into them; these have all proved to be so small, as not to lead to any sensible inaccuracy within the limits to which they have been confined, but had Triangulations been continued on from these, instead of starting from independent bases and observations, the divergences would have inevitably increased.

The chief discrepancies now amended  
 are errors in length amounting to —  
 1259 th  
 minus, in the Jacob's River District sur-  
 1  
 veys and — + in the Waimatuku Trian-  
 1111

gulation, and an error of meridian vary-  
 ing from 3' to 4', which runs in a very  
 perplexing manner through several of  
 the old Triangulations, and which has  
 frequently been a source of great trouble  
 and delay to surveyors.

The advantages to be derived from the  
 Triangulation now nearly completed are  
 not confined to the elimination of these  
 small errors; the reciprocal proof  
 afforded by these numerous closures con-  
 conclusively establishes the absence of all  
 other error, and they enable me to assert  
 with confidence that there is not within  
 the Province, a road line, or the side  
 line of a section, which varies more than  
 4 minutes from its stated bearing, or of  
 which the given length is in error beyond

1  
 12 links or — in a mile, and that the  
 666

ordinary range of inaccuracy is far with-  
 in these limits; moreover the certainty  
 now attained, is such as to render any  
 further check unnecessary; and the Tri-  
 angulation can be carried forward from  
 the stations now established, to the ex-  
 tremities of the Province, without any  
 further recurrence to the prime meridian,  
 or without making any new base, except one  
 of verification, at some future period,  
 probably near Te Anau Lake.

As described in former reports, the  
 size and form of the Province, rendered  
 it unnecessary to treat the surface other  
 than a plane; to avoid however some in-  
 conveniences, I have arranged that for  
 the future, the latitude and longitude of  
 the principal Trigonometrical stations, and  
 the convergences of their meridian, with  
 that of the Bluff, (to which all the sur-  
 veys primarily refer), shall be calculated  
 and properly tabulated, and be noted on  
 the maps.

This will, I think, make these surveys  
 as perfect as it is practicable or desirable  
 that colonial surveys should be, looking  
 at the necessity of keeping down ex-  
 penses, and of preserving the greatest  
 simplicity possible. For this perfection,  
 I desire to take no credit, beyond that  
 of having carefully followed out the ex-  
 cellent system I found established by  
 Mr. J. T. Thomson, but to the value of  
 that system and the importance of main-  
 taining it intact, I am bound to add my

testimony at all times, and especially  
 when I am about to cease to conduct the  
 surveys of the Province.

The importance of certain accuracy in  
 surveys, is apt to be only felt from its  
 absence, and none can fully appreciate  
 it, but those who have witnessed the  
 hopeless confusion which arises from a  
 bad system, and who are aware of the  
 difficulty of rectification. Not the worst  
 evil which flows from a bad system of  
 survey, is the effect produced on the sur-  
 veyors themselves; the loose system of  
 humouring, inevitable where surveys are  
 conducted by men traversing and plot-  
 ting, soon creates an inaptitude, for that  
 accuracy which must be habitual with  
 one who has to test the closure of all his  
 work by calculation, and who knows that  
 any discrepancy will be noted, and must  
 be explained.

The present disposition of the *per-  
 sonnel* of the staff, is as follows:—

1. Mr. Baker, assistant surveyor, hav-  
 ing as before stated all but finished his  
 Triangulation, and his presence not being  
 required constantly at Woody Knoll, will  
 under any circumstances, be chiefly at the  
 survey office for some weeks, finishing his  
 calculations, tabulating the results, and  
 completing his maps. While absent, I  
 should trust to him to exercise any super-  
 vision required on any portion of the  
 survey work, a duty to which he is in  
 every way equal, and should I find it  
 necessary to leave the department, I  
 would beg earnestly to recommend his  
 claim on the Government.

Some time ago, Mr. Baker, with my  
 sanction, and the consent of the His  
 Honor the Superintendent, took as an  
 articled pupil, Mr. M. Pugh, a gentle-  
 man of university education, and possess-  
 ing particular aptitude for the profession  
 of a surveyor.

Mr. Pugh has now completed the  
 term of his pupilage, and I hope that it  
 may be possible at any early period to  
 employ his services in a better capacity.  
 It might be desirable that he should  
 have some employment in the office be-  
 fore being appointed as field surveyor.

2. Mr. McArthur, assistant surveyor,  
 is engaged in carrying on the Triangula-  
 tion up the Valley of the Oreti, and  
 laterally over the Hokanui Hills and the  
 Moonlight Ranges; the valleys being  
 level, and likely ere long to be occupied  
 by a settled population, it is intended to  
 keep the triangles of moderate size, and  
 of the best possible condition in the flats,  
 and to carry much larger triangles over  
 the hills, which are suitable for pastoral  
 purposes only.

Mr. McArthur has had some small experience in Triangulation, but, if only for the sake of securing uniformity, it will be desirable that in my absence Mr. Baker should supervise this work.

3. Mr. Mitchell, Sub-assistant surveyor, is at present completing the survey of the Peninsula formed by the Oreti River and Waihopai estuary, opposite Invercargill.

It was desirable that this should be done in order to fill up one of the few remaining gaps in the old surveys, but it might, to great advantage, have been left until spring, and Mr. Mitchell would have been better employed in the office finishing up the work he has executed between Invercargill and the Bluff, but the necessity of finding employment for the survey men, impelled me to keep him in the field in very wet ground, and at a season when such work is much more costly than at any other.

All Mr Mitchell's work is highly satisfactory; he is a most pains-taking and improving surveyor.

4. Mr Weetman has been constantly employed in the Aparima Hundred. Nothing can be more satisfactory than all the work performed by this gentleman.

5. Mr Clement Johnstone was employed in surveying land to the north of Spar Bush, but as this cannot be sold until the new land law comes into force, he has been called in. He is a good surveyor, equally familiar with engineering work, and is also very valuable in the office.

6. Mr Maling has been employed in the Mataura Hundred and its vicinity. I should have been glad if he could have been called in during the winter, but the necessity of keeping his party employed prevented it.

7. Mr Butler is now employed in laying off an extension of the township of Riverton, on the Maori Reserve at that place, and in some sub-divisions of other parts of that reserve, as arranged by the Commissioner of the General Government. There is a small block on the left bank of the Waimatuku River which I propose that he should survey when disengaged, which will be in a week or two, and a section of 400 acres has to be surveyed on the coast, beyond Jacob's River, which it will be convenient for him to do.

The office establishment consists, as before, of Mr Stevens, Draughtsman, and Mr. McGowan, assistant ditto; both are most efficient. In the reductions which were

made in June, the salary of Mr Stevens was lowered from £275 to £225 per annum. This presses very heavily on him and hardly places him on a fair footing as compared with the second officers in other departments; he has charge of very important documents, and in the absence of the chief surveyor, he has to undertake the whole responsibility of the department.

The lithographic printing is carried on by Mr Hughes. In addition to the maps which have, I believe, been found convenient to the public, many forms and other matters have been printed for other departments, by which a considerable saving is effected.

Experience shows that the only maps likely to be satisfactory, are those printed in the Office. Before the lithographic press was provided, upwards of 18 months ago, a map of the country to 20 miles north of Invercargill was sent to England to be engraved; a few copies only of that map have just now arrived. It is certainly much better got up than could have been done in the colony, but it is by the long delay so much behind the present state of the surveys, that its utility is very much impaired.

In consequence of the non-arrival of the map from England, another map of the province was ordered to be lithographed in Melbourne; a long delay took place in its arrival also, and when it came its execution was anything but what was expected. As we have now a press large enough to print a map of the Province, there will in future be no necessity for having any mapping executed elsewhere than in the office, except from time to time to add to the plate in England the new surveys, and to print off fresh editions from it as required.

I cannot close this, which is likely to be my last report, without bearing testimony to the steadiness, the energy, and the unvarying attention with which all the officers of the department have applied themselves to the performance of their respective duties.

No head of a department ever enjoyed more constant and effective support from all its officers than I have had, and I trust that should I now leave it, the mutual good understanding and *esprit du corps* which now animates the staff will still be maintained and invigorated.

I append copy of an interesting report

I have received from Mr Baker on the triangulation executed by him.

I have the honour to be,

Sir,

Your most obedient servant,

THEOPH. HEALE,

Chief Surveyor.

His Honor the Superintendent,  
Southland.

Survey Office,  
Invercargill, July 16, 1864.

SIR,—I have the honour to send you the following report of the Trigonometrical Survey of Southland, on which I have been engaged during the summer of 1864.

Having to finish the survey of the New River Harbour, it was late in the season before I could take the field, and it was not until the middle of December that I commenced the trigonometrical survey of the Aparima Hundreds.

After carefully inspecting the ground, I selected the Otautau Flat for the base line, and after the line had been properly cleared and ranged, I measured it three times with one of Troughton and Simms' steel standard chains which had been compared with the standard laid down by you at the Survey Office in Invercargill.

I carefully registered the readings of the thermometer at every fifty chains. The respective chainages and mean readings of thermometer were as follows.

1st—17944.98 mean reading thermometer.....	98.50
2nd—17945.51 mean reading thermometer.....	86.10
3rd—17946.12 mean reading thermometer.....	56.36

The differences of chainages would therefore be between the—

1st and 2nd—.53 of a link.

2nd and 3rd—.61 do do

3rd and 1st—1.14 do do

This is considerably under the maximum error allowed in measurements with a standard chain, and when the difference of temperature is taken into consideration the results of the three measurements are most satisfactory, and the mean of the three may be considered as absolutely correct for a minor triangulation.

The base line was most carefully levelled by Mr Butler, (sub-assistant surveyor.) The total rise from A. to B. is 33.09 feet. If this had been a gradual rise, the horizontal value of the measurement

of the base line would have been unaffected, but as the base line was intersected by several small gulleys, I calculated the horizontal value of every chain, where the rise or fall had been over .50 of a foot to the chain; the deduction for any thing under that would be less than .0028 of a link to the chain, which is quite unappreciable in measurements with a standard chain.

After I had selected and built the stations on the west side of Aparima, I proceeded to the Bluff to carry on the meridian as laid down by the chief surveyor of Otago in 1857. I was unavoidably delayed by bad weather for three weeks, but succeeded in getting a very complete set of bearings to a signal fire on Observation Hill, the highest peak of the Wairio Downs. I also got an equally good set of bearings from Observation Hill to the Bluff, using a heliotrope as my object of observation instead of a signal fire. The superiority of a heliotrope as a distant signal for observation, I brought under your notice in a former report.

The length of the sides of the triangles in the Aparima Hundreds average about  $2\frac{1}{2}$  miles, and very few of the angles are under  $50^\circ$  degrees excepting where I had to close on small sides of triangles, in the Jacob's River and Waimatuku triangulations. The meridian of my survey closes within one minute (1.00") with the Jacob's River triangulation, which was executed by Mr. Hately under the Otago staff.

The difference in length of the side LK of the triangle LKD in the Jacob's River triangulation, is 15 links in 18890 is no doubt to be attributed to the fact that the Otago survey staff had no standard laid down in Southland, to compare the different chains used in the detached trigonometrical surveys.

The length of the sides of the triangles on the Oreti Plain to the east side of the Aparima, average rather over three miles, and few of the angles are under  $60^\circ$  degrees. I have had great difficulty in carrying the triangulation across the Oreti River, having to cut several lines through the scrub, on the river, 20ft in width, varying from ten to twenty chains in length, the plain on either side being too low to be able to see over the scrub.

The difference of the meridian in the closure with the Winton triangulation is  $3' 30''$ , this meridian having been carried on from the New River triangulation.

The meridian of the block surveys of the Winton District, has been carried on

from the New River triangulation and as the blocks of that district are all finished and plotted, it would not be advisable to alter it. A note on the block maps to the effect that the meridian of the Winton District varies 3.30" from the Oreti triangulation, will prevent at any future period, any question from arising as to the difference of the meridian between the triangulation and the block surveys.

The calculations of the Oreti triangulation are not sufficiently forward for me to be able to state the difference in the closure with the Winton triangulation; but as all the triangles are well conditioned I do not contemplate that there will be any considerable difference.

The only part of the triangulation to complete is the closure with Mr. Mueller's Mataura triangulation; this will be a work of considerable difficulty, as the two surveys are separated by a long strip of bush, on the east side of the Oreti River, commencing opposite Hillend Creek, and running south, parallel to the river, forming the Winton and Forest Hill Bushes.

This closure will be very desirable, if not absolutely necessary. It will be a check on the two principal trigonometrical surveys of the Province; they have both been carried on independently of the old Otago surveys, which have been closed with and checked, at every possible point.

A good closure between these triangulations will be an absolute guarantee of the correctness of both, as they have been started on the same meridian in two different parts of the Province, the base lines have been chained with the same chains, and the instrumental work has been done with the same theodolite.

To make a closure between these two surveys, it will be necessary to clear the top of the Woody Knoll, which will probably take three weeks to accomplish.

These two surveys if connected, will form a continuous chain of triangles from the Mataura River, the eastern boundary of the Province, to the Waiau Plains, from which any triangulations may be carried to the northern parts of the Province.

The total area of the country triangulated by me this summer will be about 150,000 acres, and the cost, including the closure with Mr. Mueller's triangulation, will slightly exceed 1½d. per acre.

Not having any field notes in town, I cannot give a detailed account of the nature and character of the ground, soil, &c., &c. In the Aparima Hundreds the

country under the Woody Hills, between Scott's and Raymond's Gap, is very good and will probably find a ready sale when thrown open for application.

The country round Woodlaw and round to Mr. Martin's station is not so good, being uneven and full of crab holes.

The terraces between W Head, Waicola, Wairio, and Opio creeks, are very rough at the south end of them, but improve as they go north, and at the northern boundary of the trigonometrical survey the ground is very good.

The land on the ridges to the north of Ray's Bush, is of a very superior quality, and well adapted for agricultural purposes, as is the Aparima River Flat to the north of the Aparima Hundreds.

The principal roads through this district will be the Riverton road to the Lake, the road through Raymond's Gap, to the lower Waiau plains, and the road to Messrs. Martin's, Holt's, and Reinecker's runs.

The road to the Lake through this district passes up the Aparima River Flat; and with the exception of one place, where a swamp forces the road into the Aparima River bed, is on good sound ground, and will not offer the slightest difficulty to any surveyor, in laying it out.

The road to the lower Waiau passes through several small swamps, but the generality of the ground is hard and sound, and with a very little trouble a good line of road may be laid out through Raymond's Gap. The road up the Waicola terrace to Mr. Martin's station is a very fair line of road except where it crosses the Opio River Flat, which is always more or less flooded during the winter months.

The general character of the Oreti Plains is very rough and uneven, with crab holes, but the country will greatly improve when burnt off and stocked. The plain is intersected with several small swamps but they are of no great extent.

There will be several blocks of fine land on the east side of the Aparima, round about Heddon Bush.

The Oreti Flat on the west side of the river above Winton, is very superior agricultural land, and easily accessible from the North Road.

I found an excellent line of road leading from Ray's Bush, down a stony flat towards Winton; this road will be of great importance some day, as it will save at least 8 or 10 miles in the distance from Ray's Bush to Invercargill, and un-

doubtedly when the Aparima Valley and the Oreti Plains are brought into cultivation, all the traffic will cross the Oreti plain by this road to the Northern Railway at Winton, and so on to the capital of the Province, and not to Riverton which is the present outlet of the Upper Aparima Valley.

With the exception of one or two small swamps, the whole of this road is on perfectly sound ground throughout. From the Oreti River to Winton, there might be a very good line of road reserved round the south point of Winton Bush.

There is also a branch line of this road in the terrace land on the north side of a creek called the Bogburn. This is a more direct line to Winton, but it could not be so easily opened as the former line; it would cross the Oreti River about  $2\frac{1}{2}$  miles higher up than the crossing of the other line of road. The ground on this line on the east side of the Oreti, is not so good as on the other, and it would require a short cutting, through a narrow part of bush opposite the Winton Township.

I would suggest that the former of these two lines, should be surveyed in the course of the ensuing summer, throughout, as the system of carrying a main line of road from block to block by different surveyors, is apt to lead to the road being made to suit the sub-division of the respective blocks. It will require a man that will take the trouble to go over the line several times, before he attempts to lay it out on the ground.

There is some very fine land on the west side of Spar Bush, probably enough for two blocks.

I cannot report on the quality of the land at the south end of Hillend Bush, as I have not been over it yet.

When I have my field notes, I will make a more detailed report on the different parts of the country I have triangulated this summer.

I have the honour to be,

Sir,

Your most obedient servant,  
(Signed) JOHN H. BAKER,  
Assistant Surveyor.

To the Chief Surveyor,  
Southland.

#### REPORT OF THE DEPUTY CHIEF SURVEYOR.

Chief Surveyor's Office,  
Southland, Nov. 7, 1864.

SIR,—I have the honour to submit for your inspection, the tabular returns of the Survey Department, for the year ending 30th September, 1864.

The excessive cost of the Winton blocks, (surveyed by Mr. McArthur), is owing to the intricate and troublesome nature of the traverse of the Oreti River through scrub, and to his having to re-survey, and straighten the Great North Road.

The blocks in the Campbelltown Hundred were necessarily costly, but I do not think the price excessive, when due allowance has been made for a great number of old claims of small areas, which had to be laid out, and in many cases altered. Several private surveys also had to be closed with and verified.

Comparing the returns of this year, with those of 1863, I find that the section surveys of the year 1863, exceed those of 1864, by 5551 acres, but the area of country triangulated is greater this year than in 1863.

The tabular returns of 1863, includes 21,000 acres of section surveys, and 158,000 acres of triangulation, which was surveyed by contract, so that the amount of work performed by the officers of this staff during the past year is greatly in excess of that of 1863, whilst there is a saving in the total expenditure of the survey department, in 1864 of £1500.

This is to be partly accounted for by the reduction in the salaries of the officers in this department, and by the reduction in the rate of wages paid to survey labourers, but principally to the saving effected by the excellent plan adopted by the late chief surveyor (Mr. Heale), of performing all the work of this department, by its own officers.

The financial difficulties of the Province, rendered the reduction of the survey staff imperative, and under your Honor's directions, I have reduced the field officers of the staff to four in number.

The Amendment of the Waste Lands Act, which allows of free selection before survey, within the hundreds, will render it unnecessary to push forward the block and section surveys, before purchase.

The late chief surveyor in his report of July 18, fully explained to your Honor, the advanced state of the trigonometrical surveys. I have only to add, that I effected the closure with Mr. Mueller's triangulation through Woody Knoll, and I find that the difference of meridian between the two surveys, is within 30," which is a difference totally unappreciable with a five inch theodolite, the ordinary size used in block and section surveys.

Mr McArthur has nearly finished erecting the trigonometrical stations of the Oreti and Waimea triangulation, and will

shortly proceed to observe the included angles, and fill in the detail sketching of his work. This triangulation includes the Oreti Valley to the Elbow, and the whole of the Waimea Plains to the Mataura River, and it will close with the Waimumu triangulation, through Hedgehope, Ships-cone, and East Peak, and with the Oreti Plain triangulation at the Bare Hill,  $2\frac{1}{2}$  miles to the north of Woody Knoll.

This will include the whole of the agricultural land round the Hokanui Hills, as well as the Waimea Plains. The secondary triangles across the Hokanui Hills to connect the primary triangles in the valleys, will necessarily be much larger than those which can be obtained in the Oreti Valley, or on the Waimea Plains.

Mr. McArthur had the misfortune to have his camp burned down during one of the late gales, it does not seem to have arisen from any carelessness, as it happened at a temporary out camp, in very high grass and flax, under the Hokanui Hills. It appears that the cook, (the only man in the camp at the time), was engaged in mixing bread in one of the tents, and a spark from the fire must have ignited the high grass. The strong wind prevailing at the time fanned it immediately into a flame, that single handed he was unable to cope with. However with considerable presence of mind, he managed to save the field books, papers and instruments of Mr. McArthur's, so the only loss will be the tents and camping utensils, which can be easily replaced.

Mr. H. Mitchell is at present engaged in laying out the northern boundary line of the Oreti District, and Aparima Hundreds. It is of great importance that this line which is of considerable length, and forms the boundary between the hundreds and runs, should be laid out with great accuracy. It will also be of considerable use in showing intending purchasers the limits of the Hundreds.

Whilst in the district, Mr. Mitchell will lay out the line of road from Ray's Bush on the Aparima to the Winton township. The utility and practicability of this line of road, I reported to the late chief surveyor, on the completion of my trigonometrical survey. A copy of this report was forwarded to your Honor, so I need not recapitulate the advantages of this line of road.

On the completion of these surveys, I contemplate sending Mr. Mitchell, who has proved himself a most competent and valuable surveyor, (and who is in every way fitted to be entrusted with the work)

to Stewart's Island, to lay off part of a township with suburban allotments at Port William, to form the nucleus of a survey, that can be extended from time to time, as the advancement of Stewart's Island may require.

Mr. Weetman is now engaged in finishing the maps of the land he surveyed in the Aparima Hundreds, and as he is a most excellent and skilful draughtsman, I have employed him in making the topographical map of the Province, for the International Exhibition of New Zealand.

Mr. Weetman was engaged for many years on the survey staff in Tasmania, and is a most careful and experienced surveyor, and in accordance with the wish of the late chief surveyor, he will be employed during the ensuing summer, in commencing the trigonometrical survey of the Waiiau Plains. Mr. C. Johnstone will then be the only disengaged officer on the staff, to survey the arrears of sold land, and any unsurveyed allotments that may be purchased under the Amended Waste Lands Act. When not engaged in this work, he will be employed in laying out any of the main roads in the Province, or traversing some of the principal rivers.

Mr. Stevens, the senior draughtsman, will be engaged in making the district and compiling the Crown Grant Record maps.

Mr. Mc Gowan, the junior draughtsman, will be fully occupied in making the transfers for the lithographic maps, and the different forms for the Government Departments, and in filling in the plans on the Crown Grants.

Mr. Wright, the accountant in the survey department, in addition to his ordinary duties, will have the engrossing of the Crown Grants and the copies, both for General Government and this office. These will completely occupy his time, but I hope that shortly I shall be able to inform your Honor that the arrears of the Crown Grants are worked up, and forwarded to Auckland.

The present system adopted by order of the General Government, of not making the Crown Grants of town sections, until they are paid for, will necessarily cause this branch of the survey department to get very much in arrear, as not one tenth part of the Crown Grants of sections sold in the various townships, have ever been applied or paid for; I trust, that at some future period, some other plan will be devised to compel holders of Crown Grants to

withdraw them as soon as they can be made out.

I enclose the list of work performed by the lithographic printer. Not including lithographic maps 28,000 copies of various forms and headings, for the different departments, have been struck off; fully two-thirds of this work not being chargeable to the survey department so that this branch of the department, must effect a considerable saving to the Government.

The statistical return of the area of section surveys, &c., performed up to the present time in this Province, I have compiled with the greatest care, and I can vouch for their correctness. The different classes I have sub-divided the unsold, surveyed, and unsurveyed land, is, of course, only an approximation, but from the different opportunities I have had at various times, while engaged on the survey staff, in observing the different qualities of land I have passed over, has enabled me to form a pretty fair estimate of their agricultural capabilities.

The total area of the proclaimed Districts and Hundreds, is in round numbers 816,225 acres. Of this we have sold 294,423 acres, and reserved from sale for townships, roads, bush, and general reserves, &c., 59,416 acres, leaving a balance of unsold land in the Hundreds of 462,386 acres. Of this, I estimate 159,145 acres to be unsaleable, forests, hills, peat, bogs, &c. At least the greater portion of the land classed as unsaleable, and part of the inferior will not probably be sold for many years; until land fenced and cultivated in its vicinity shall, from various causes, render this land valuable to the holders of property in the immediate neighbourhood. So the amount of saleable land in the present Hundreds, is reduced to 303,241 acres. This, I class into—

89,569 acres good land.  
119,336 acres indifferent.  
94,336 acres inferior.

The area of land surveyed into sections, is 318,827 acres; of this we have sold, 187,144 acres, leaving a balance of 131,683 acres of unsold surveyed sections, and if we exclude the area of sections sold before the separation of this Province from Otago, we have only sold one acre out of every two we have surveyed.

Under the Amended Waste Lands Act, we shall only have to survey the land that is actually purchased, and this will enable me to push forward the triangulation, and the surveys of the main roads in the Province.

In reducing the staff, I have been enabled to retain the services of its most efficient officers, and I trust that during the ensuing summer, to be enabled to raise both Mr. Mitchell, (who will have the charge of the Stewart's Island surveys), and Mr. Weetman, who will be engaged on the trigonometrical survey, to the rank of assistant surveyors.

I have the honour to be,

Sir,

Your most obedient servant,

JOHN H. BAKER,

Deputy Chief Surveyor.

His Honor the Superintendent,  
Southland.

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#### REPORT OF CHIEF COMMISSIONER WASTE LAND BOARD.

Waste Land Board Office,

Invercargill, 4th November, 1864.

SIR,—I have the honour to furnish my yearly report of the transactions connected with the sale, letting, &c., of the Waste Lands in the Province, from the 1st October, 1863, to 30th September 1864.

From the return marked A. your Honor will see that there have been 57,837a. 3r. 35p. escheated from the Crown during the year, the sale of which has realised £63,088 14s. 9d., or an average of nearly £1 1s. 10d. per acre.

A great deal of this land is of choice description, such as the Mataura and Aparima Hundreds, and did not, in my opinion, realise any thing like its legitimate value. That in the Mataura Hundred averaged 25s., in the Aparima Hundred 26s., per acre respectively. That this land did not fetch a higher price was owing, I believe, to the general commercial depression prevailing at the time the blocks were opened for application. Had it been possible to open to the public either of these two Hundreds in the preceding year, I feel convinced it would have averaged three pounds per acre. The highest price realised for a section, was in the Mataura Hundred 40s. per acre, and in the Aparima 50s.

The land fund of the past year is greater than any preceding year since the separation of the Province, owing to the large sales of land effected during the June and September Quarters. A comparative statement, marked B. is

enclosed. The greater part of this land has been purchased by one firm, and, though of excellent quality, would from its distance from town, and absence of timber, have remained a long while unsold for settlement by the small farmer. As it is, I have no doubt that the purchasers will commence improving immediately, and a large area of land, which under other circumstances would probably have lain waste for years, will thus be made reproductive and beneficial to the public. All these sales were effected prior to the raising of the price of land.

The sum realised during the year from the sale of town lands is very trifling, amounting only to £1206 2s. 0d. This, I imagine, is mainly attributable to the upset price of sections in Invercar-

gill, Campbelltown, and Riverton being raised to £50, the falling off having commenced immediately after the rise in price took place.

The yield from assessment fees on stock will be considerably in excess of that in past years, owing to the large importations of sheep from Victoria during the last twelve months.

In conclusion, I have the honour to state, that for the next six months I anticipate the receipts from the sale of either town or rural lands will be merely nominal.

I have the honour to be

Your Honor's most obedient servant,

WALTER H. PEARSON,

Chief Commissioner.

His Honor the Superintendent.

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RETURN OF TOWN AND RURAL LAND SOLD DURING THE YEAR  
ENDING 30TH SEPTEMBER, 1864.

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		A.		realised			
1863, December Quarter.	Town—	85a.	Or. 33p.	£422	15	0	
" " "	Rural—	6458a.	Or. 29p.	6860	19	7	£7283 14 7
1864, March Quarter.	Town—	2a.	2r. 0p.	373	0	0	
" " "	Rural—	3888a.	2r. 5p.	4112	12	2	4485 12 2
1864, June Quarter.	Town—	3a.	2r. 0p.	405	7	0	
" " "	Rural—	14,483a.	1r. 24p.	19,285	14	3	19,479 14 3
1864, September Quarter.	Town—	0a.	1r. 0p.	5	0	0	
" " "	Rural—	33,007a.	3r. 17p.	33,040	15	9	33,045 15 9
							£64,294 16 9

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REVENUE DERIVED FROM SALES OF TOWN AND RURAL LANDS,  
COMMENCING 1ST OCTOBER 1861.

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		B.			
For year commencing, 1st October,	1861,	and ending 30th September,	1862.	...	£53,647 7 10
" " "	1862,	" " "	1863.	...	54,217 2 1
" " "	1863,	" " "	1864.	...	64,294 16 9

WALTER H. PEARSON,

Chief Commissioner.

REPORT OF IMMIGRATION  
OFFICER.

October 21st, 1864.

SIR,—I have the honour to lay before you the annexed analysis of the immigrant population of the Province, as to their ages, country, whence they came, &c.

Your Honor will observe that it embraces the whole from the arrival of the first immigrant ship, till that of the *Arima* lately.

I thought it desirable to furnish this for the purpose of having a connected and condensed record of the whole from the beginning.

It is gratifying to be able to report favourably of all the vessels except the *Sir William Eyre*. I have had no complaints since, and the last ship that arrived, the *Arima*, Captain Smith, from Glasgow, was found on inspection to be a model of cleanliness, comfort, and order. I was informed by several of the passengers that this was the rule during the voyage.

It is also gratifying to be able to report favourably of the passengers by this ship, and the same remark applies to all the immigrants as a rule since I have had charge of the department.

I may here remark that Mr Morrison of London, the Emigration Agent deserves the gratitude of the landowners and others of the Province of Southland for the judicious and careful selection he has made. He has taken every precaution to

secure a respectable and valuable class of people.

The moral character of the assisted immigrants is so carefully inquired into and so many certificates from clergymen, magistrates, and householders, required, that it is not an easy matter for an unworthy character to obtain an assisted passage.

Notwithstanding the supposed excess of assisted immigrants, I am not aware of any considerable reduction in the wages given to agricultural and domestic servants, that of the former ranging from £40 to £50 and the latter from £25 to £40.

Of the fifty-six young women by the two last vessels I know only of three or four who are not in situations at the above rate of wages, except a few of the nominated who are with their friends.

The best index to the moral character of these young women is the circumstance of so many of them getting soon and respectably married. Thus, also not only making room for an equal number of successors, but increasing the demand as they themselves in turn become employers of labour.

I have the honour to be,

Sir,

Your most obedient servant,

DUNCAN M'ARTHUR,  
Immigration Officer.

His Honor the Superintendent.

# M I G R A T I O N .

AND SCOTLAND, FOR THE TWO YEARS ENDING SEPTEMBER, 1864.

	IRELAND.								SCOTLAND.								TOTAL.
	Twelve Years and upwards.		Assisted.	Nominated.	Under Twelve years.		Assisted.	Nominated.	Twelve Years and upwards.		Assisted.	Nominated.	Under Twelve years.		Assisted.	Nominated.	
	M.	F.			M.	F.			M.	F.			M.	F.			
	4	1	5					42	29	71			12	4	16		
								10	11		21		1	2		3	116
	2	2	4			1	1	10	10	20			1	6	7		
	13	6		19				6	5		11			4		4	66
	5	6	11		7	3	10	3	5	8				2	2		
7	6	7		13				2	1		3		1			1	104
								41	36	77			11	16	27		
								3	7		10		4	5		9	135
	1	1	2					24	27	51			8	9	17		
2					4	9		6	4		10						142
								31	34	65			19	21	40		
2								8	12		20		4	4		8	141
	1		1					10	15	25			2	5	7		
	1	2		3				15	20		35		9	7		16	104
	1	3	4					6	12	18			5		5		
3																	41
								6	4	10			6	4	10		
2	10	13		23	6	1		4	1		5						81
								11	21	32			4	9	13		
	4	2		6				24	12		36		1	3		4	98
		2	2					35	59	94			32	32	64		
	9	3		12	2			9	10		19		9	4		13	206
								32	37	69			5	7	12		
	1			1				12	6		18		4	6		10	113
16	58	48	29	77	19	14	11	22	350	378	540	188	138	150	220	68	1347

TOTAL.
125
67
192

	ASSISTED.	NOMINATED.	TOTAL.
England ... ..	137	55	192
Ireland ... ..	40	99	139
Scotland ... ..	760	256	1016
	937	410	1347

106
33

Total Assisted and Nominated Immigrants from Great Britain and Ireland ... .. 1347

To which add 25 per cent. for those who took advantage of the immigrant vessels for Southland, but who paid their own passages, say ... .. 334



# S O U T H L A N D

## NOMINATED AND ASSISTED IMMIGRANTS FROM ENGLAND, IRELAND

NAMES OF VESSELS.	DATE.	WHERE FROM.		CLASS.	ENGLAND.						
		Glasgow.	London.		Twelve Years and upwards.		Assisted.	Nominated.	Under Twelve years.		
					M.	F.			M.	F.	
ROBERT HENDERSON ... ..	September, 1862	1		Assisted Nominated							
STORM CLOUD ... ..	December, 1862	1		Assisted Nominated							
SIR GEORGE POLLOCK ... ..	February, 1863		1	Assisted Nominated	11	8	19		8	12	
SIR WILLIAM EYRE ... ..	April, 1863	1		Assisted Nominated	4	6		10	3	4	
NEW GREAT BRITAIN ... ..	August, 1863		1	Assisted Nominated	5	4	9		3		
HELLENSLEE ... ..	July, 1863	1		Assisted Nominated	18	14	32		6	7	
HARWOOD ... ..	October, 1863		1	Assisted Nominated	1	1		2	1	1	
ROBERT HENDERSON ... ..	November, 1863	1		Assisted Nominated	1	3		4	1	1	
EDWARD THORNHILL ... ..	January, 1864		1	Assisted Nominated	4	9	13		2	2	
PARIA ... ..	May, 1864	1		Assisted Nominated	1	1	2		3	2	
SEVILLA ... ..	September, 1864	1		Assisted Nominated	3	1		4	2	1	
ARIMA ... ..	September, 1864	1		Assisted Nominated	3	3	6	13	1	1	
		8	4		64	61	86	39	30	37	

### ENGLAND.

	M.	F.	TOTAL.		ASSISTED.	NOMINATED
Above twelve years of age ...	64	61	125	of whom	86	39
Under ditto do ...	30	37	67		51	16
	94	98	192		137	55

### IRELAND.

Above twelve years of age ...	58	48	106	of whom	29	77
Under ditto do ...	19	14	33		11	22



## REPORT OF SHEEP INSPECTOR.

October 24th, 1864.

SIR,—I have the honour to transmit for your information, the return of sheep within the Province of Southland for the year ending 30th Sept. 1864.

The total number of sheep as per returns is 226,383, (exclusive of all sheep under six months; out of this number I regret to say, 22,101 are returned as diseased. At the same time I may observe that, 10,000 out of the 22,101 are considered by myself as clean, a sufficient time not having elapsed since the last dressing to enable me, legally, to cancel the bonds, so that they could be returned as clean. In each case the last dressing was given to make certain of eradicating the disease, although at the time of dipping there were no outward symptoms of scab. The remaining 12,101 I also examined prior to the returns being sent in, and although I consider them still diseased, proper steps are being taken to effect their recovery; my only fear is on account of the stragglers that have missed the dippings, three of the diseased runs being very broken country and rather deficient in good natural boundaries.

The number of sheep imported into this Province by sea, during the last season, was 75,103, and with but three exceptions, the number of diseased sheep is taken from the Bluff Harbour returns. Had it not been for the scabby sheep landed here, the diseased column in my return, would have been but small.

I am happy to state that fencing has been resorted to by the owners of runs having diseased sheep, and also by their neighbours. This improvement in the right direction, will tend materially to lessen the risk of the disease spreading itself over the country. Should there be no more diseased sheep landed in the Province, I trust within three months after shearing, to be able to declare the Province free from scab.

A few very fine merino rams and ewes (choice lots) were imported last season, and with regard to Leicesters I consider an improvement has taken place in the lots lately landed from Tasmania; these latter (as a class of sheep) I consider a great boon to the agriculturists of the Province.

The lambing season had fairly commenced during my last visit into the interior, with every prospect of a large per centage. I believe the number of lambs per hundred ewes will far exceed the average of former seasons. I had occa-

sion to inspect the flocks of Matthew Holmes and Co., (under the charge of Mr R. M'Cauley) which are running on the terraces between the Titipua and Waimumu, I had always been under the impression that the country about there would never be adapted for wintering sheep, and was agreeably surprised to find the sheep in such splendid condition, and almost wholly free from scalds and foot rot; great praise however is due to Mr M'Cauley for his careful management of the sheep.

Granting that every facility should be allowed for the importation of sheep, at the same time I cannot too strongly draw your Honor's attention to the necessity of adopting the most stringent measures to check the introduction of diseased sheep, and I trust the new Ordinance will be most particular on this point, and will also clearly define the powers of the Chief Inspector of the Province, as it is impossible to frame any Sheep Ordinance to meet all contingencies. That officer should to a certain extent be left free to cope with any difficulties that may arise.

Although the spring has been a late one, an abundance of young grass for the breeding sheep is now making its appearance in the up country districts and the sheep generally are looking remarkably well.

Allowing three months to elapse after shearing operations are over, it is my intention to furnish the Government with a more lengthened report, on several matters connected with sheep, and I trust to be enabled to give a more favourable account of the number of diseased sheep being materially lessened.

I have the honour to be,

Sir,

Your obedient servant,

HENRY G. FIELDER.

His Honor the Superintendent.

ROADS AND BRIDGES  
DEPARTMENT.

Southland, Nov. 19, 1864.

SIR,—I have the honour to lay before you a report on the roads and public works, in the Province of Southland, up to the 30th September, 1864.

The information given in this report, respecting works executed on roads before the 30th September, 1863, must necessarily be meagre, as it is obtained from imperfect sources, inasmuch as no record books that can be relied upon,

appear to have been kept in the department before that date. For the same reason, the information given respecting the public works executed before the 20th April, 1864, is defective.

The returns of expenditure incurred in the roads department before the 30th September, 1863, and in the public works department before the 20th April, 1864, are compiled from the books of the Provincial Treasury; the returns of expenditure incurred since those dates, have been taken from books kept in the department of roads and bridges.

The description which is given of the condition of the roads at the commencement of the financial year can only be taken as an approximation, as the department was not placed under my supervision, until the 23rd November, 1863.

I have the honour to be,

Sir,

Your obedient servant,

JAMES DUNDAS,

Engineer of Roads and Bridges.

His Honor the Superintendent.

#### GREAT NORTH ROAD.

The actual expenditure on this road, from the separation of the Province, until the 30th September, 1863, was £25,393 15s. 5d.; contracts were, however, in operation at that date, which involved a liability of £7,396 11s. 3d. On the 30th September, 1863, the road was, so far as I can gather, in the following state.

From Invercargill to the Waihopai Bridge, a distance of one mile eight chains, the road was partially formed and ditched, and a small portion of the centre gravelled, so that it was a fair summer road, but had a poor chance of remaining good during the winter. The Waihopai River was crossed by a good timber bridge.

The road between the Waihopai and Waikewa Bridges, one mile seventy chains in length, was partially formed and drained, fascines had also been laid on the centre of the road. These fascines were, however, worse than useless, having already undergone one winter's traffic.

A strong rough timber bridge crossed the Waikewa stream. From the Waikewa to the Makerewa Bridge, a distance of four miles thirty-three chains, little had been done to the road. In a few places it had been formed and drained, and had fascines laid down on some of the most swampy places.

The Makerewa River, was crossed by a

substantial timber bridge. From the Makerewa River to Winton Bush, a distance of about thirteen miles, the road was almost entirely on the natural surface of the ground. Where swamps and streams occurred, culverts had been built and embankments formed; the number of culverts was ten, and the total length of embankments, seventy chains. Two small bridges had also been constructed near Winton Bush.

A contract was in operation for the formation and gravelling of the road through Winton Bush, in length one hundred and eight chains.

On the next section, between Winton Bush and Benmore, about twelve miles in length, considerable works had been executed, eight miles or thereabouts having been formed and gravelled. Contracts were also in operation for the pitching and gravelling of the road, in Centre and Last Bushes.

The road between Benmore and the second crossing of the Oreti River, was almost entirely in a state of nature, the only improvements being three short cuttings, one small bridge, and the pitching of three crossings of creeks. This section, which is about twenty three miles long, was in pretty fair condition, with the exception of about a quarter of a mile near Benmore.

From the second crossing of the Oreti, to the point where the road leaves the Province, a distance of about nineteen miles, the improvements were slight in character, consisting chiefly of pitchings of creek crossings. This portion of the road, where on the natural surface of the ground, was in fair condition.

The total length of this road, may be estimated at seventy-five miles, and on the 30th September, 1863, the works executed were nearly as follows.

- 3 large bridges.\*
- 3 small bridges.
- 20 culverts and pitchings of creeks.
- 17 miles of road, formed and drained.
- 8 miles of road, gravelled.
- 2½ miles of road, fascined.

The works executed during the year ending 30th September, 1864, are as follows.

The contracts which were in operation at the commencement of the year for gravelling the road in Winton, Centre and Last Bushes have been completed, as have also one or two small contracts for the construction of culverts and approaches

\* The Makerewa and Waihopai Bridges were provided for by separate votes.

in and near Dome Pass. The contracts entered into during the year, were two for the re-formation of the road between Invercargill and the Waikewa Bush. These works, more especially that near town, have proved very useful, as unless they had been performed, the road between Invercargill and the Waihopai Bridge would have been impassable during winter. A contract for the pitching and metalling of forty-two chains of the road near the Waihopai, has been nearly completed. This is an excellent piece of road, and will last for many years. The original contractors failed to complete the works, and the contract was undertaken by Messrs. Hare & Bull, who have carried out the works as yet, in a most creditable manner. The cost of this road, including the stone, which was brought from the Mokomoko, will be £1762 7s. 0d.

A small contract for the re-planking of the Waihopai Bridge, amounting to £83 15s. 0d., has been completed.

A corduroy road through the Waikewa Bush, is almost completed; it is one mile and forty-six chains in length, and will, when finished, cost £1850 17s. 3d. This outlay will provide for the earth-work, which is considerable, and for the sidings, which have been constructed at intervals of ten chains.

A contract has been let for the formation and gravelling of thirty-three chains of road, immediately south of the Makerewa Bridge. This work has been well executed by the contractors, Messrs. McNeil & Wilson. The cost will be £525 4s. 0d.

A portion of the road, immediately north of Last Bush, twenty-five chains and a half in length has also been constructed. The limestone, which is found in the immediate neighbourhood, was used as pitching, and gravel spread on the top. This piece of road, which is the best north of Wallacetown, cost £526 4s. 0d. A contract amounting to £430 2s. 6d., for the construction of culverts and approaches in Dome Pass, has also been completed.

During the early part of the financial year, large parties of labourers were engaged in constructing culverts and approaches, in and near Dome Pass, and in maintaining the long stretch of gravelled road between Winton Bush and Benmore. A few labourers were also engaged on the other portions of the road, as surfacemen. On the approach of winter, the greater portion of those labourers were dismissed, as it was found that their attempts to preserve the

gravelled road in anything like good repair were utterly useless without great expenditure.

The condition of the greater portion of this road during winter, was bad. With the exception of the section between Invercargill and the Waikivi Bridge, and of the few portions further north, which had recently been constructed, the road was nearly impassable for days.

The worst part was that between the Waikewa and the Makerewa Rivers; this was in very bad condition. Between Wallacetown and Winton, the road was bad, but still available for traffic, as the drays could spread, the road being unenclosed. The road through Winton Bush, was in good repair throughout the winter. With the exception of the small portion recently completed, the stretch of gravelled road between Winton Bush and Benmore was very bad, indeed the gravelled portions were little, if any, better than the ungravelled.

Beyond Benmore, the road, although bad, was passable. The works in and near Dome Pass have proved to be of great utility.

It has been found from experience, that the gravelled portions of this road are utterly unfit to sustain anything like heavy traffic, and that with the exception of one or two small sections, the heavy expenditure incurred in their construction has been almost entirely thrown away.

The fascine system is even more objectionable; the fascining is very expensive and only tides over one winter, and is, moreover, very troublesome in summer.

This road will never be a first class one until it is metalled throughout, but that is of course out of the question at present on account of the enormous outlay that would be requisite.

I am of opinion that if the works which are hereafter described were carried out, and the loads carried by drays limited, that the road might be kept open for traffic during the winter.

The works necessary are as follows:—

Regravelling from Invercargill to metalled road, sixty-nine chains at £3 per chain, . . . . .	£207
Corduroy road, similar to that in Waikewa Bush, for four miles of the road between the Waikivi stream, at £1200 per mile, . . . . .	4800
Seventy chains of forming and gravelling between Wallacetown and Winton, at £8 per chain, . . . . .	560
Three culverts in the same section at £15 each, . . . . .	45

Fifteen chains culvert embankments, . . . . .	60
Repairs to 108 chains of gravel- ling in Winton Bush, . . . . .	108
Five hundred and twenty-one chains of regravelling between Winton Bush and Benmore at £3 per chain, . . . . .	1563
Sixty-nine chains regravelling on the same section at £8 per chain, . . . . .	552
Twenty-five chains regravelling at £4 per chain, . . . . .	100
Twenty-five chains regravelling at £2 per chain, . . . . .	50
Twenty-nine chains regravelling at £3 per chain, . . . . .	87
Thirty chains regravelling at £5 per chain, . . . . .	150
Three culverts at £10 each, . . . . .	30
Fifteen chains embankments at £4 . . . . .	60
Thirty-one chains gravelling at £8 . . . . .	248
North of Benmore improvements are required that will cost £250 . . . . .	250
Maintenance of other parts of the road, say . . . . .	130
	£9000

#### MATAURA ROAD.

At the commencement of the financial year, a sum of £11,055 18s. 3d. had been expended on this road, and a contract existed on which payments amounting to £780 11s. 3d. have since been made. At that date the condition of the road was much as follows.

The first section from Invercargill to Dacre is fifteen miles in length. About eight miles were formed and drained, and about four miles gravelled. A contract was in operation for the re-formation of nearly all the gravelled portion.

The next section of the road from the Half Way Bush to the Mataura Falls, about eighteen miles in length, is for the greater part on the natural surface of the ground. In a few places where the traffic was concentrated, some slight improvements had been effected; these amounted in all to fourteen culverts and one mile of embankments, thirty chains of which were very badly gravelled.

The road from the Falls to Otamita stream, is nearly in a state of nature, the works performed on this section, which is about twenty miles in length, were fifty-five chains of road formation twenty small culverts, and twelve creek crossings.

Between the Otamita and M'Kellar's ridge, the road was in fair condition, although but few improvements had been made. They amounted, in all, to one bridge over the Waimea Stream, three

chains of approaches to the same, and three crossings of creeks.

Between M'Kellar's ridge and the Elbow (the junction with the Great North Road) a distance of about sixteen miles, the road was in good condition, being on hard ground. No improvements had been effected on this section.

The entire length of this road may be estimated at eighty-eight miles, and the works which had been performed at the commencement of the financial year may be taken as follows.

Nine miles fifty eight chains of road formation; nearly five miles gravelled, for the greater part very badly; forty-two culverts; two bridges\* and fifteen pitched creek crossings.

During the past year the contract for the formation of the road near Invercargill, which was in operation on the the 30th September, 1863, was completed. This work was of little use, the road being quite as bad in winter as if it had not been touched.

A contract for the pitching and metalling of twenty-eight chains of the road adjoining Invercargill was undertaken by Messrs M'Neil and Wilson, and is now nearly completed. This is probably the best piece of road in the Province, and was carried on by the contractors in a most creditable manner, under great difficulties, owing to the lateness of the season.

Parties of labourers were employed during the early part of the year, in maintaining this road and in attempting to prepare it for the winter's traffic. Notwithstanding this, the road was, during winter, more especially in the portions near town, in a most wretched state. From Invercargill to Dacre it was, with the exception of the metalled portion almost impassable. Between Dacre and Gore the road was very bad, although unenclosed on account of the crab hole nature ground. Beyond Gore it was in fair condition, the ground being of a harder nature.

The question of determining the nature of the works to be executed in future on this road is one which requires the most serious consideration.

It is very evident that the cost of metalling renders that method of road-making impossible at present. I may safely say that in order to macadamize the road from Invercargill to Dacre, a sum of not less than £48,000 would be required.

\* One of those bridges, that over the Waimea, was provided for by a separate vote.

Again the quality of the gravel which is procured along this road is so very bad that to use it for the purpose of road-making would simply be a waste of money. Corduroy might in some few places be used with advantage, but for the greater part, bush is too distant to render that system advisable.

I am of opinion that the requirements of the case could best be met by the construction of a tramway between Invercargill and Dacre. This tramway might be placed at the side of the road reserve so as not to interfere with the construction of the permanent line. The cost of this work would be about £7500, or at the rate of £500 per mile. If it were proposed at a future time to construct this road permanently the saving effected in the carriage of the necessary materials by the tramway would more than cover its original expense.

Beyond Dacre the road is over an open country, and only requires repairs at places where the traffic is concentrated.

The cost of those necessary repairs may be estimated at £800.

Construction of a tramway from Invercargill to Dacre, fifteen miles, at £500 per mile,	£7500
Twenty chains of reforming, re-gravelling, and earthwork at £10 per chain,	200
Between Half-Way Bush and Mataura Ferry, twenty-two chains re-gravelling at £2 per chain,	44
Nine chains gravelling at £8 per chain,	72
Twenty chains formation and gravelling at £12 per chain,	240
Minor repairs.	120
Repairs north of Mataura Ferry.	64
	£8240
Repairs between Invercargill and Dacre,	800
	£9,040

#### INVERCARGILL TO CAMPBELLTOWN.

The expenditure on this line of road from the separation of the Province until the 30th September 1863, amounted to £14,233 16s. 11d.

Contracts were however, in operation on the latter date, for which payments to the extent of £3636 19s 0d have since been made.

The condition of the road on the 30th Sept. 1863, was as follows.

From Invercargill to a point about half a mile beyond West's hotel, a distance of about seven miles, six miles of

the road had been formed and drained, and five miles gravelled. At this point the main line of road, which was not completed, was deviated from, and a track led to the Mokomoko sands, which were used as the road until the Mokomoko was reached. A narrow neck of land was then crossed and the Mokomoko Inlet followed to its head. This line of road along the beach was extremely inconvenient when the tide was in, indeed it was sometimes on the occasion of very high tides almost impassable. From the head of the Mokomoko Inlet to the Green Hills, a hard stony ridge was followed. At the Green Hills the main road was again reached. A good metalled road now extended to M'Hardy's Cove, and after that the sea beach was generally followed to Campbelltown. Contracts were, however, in operation for the formation and metalling of four and a-half miles of the road between M'Hardy's Cove and Campbelltown.

The road which was used on the 30th Sept. 1863, was about twenty miles in length. Twelve miles of this were formed, three and a-half miles unformed; four and a-half miles on the beach, and five miles gravelled.

During the past year very considerable works have been executed on this line of road.

The direct line from near West's hotel to the Green Hills has been formed, metalled, and gravelled. This section was however, constructed under the supervision of the Railway Department, and has not yet been handed over to the Roads Department.

The other works completed were the two contracts for the formation and metalling between M'Hardy's Cove and Campbelltown. These contracts were so badly executed that it was found necessary to enter into a fresh contract for the re-breaking and blinding of the metal. This last contract has been completed in a satisfactory manner, and this section of the road is now in good condition. This latter work cost £988 11s. 10d.

In the early part of the year a contract for the deviation of fifty-five chains of the road near Invercargill was completed. This deviation was rendered necessary by the railway. The contract provided for formation, draining, and gravelling; the cost of this work was £721 3s. 2d.

Another contract was let some short time afterwards for the formation and gravelling of forty-eight chains of the road about five miles from Invercargill; this cost £816 0s 0d.

The sections of road constructed under

the last two contracts have proved to be the best of the gravelled portions, and have remained in good condition throughout the winter.

This road was in winter so very bad in some places, that in order to keep it open for traffic, it was found necessary to make arrangements for fascining fifty-six chains within seven miles of Invercargill, and also for fascining a small portion in the neighbourhood of Campbelltown. These works £644 14s 10d. A few labourers were employed during the early part of the year in maintaining the gravelled portions of this road.

It is very desirable that before next winter, works, as follow, should be executed on this line of road, otherwise a repetition of the fascining will be inevitable.

Between Invercargill and Green Hills, two hundred chains of formation and gravelling at £7 per chain,	£1400
Forming and metalling near Campbelltown, forty chains at £16 per chain,	640
	<hr/> £2040

An additional expenditure of £1242 0s 9d has been incurred on this road in the following manner.

The contractors for the greater portion of the metalled road between McHardy's Cove and Campbelltown, claimed a larger sum than I considered, after a careful examination and measurement of the works, that they were entitled to.

The matter was referred to arbitration, and the above sum was awarded to the contractors.

#### WALLACETOWN TO RIVERTON.

This line of road is about fifteen miles in length. The expenditure which had been incurred on it at the commencement of the past year was £4262 4s. 5d., and the improvements consisted of one hundred and eighty-four chains of forming, forty chains of gravelling, and five small bridges; eighteen culverts had also been constructed.

This road is, for the greater part, on the natural surface of the ground. About one mile from Wallacetown, the Oreti River is crossed by the iron bridge lately erected; after crossing the river, the road passes through a flat country, consisting of dry terraces intersected at intervals by swamps. Embankments have been thrown over most of those swamps; but nevertheless, some of them become very bad in winter. In order to make this

road available for the winter traffic, the following works should be performed.

One hundred and forty-four chains of gravelling at £7 per chain	£1008
One hundred chains of ditching at 10s. per chain	50
Ten culverts at £12 each	120
One hundred and twenty chains of formation and gravelling at £10 per chain	1200
Bridge over Waimatuku Stream	150
	<hr/> £2528

#### RIVERTON TO OTAUTAU.

The expenditure on this road on the 30th September, 1863, amounted to £6244 19s. 2d., and three contracts had been entered into, on account of which the sum of £4259 9s. 7d. has since been paid.

This road, the length of which may be estimated at eighteen miles, was at the commencement of the financial year much in the following condition.

Immediately after leaving the town of Riverton, the road entered on an open country, and continued so, until a point about one mile from the Aparima River; a very bad swamp extending to a point about forty chains north of the Aparima was then crossed. The road through this swamp had been imperfectly formed and drained, and gravel had been laid down in a few places, but these works had been of little use, as invariably on the approach of winter, the road became almost impassable. A good timber bridge was placed across the Aparima River\*.

The road, after leaving the swamps of the Aparima valley, again entered upon an open country, a succession of hard dry ridges, intersected at intervals by swampy valleys, being crossed by it.

The three contracts already referred to, were for the construction of the road in the swamps between the Aparima and the Otautau; they provided for the drainage of four miles of road, for the formation of four and a-half miles, and for the gravelling of four and a-half miles, also for the construction of about twenty culverts.

Since the 30th September, 1863, the contracts which were in operation at that date have been completed, and another one entered into for the construction of the road, through the swamp, on each side of the Aparima River. The works executed under this contract, were three

\* This bridge was provided for, by a separate vote.

thousand cubic yards of earthwork, forty-one chains of road pitched and metalled, and fifty-six chains of road metalled and gravelled.

All the works on this contract have been carried out in a satisfactory manner, by Messrs. Campbell & Robertson. The contract sum amounted to £2682 4s. 0d.

A few labourers have been engaged on this road during the past year in maintaining in repair those gravelled portions north of the Aparima River.

This road was during winter probably the best in the Province, the natural parts being mostly on hard sound ground.

The few improvements that are necessary to insure a continuation of its good condition are—

Ten chains of formation and gravelling over culvert approaches, near Riverton.

Five chains formation and gravelling at Gummy's Bush.

Thirty chains of formation and graveling north of Mount Pleasant.

The sum necessary for the execution of those works may be estimated at £600.

Beyond the Otautau, this line of road continues until it reaches the Great North Road at the Dome Pass; it is on this section almost entirely in a state of nature, but the ground being hard, is in fair condition, with the exception of two portions, one over a bad swamp called the Family Bog, and the other over a stretch of swampy ground in Five Rivers Plain. The necessary improvements on those parts would cost £700.

#### INVERCARGILL TO RIVERTON BY NEW RIVER FERRY.

At the beginning of the financial year the sum of £2441 14s. 9d. had been expended on this road, and contracts had been entered into, on which payments to the amount of £5521 9s. 3d. have since been made. On the completion of those contracts, a few months after the commencement of the year, the road was in the following state.

Between the junction with the great North Road and the Waikewi Bush it was formed, drained, and gravelled. This section, with the exception of the half mile next the Great North Road remained in good condition throughout the winter.

In the Waikewi Bush the road was corduroyed and gravelled. And between the corduroy and the Waikewi stream it was formed and gravelled. These two portions were in good condition throughout all the winter. About one mile of the road between the Waikewi stream and the Oreti Ferry was formed but not gravelled, this section was very soft in

winter. The Waikewi stream was crossed by a good timber bridge.

From the Ferry to Mitchell's accommodation House, a distance of forty chains, the road was formed and covered with gravel of very good quality.

Between Mitchell's and the sea beach, the road was unformed, but the soil being of a sandy nature, it remained in fair condition throughout the winter.

The beach makes an excellent road, more especially when the tide is at its ebb, at all seasons of the year. It may be followed the whole way to Riverton from the point where it is first struck.

No contracts have been entered into for works on this road during the past year, but a few surfacemen have been engaged in repairing the gravelled portions.

This road is about nineteen miles in length (from the Great North Road to Riverton) and has five and half miles formed, one of which is corduroyed and four and a half gravelled. About one and a half miles are unformed and the remainder follow the beach.

This road was in good repair during winter, with the exception of the portion near the Great North Road, and the ungravelled part between the Waikewi stream and the Oreti Ferry. If the following works were executed the road would be an excellent one for light traffic.

Forty chains regravelling near Great North Road at £8 per chain	£320
Eighty chains regravelling corduroy in Waikewi Bush at £3 per chain	240
Gravelling eighty chains between Waikewi stream and Ferry, at £8 per chain	640
	<hr/> £1200

#### WAIKEWA AND MABEL ROAD.

The sum which had been expended on this road at the commencement of the year, amounted to £1165 8s., and a contract was in operation on which £123 8s. 4d. have since been paid. The works which had been performed consisted of culverts and approaches, and of embankments over swamps. A few labourers have been engaged during the past year in repairing the culverts, which had been badly constructed, and in maintaining those portions of the road which had been formed. Notwithstanding their endeavours this road was in bad condition during winter. The works which are necessary to make this road available for the

local traffic during winter, would cost £300.

INVERCARGILL TO MATAURA, BY  
ONE TREE POINT.

On this road a sum of £867 5s. was expended before the 30th September, principally in the construction of culverts and approaches. The road was then in fair condition, with the exception of some swampy places. During the early part of the year labourers were employed in repairing culverts and approaches, where necessary. This road was very bad in some places during winter; the cost of embanking and graveling the worst swamps, may be estimated at £500. It is of importance that this work should be done, as this road is the only outlet of a large and populous district.

INVERCARGILL STREETS.

A sum of £4069 6s. 3d. was expended under this heading, before the 30th September, 1863, chiefly on the fascining and graveling of the road between the Jetty and the Town Reserve, Dee-street.

It was found that the road as constructed in this manner was unable to sustain the traffic during winter, and a contract was entered into with Messrs. McNeil & Wilson on the 8th February, 1864, for the metalling of Dee-street, and portions of Clyde and Tweed-streets, and for the graveling of Dee-street, between Tay and Spey-streets. The entire length of road metalled was seventy-nine chains, and the length of gravelled road seventeen chains.

This work has been well performed by the contractors. The cost, including some extras on the contract, which were found necessary during the progress of the works, is £2134 11s. 6d. During the early part of the financial year, a party of day labourers was engaged on Dee and Tweed-streets; this party was discharged on the contract being taken up. A party of immigrants has been employed in making an approach in Esk-street, to the Railway Station, and in using the material thus obtained in raising the embankment at the old bridge over the Puni Creek. The old bridge is being removed, and the place where it stood filled up with earthwork. A sufficient quantity of metal has been retained from other contracts for this embankment.

The following work should, if possible, be performed before next winter.

Metalling of Esk-street from Dee-

street to the Railway Station, two hundred cubic yards metal, at 18s. per yard	£180
Graveling and forming Dee-street, from Spey-street to Town Belt, twenty-three chains at £45 per chain	1035
	£1215

CAMPBELLTOWN STREETS.

On the 30th September, 1863, a sum of £1171 3s. 0d. had been expended on the main road through Campbelltown, and a contract was in operation for the metalling of forty chains of the same road. £757 13s. 10d. have since been paid on this contract. The portion of the road which is metalled is in good repair, and if twenty chains more were metalled, the street would be in excellent condition. This would cost £300.

RIVERTON STREETS.

An expenditure of £688 12s. 5d. had been incurred under this heading at the commencement of the financial year. This sum was expended in partially forming Palmerston and other streets. A contract was also in existence for the formation of a footpath in Palmerston-street. The payments on this contract have amounted to £342 6s. 9d.

Two contracts for the formation and metalling of the main road through Riverton, have been entered into during the year ending 30th September, 1864. One of these contracts, which was for the metalling of twenty-seven chains of road, and which cost £640, has been satisfactorily completed; the other, which provides for the formation of thirty-eight chains of road, and the metalling of twenty nine, was postponed on account of unfavourable weather. It is now however nearly completed. It will cost £800.

The metalled portion of this road stood the winter's traffic very well, but the remainder was in a wretched state. It is very desirable that nine chains of additional metalling should be completed before next winter. This would cost £200.

ORETI BRIDGE.

This is iron lattice bridge, and is placed across the Oreti River, on the Riverton Road, about one mile from Wallacetown.

The bridge is one hundred and twenty feet in length; it is a very elegant and durable structure, but is perhaps needlessly expensive for the locality in which

it is placed. The erection alone, without cost of the bridge itself and freight, involved an expenditure of £1729 1s. 2d. The original contractors for the erection failed to complete their contract, and the work was undertaken by Messrs Hare and Bull, who have certainly carried it out in a most satisfactory manner.

During the last few weeks day labourers have been engaged in constructing approaches to the bridge.

#### OTAUTAU, WAICOLA, AND WAIMATUKU BRIDGES.

According to the books of the Provincial Treasury, a sum of £60 appears to have been expended under this heading since the commencement of the year. This work was not, however, under the supervision of the department of roads.

#### ROADS UNENUMERATED.

The expenditure on roads under this heading, before the 30th September, 1863, amounted to £1500 15s 3d.

The principal road under this title, on which works have been executed during the past year, is a sheep-track from the Bluff Harbour to One Tree Point. The works performed on this road consist of seven bridges, five culverts, and approaches thereto. This road is now in fit condition for sheep traffic throughout its entire length.

#### STONE FOR METAL.

Two contracts were in operation for the supply of road metal at the commencement of the year, one for the supply of rubble at Invercargill, at the rate of 8s. 6d. per cubic yard, and of broken metal at the rate of 14s. 6d. per cubic yard.

The quantity supplied under this contract, was 1329 cubic yards of rubble, and 3675 cubic yards of broken metal. The whole of this stone has been used in the construction of the streets in Invercargill, and of the lately metalled portion of the Mataura road.

The other contract was for the supply at the Green Hills, Mokomoko, of road metal prepared by a stone-breaking machine. This contract, which was for the supply of not less than twenty thousand cubic yards of metal, was not fully carried out, as it was found that it was necessary to re-break the metal prepared by the machine, in order to render it applicable for road making purposes.

#### ORETI FERRY, PUNT AND IMPROVEMENTS.

On the 30th September, 1863, a sum of £333 had been expended on the punt and approaches, but the punt was found to work very badly. During the last year, two contracts have been entered into, one for the construction of flaps to the punt, and the other for the construction of new approaches; this last work especially, has proved very useful. The punt is now in good working order. The cost of the two contracts completed during the past year, was £190.

#### PUBLIC WORKS DEPARTMENT.

No works of any importance have been executed in this department since it was placed under my supervision; some trivial repairs to the internal fittings of the Gaol and Hospital, a small addition to the Telegraph Office Campbelltown, and some repairs to the Invercargill Jetty comprise the whole.

When the Public Works Department was placed under my supervision I found that a certificate had been passed to the effect that the contract for the diversion of the Puni Creek was completed. On examining the work, I found that the terms of the specification had been departed from in some most important points.

The contractors refused to complete the works according to the contract, on the grounds that they had received exemption from the Engineer.

JAMES DUNDAS,  
Engineer of Roads and Bridges.

EXPENDITURE ON PUBLIC BUILDINGS, JETTIES, &c., FROM THE SEPARATION OF PROVINCE TO 30TH SEPTEMBER, 1864.

	EXPENDITURE FROM SEPARATION OF PROVINCE UNTIL 30TH SEPTEMBER, 1863.	EXPENDITURE FROM 30TH SEPTEMBER, 1863, to 30TH SEPTEMBER, 1864.	TOTAL EXPENDITURE.
	£ s. d.	£ s. d.	£ s. d.
Her Majesty's Gaol ... ..	4029 18 9	75 16 6	4105 15 3
Government Offices, Customs, and Post Office ... ..	2376 10 5	827 11 10	3204 2 3
Invercargill Jetty ... ..	6000 10 4	731 8 10	6731 19 2
Police Barracks, Stables, and Lock-ups ... ..	5055 2 6	2002 9 10	7057 12 4
Transit Shed, Invercargill Jetty ... ..	92 10 0		92 10 0
Mechanics' Institute ... ..	300 0 0		300 0 0
Lighthouse ... ..	136 18 6		136 18 6
Natives' House ... ..	139 10 0		139 10 0
Court House ... ..	542 5 6		542 5 6
Stone Safe for Records ... ..	480 4 0		480 4 0
Powder Magazine ... ..	93 5 0		93 5 0
Customs and Post Office, Campbelltown ... ..	150 0 0		150 0 0
Court-House, Riverton ... ..	418 0 0		418 0 0
Customs and Post Office, Riverton ... ..	285 16 0		285 16 0
Dipping Tanks for Sheep, Campbelltown ... ..	287 9 2		287 9 2
Fencing Reserve ... ..	78 0 0		78 0 0
Cemetery Drain ... ..	49 0 0		49 0 0
Works not specially voted ... ..	797 10 6	625 11 5	1423 1 11
Public Works—Contingencies ... ..	1000 3 10	239 7 9	1239 11 7
Public Works unauthorised ... ..	2191 16 5		2191 16 5
General Hospital ... ..	1850 0 0	650 6 0	2500 6 0
Puni Creek Diversion ... ..		1730 4 10	1730 4 10
	26,354 10 11	6882 17 0	33,237 7 11

## RULES AND REGULATIONS

*Made in pursuance of Section III. of the  
"Cemeteries Ordinance, 1863," for  
the management of the*

### INVERCARGILL CEMETERY.

1. A portion of the cemetery shall be divided into three Classes, viz.—

2. CLASS A. being ground of which the perpetual and exclusive right may be acquired, with the privilege of inclosing the ground, and of erecting headstones or other monuments thereon. A portion of ground of this class shall be staked off into lots of 8 feet by 10. These lots shall be sold for £1 10s. each.

3. CLASS B. These lots shall be 8 feet by 4, and shall be sold for 20s. each; permission shall be given to fence the lots in either of those classes on payment of a fee of £1 10s. for each lot, or to erect a memorial stone on any of them on payment of a fee of 10s.

4. CLASS C. being a portion of ground which has been set aside for the interment of such persons as are not purchasers of, and have not acquired a right to, private ground. On ground of this class no fencing or other obstruction rising more than 1 foot above the surface shall be allowed, and no grave shall, under any circumstances, be opened for any new interment sooner than after the expiry of five years from the time of the first or last interment, as the case may be. Flat tomb stones will be allowed on payment of a fee of 5s.

#### GENERAL REGULATIONS.

5. All graves to be 6 feet deep, but in the event of the purchasers of private ground desiring a greater depth, an extra charge of 3s. 6d. shall be made for every foot more than 6 feet deep in 1st class graves, and 3s. per foot in 2nd class graves.

6. The Clerk shall provide all necessary furniture and attendance for properly conducting interments.

7. Any purchasers of private ground in which no interment shall have taken place, may transfer his or her interest in said ground to any other person, upon payment being made to the Clerk of the Cemetery, for the time being, of a fee of 2s. for such transfer.

8. A Plan of the Cemetery shall be prepared, showing particularly the lots so laid off, together with the numbers thereof.

9. The Clerk to the cemetery for the time being shall keep a book, in which he shall enter, from time to time, the number of every lot sold, the name of

the purchaser thereof, together with the date of sale of the same, and shall keep a record of the burials in the Cemetery.

10. The Clerk to the Cemetery for the time being, shall receive the purchase-money for the sale of such lots, and shall give a receipt for the same, which receipt shall be held conclusive evidence of the purchase and selection of the lots mentioned therein.

11. In all cases of intended interment, the person having the management or control of the same, shall apply to the Clerk of the Cemetery for the time being, for a warrant for such interment, which warrant the said Clerk is hereby authorised to grant upon payment to him of the following fees, viz.—

#### *In Classes A. and B. Private or Purchased Ground.*

	Above 10 years of age.	Under 10 years of age.
Digging Grave	£0 15 0	£0 7 6
Attendance, and dressing ground	0 7 6	0 4 0
Warrant.....	0 5 0	0 2 6
Recording.....	0 2 6	0 2 6
	£1 10 0	0 16 6

#### *In Class C. Public Ground.*

	Above 10 years of age.	Under 10 years of age.
Digging Grave	£0 10 0	£0 5 0
Attendance, &c.	0 5 0	0 2 6
Warrant.....	0 5 0	0 2 6
Recording.....	0 2 6	0 2 6
	£1 2 6	£0 12 6

*For Paupers no charge shall be made  
for the Warrant or for Recording.*

12. The said warrant, when received by the gravedigger, shall be sufficient authority to him for such interment.

13. The moneys arising from the sale of such lots, and the said fees, shall, (after deducting thereout all necessary expenses incurred, and to be incurred) be expended in improving the Cemetery.

14. The Clerk shall publish a statement once a year, shewing the amounts received and paid by him on account of the Cemetery.

15. The said Record Book shall be open for the inspection of the public, on paying a fee of 2s. 6d. for each inspection.

J. A. R. MENZIES,

*Superintendent*

*Of the Province of Southland.*

Superintendent's Office,

Invercargill, 24th November, 1864.

From the *Wellington Provincial Government Gazette*, October 1, 1864.)

*Diseased Cattle Regulations.*

PROCLAMATION.

By His Honor Isaac Earl Featherston, Esquire, Superintendent of the Province of Wellington, in the Colony of New Zealand.

WHEREAS by Section No. 9, of the "Diseased Cattle Act, 1861," it is enacted that "If at any time it shall be made to appear to the Governor that any infectious or contagious disease has broken out in any district out of the colony it shall be lawful for the Governor, by order in Council, to declare that such district is infected within the meaning of this Act, and from time to time to make such regulations as to him shall seem fit, for prohibiting the importation of cattle into the colony from such district, and the landing or driving of such cattle, and for destroying cattle imported, landed, or driven contrary to such regulations"; and by Section 10 of the same Act it is also enacted, that, "if at any time it shall be made to appear to the Governor that any infectious or contagious disease has broken out among cattle in any district of the colony, it shall be lawful for the Governor, by order in Council, to declare that such district is infected within the meaning of this Act, and from time to time to make such regulations for destroying diseased cattle therein, and for prohibiting the removal or transportation of cattle from one part of the colony to another, and for preventing the further spread of such disease as to him shall seem fit:" and it is by the same Act also enacted that the Governor in Council may, by warrant under his hand, from time to time, delegate to the Superintendent of any Province within the Colony, all or any of the powers vested in the Governor or Governor in Council by the said Act, subject to such regulations as he may think fit, and may from time to time rescind such delegation: And whereas the Governor hath, with the advice and consent of the Executive Council of New Zealand, delegated to Isaac Earl Featherston, Esq., so long as he shall hold the office of Superintendent of the Province of Wellington, the several powers vested in the Governor by the second, fourth, fifth, seventh, ninth and tenth Sections of the said Act subject to

being rescinded as in the said Act is provided, and subject to the regulations issued by the Governor in Council on the 14th day of September, 1864, and to any other regulations to be, from time to time, duly made:

Now therefore, I, the said Isaac Earl Featherston, by virtue of the powers vested in me in this behalf, do hereby proclaim and declare—first, that after the date hereof the several colonies of Australia, that is to say, the colony of Victoria, the colony of New South Wales, the colony of Queensland, the colony of South Australia, and the colony of Western Australia, as well as the colony of Tasmania, and the colony of Cape of Good Hope, and the islands of Great Britain and Ireland, shall be deemed to be infected districts within the meaning and for the purposes of the above-mentioned Act, and that no cattle after the date hereof until further notice shall be imported into the Province of Wellington from such districts: provided, however, that the Superintendent of the Province may allow any cattle to be landed from vessels from the Islands of Great Britain and Ireland, subject to such conditions and restrictions as he may deem expedient and the circumstances of any case may require; and I do also proclaim and declare, that after the date hereof, the provinces of Auckland, Otago, and Southland, in the Colony of New Zealand, shall be deemed to be infected districts within the meaning of the said Act, and that no cattle shall be imported into the province of Wellington from either of the said Provinces.

Given under my hand, and  
(L.S.) issued under the Public Seal of the Province of Wellington, at Wellington, this thirtieth day of September, one thousand eight hundred and sixty-four.

I. E. FEATHERSTON,  
Superintendent.

By His Honor's command,  
J. WOODWARD,  
Acting Provincial Secretary.

(From the *Otago Provincial Government Gazette*, November 9, 1864.)

PROCLAMATION

*Admitting Importation of Cattle into the Province of Otago by the Port of Dunedin, from the Province of Southland; and permitting the Driving of Cattle from Southland into such por-*

*tions of Otago as are at present, or may hereafter be, declared to be Infected Districts.*

By the Honorable JOHN HYDE HARRIS, Superintendent of the Province of Otago.

**W**HEREAS by a Proclamation dated the twenty-sixth day of February last, I, John Hyde Harris, Superintendent of the Province of Otago, by virtue of the powers delegated to me under the "Diseased Cattle Act, 1861," did proclaim and declare that from and after the date of the said Proclamation, and until further notice, the Province of Southland in the Colony of New Zealand should be deemed to be and should be an Infected District within the meaning, and for the purposes, of the said Act; and I did thereby order that no cattle should be imported either by land or by sea into the said Province of Otago from the Province of Southland, or should be driven or brought for any purpose, or by any means whatever, from the said Province of Southland into any part of the said Province of Otago:

**AND** WHEREAS it is expedient that the importation of Cattle from the said Province of Southland into the Province of Otago, ~~by way of the Port of Dunedin,~~ should not be any longer prohibited, and that the driving of Cattle from the said Province of Southland into the said Province of Otago, across such parts of the borders of the said Province of Otago as are now or shall hereafter be included within any District declared to be an Infected District, within the meaning of the said Act, should not any longer be prohibited:

**NOW** THEREFORE I, John Hyde Harris, by virtue of the powers vested in me in this behalf, do hereby proclaim and declare that I do hereby Rescind the said Proclamation of the 26th day of February last, so far as the same prohibits the importation of Cattle by sea into the Province of Otago by way of the Port of Dunedin; and also so far as the same prohibits the driving of Cattle from the said Province of Southland into the said Province of Otago across those parts of the borders of the said Province as are now or may hereafter be included within any District declared to be an Infected District within the meaning of the said Act: Provided, however, that nothing herein contained shall be taken to prevent the Inspector of Cattle appointed under the said Act from inspecting Cattle on board any vessel in the said Port, imported from Southland; or from

performing any of the duties of his office in regard to such Cattle, as specified in the fourth section of the said Act.

(L.S.) Given under my hand and issued under the Public Seal of the Province of Otago, at Dunedin, this fifth day of November, one thousand eight hundred and sixty-four.

J. HYDE HARRIS,  
Superintendent.

By His Honor's Command,

JAMES PATERSON,  
Provincial Secretary.

In the Supreme Court of New Zealand, Otago and Southland District. }

In the matter of the Petition of John Crawford Henderson, Archibald Bonar, the younger, James Alexander Bonar, of Invercargill, in the Province of Southland, Merchants, trading as Henderson, Bonar & Company, Debtors, and in the matter of the Petition of Archibald Bonar, the elder, of the same place, Gentleman, being a Creditor of the said John Crawford Henderson, Archibald Bonar, the younger, and James Alexander Bonar, to the extent of not less than Fifty Pounds, and in the matter of the "Debtors and Creditors Act, 1862."

Take Notice that we did on the 22nd day of October, now instant, with the concurrence of Archibald Bonar, the elder, present and file our Petition for the sequestration of our Estate for the benefit of all our Creditors and for relief according to the provisions of the "Debtors and Creditors Act, 1862," and that the said Petition was accepted by His Honor the Judge, who has appointed Monday, the 12th day of December, A.D., 1864, at ten o'clock in the forenoon, at the Supreme Court House, Dunedin, for the hearing of the said Petition at which time and place all parties concerned are to attend.

Dated this 22nd day of October, A.D., 1864.

C. E. BUTTON,  
Solicitor for the said Petitioners.

In the Supreme Court of New Zealand, Otago and Southland District.

In the matter of the Petition of Henderson Law, Merchant, Alexander Thomas Adamson, Banker, and Thomas Watson, Banker, all of Invercargill, in the Province of Southland, Trustees of the Estate of Archibald Thomas Manning, and Henry William Whitton, of Invercargill, aforesaid, Merchants, and in the matter of the "Debtors and Creditors Act, 1862."

Take Notice that we have presented and filed our Petition for the sequestration of the Estate of Alfred Boxall, of Invercargill, in the Province of Southland, Storekeeper, for the benefit of all the Creditors of the said Alfred Boxall, according to the provisions of the "Debtors and Creditors Act, 1862," and that the said Petition was accepted by His Honor Mr. Justice Chapman, who has appointed the twelfth day of December, one thousand eight hundred and sixty-four, at ten o'clock in the forenoon, at the Supreme Court House, Dunedin, for the hearing of the said Petition, at which time and place all parties concerned are to attend.

Dated this twenty-eighth day of November, one thousand eight hundred and sixty-four.

MACDONALD & RUSSELL,  
Solicitors for the Petitioners.

NOTICE.

ALL officers in the service of the Provincial Government are hereby informed that their appointments will, after the 1st March, 1865, become terminable upon one month's notice.

By order,

W. H. AYLMER,  
Clerk to Superintendent.

Superintendent's Office,  
Southland, 28th Nov., 1864.

I HEREBY certify that Daniel James Young, 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 provide for the remuneration in certain cases of Medical Practitioners," submitted for my examination his duplicate Diploma, admitting him a member of the Royal College of Surgeons, Edinburgh, and also a Certificate of the Company of Apothecaries, London, admitting him to practise as an Apothecary.

Dated at the Resident Magistrate's Court, Invercargill, this 10th day of June, 1863.

MATTHEW PRICE,  
Resident Magistrate.

NOTE.—The above notice should have appeared in Gazette, No. 47, 24 June, 1863.