



SOUTHLAND PROVINCIAL GOVERNMENT GAZETTE.

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VOL. 3.] TUESDAY, 28TH FEBRUARY, 1865. [No. 5.

Superintendent's Office,
Southland, 23rd Feb., 1865.

IT is hereby notified that

MR. HENRY MITCHELL,
has been appointed to be an Assistant
Surveyor, in the Province of Southland,
the appointment to date from the 1st
February, 1865.

JNO. P. TAYLOR,
Superintendent.

Superintendent's Office,
Southland, 23rd Feb., 1865.

IT is hereby notified that

MR. SYDNEY WEETMAN,
has been appointed to be an Assistant
Surveyor, in the Province of Southland,
the appointment to date from the 1st
February, 1865.

JNO. P. TAYLOR,
Superintendent.

NOTICE.

THE undermentioned owners of land
in the Oteramika Hundred, having
fulfilled the conditions imposed by the
57th and 59th Clauses of the Land
Regulations, are entitled to depasture
Cattle on the Waste Lands of the Crown,
in the said Hundred during the current
year.

DAVID M'KAY,
PROCTOR NICHOLSON,
J. F. DUNDAS.

W. H. PEARSON,
Chief Commissioner.

Waste Land Board Office,
Invercargill, 31st January, 1865.

NOTICE.

Marine Board Office,
Wellington, 27th January, 1865.

THE Light on Mana Island, Cook's
Straits, will be exhibited on and

after the 1st February, 1865. It is a fixed white light of the second order Dioptric, erected at the North West extremity of the Island, and is elevated about 450 feet above the sea level. The light will be seen in clear weather at a distance from 25 to 30 miles.

CHARLES SHARP,
President Marine Board.

Superintendent's Office,
Southland, 21st Feb., 1865.

IT is hereby notified that, Messrs CALLOW and PAY are authorised to Levy the following Tolls, Dues, and Wharfages, at the Invercargill Jetty.

By Order.

W. H. AYLMER,
Clerk to Superintendent.

Tariff of rates to be charged for Goods, Wares, or Merchandise, passing over the Invercargill Jetty:—

Hay and Chaff, in compressed bales, 2s. 6d. per ton of $6\frac{1}{2}$ cwt.

Hay and Chaff, in uncompressed bales, 2s. 6d. per ton of 5 cwt.

Bran in bags, 2s. 6d. per ton of 50 bushels.

Oats, Wheat, Maize, or other grain in bags, 2s. 6d. per ton of 40 bushels.

Bar Iron, 5s. per ton of 20 cwt.

All Goods in Bulk, 5s. per ton of 20 cwt.

Packages of 10 cwt. and under 1 Ton, 3s. 6d. per ton of 20 cwt.

Packages of 1 Ton and under 2 Tons, 5s. per ton of 20 cwt.

Packages of 2 Tons and under 4 Tons, 7s. 6d. per ton of 20 cwt.

Packages of 4 Tons, 10s. per ton of 20 cwt.

Wool per bale, 6d.

All other Goods 2s. 6d. per ton of 20 cwt., or 40 cubic feet, at the option of the Wharfinger.

Goods at all times to be taken by Weight or Measurement, at the option of the Wharfinger.

Immigrants' Luggage, Free; and Passengers' Personal Luggage, Free.

NOTICE.

Campbelltown Jetty.

IN virtue of the powers vested in me by the "Jetty and Wharves Ordinance, 1858," I hereby authorise the Wharfinger at Campbelltown, from and after the 7th of March next, to Levy the following Tolls, Dues, and Wharfages for the use of the said Jetty:—

Salt, Lime, Bricks, Coals, Stone, 1s. per ton.

Timber, per 100 feet, superficial, 2d.

Palings, per 100, 2d.

Posts and Rails, per hundred, 2s. 6d.

Grain per bushel, $\frac{1}{4}$ d.

Wool, per bale, 6d.

Sheep, Goats, and Pigs, per head, 1d.

Cattle and Horses, per head 1s.

Immigrants' and Passengers' Luggage free; all other goods 1s. 6d. per ton, of 20 cwt. or 40 cubic feet, at the option of the Wharfinger.

JNO. P. TAYLOR,
Superintendent.

Superintendent's Office,
Southland, 23rd, Feb. 1865.

I, JOHN CLARKE HUNTER, Returning Officer appointed by His Honor the Superintendent of Southland to preside at a meeting of the Electors entitled to vote for Members for the town of Invercargill, in the Provincial Council of Southland, assembled on Friday, the tenth day of February, at 12 o'clock noon, at the office of the Town Board, Invercargill, for the purpose of electing seven persons to be members of the Town Board at Invercargill, hereby certify that the following persons were duly elected:—

J. E. CLARKE,
W. GARTHWAITE,
A. BERNDT,
A. KINROSS,
G. M. K. CLARKE,
D. WEBSTER,
W. LIVESEY.

Given under my hand at Invercargill, this 10th day of February, one thousand eight hundred and sixty-five.

J. C. HUNTER,
Returning Officer.

RAILWAY ENGINEER'S REPORT.

Railway Engineer's Office,
Invercargill,

February 15th, 1865.

His Honor the Superintendent.

SIR,—I have the honour to submit the following Report on the works of the Bluff Harbour and Invercargill Railway, and on the present position of the contracts for its completion.

The works executed and required for the completion of this Railway are treated under two heads, viz:—

1st. Works of construction to be executed within the Province.

2nd. Supply of Permanent Way and Rolling Stock, including Freight and Landing Charges for the same.

The works of construction to be executed within the Province were let by Contract. Contracts 1, 3, and 5, to Mr. Davies; Contract 2, to Messrs. J. A. Ross & Co.; and Contract 4, only a portion of which is debited to this Railway, to Messrs. Edwin V. Carter & Co.; and the Contract for the supply of sleepers was let to Messrs. Maning & Whitton. These works were executed under my control, subject to instructions received from time to time from His Honor the Superintendent.

The supply of Permanent Way material and Rolling Stock was contracted for in England, on general specifications and particulars prepared in this office, and forwarded from the Superintendent's office, with instructions from His Honor to the Provincial Agent in London. The arrangements in connection with these were never subsequently referred to this office.

Character of Ground over which the Railway had to be Constructed.

The length of the Railway and branch to the Mokomoko (Stanley) is 17 miles and 30 chains. Of this length 7 miles and 26 chains are over swamp, of which

3 miles and 75 chains in length was of such a character, that it was frequently impracticable to walk over it, and at no time previous to its drainage, could levels be taken over this length of the Railway; and the levels on either side of this portion of the swamp were connected by levels taken round the beach, and up the Mokomoko Inlet, a dotted line being shewn on the section describing the approximate surface as too swampy to be levelled over.

Over such ground, it was altogether impracticable to estimate accurately what amount of drainage would be necessary to form the required crust over the bog, or what settlement would accrue, when it was so drained, and superincumbent weight applied to it.

Of the remaining 10 miles and 4 chains of the Railway, 3 miles and 58 chains in length had to be constructed across the several bays of the Bluff Harbour, and the one of the New River Estuary; in all of which bays the works were more or less exposed at high-tide to the action of the sea during gales of wind.

Intended Character of the Railway Works.

It was determined by the Provincial Government to construct the Railway over the ground described above in the cheapest manner possible, consistent with obtaining a good workable Railway for a speed not exceeding that of 20 miles an hour. In accordance with this determination, the works were designed for a minimum of expenditure in every respect, and were such as would be absolutely necessary under any circumstances.

Character of the Estimates given by me.

The Estimates given by me, from time to time, referred to the special Contracts and Works, designed in the manner stated above. On the Contract figures for these, where the works were let, and on an Estimate for the work, where the Contract had not been let, and there is no Estimate of mine intended to include all

Railway expenditure, the manifest and current expenditure for Engineering, and supervision being left out of these Estimates, as not forming any part of the expenditure for the works specified therein.

Estimates.

The original Estimates for the schedule work are in excess, and within about 7 per cent. of what the Contracts were taken at, as follows:—

	WORK TAKEN AT.		WORK ESTIMATED AT.
Contract No. 1 - - - -	£36,076 0 0		£38,497 0 0
Do. No. 2 - - - -	24,913 0 0		27,810 0 0
Do. No. 3 - - - -	14,074 0 0		15,032 0 0
Do. No. 4 - - - -	4548 0 0		4300 0 0
Do. No. 5 - - - -	8866 0 0		10,350 0 0
Do., for Sleepers - - - -	8144 0 0		8175 0 0
	£96,621 0 0		£104,164 0 0A
Deduct about 7 per cent. - - -	- - -	Say:—	7543 0 0
			£96,621 0 0

My original Estimates for schedule work, for the Piers are about 6 per cent less than the Contracts, as taken:—

	WORK TAKEN AT.		WORK ESTIMATED AT.
Bluff Harbour Pier - - - -	£13,136 0 0		£12,619 0 0
Mokomoko Pier - - - -	22,214 0 0		20,802 0 0
	£35,350 0 0		£33,421 0 0
Add about 6 per cent. - - -	- - -	Say:—	1,929 0 0
			£35,350 0 0

The cost of the Railway Works to their entire completion, including Contingencies to the works consequent on their suspension to 31st December, 1864, is about 19 per cent. in excess of my approximate Estimate of 12th January, 1864, for the Contract Works, as follows:—

	WORK TAKEN AT.		WORK ESTIMATED AT.
Estimated Total Cost of Works on Completion (19th December, 1864) - - - -	£123,500 0 0		
Works originally Estimated at, as detailed - - - -	- - -	Say:—	£104,164 0 0A
Add about 19 per cent., say -	- - -	Say:—	19,336 0 0
			£123,500 0 0B

Considering the character of the ground, Bays and Swamp, over which the greater portion of this Railway has been constructed, that a novel substitute for a continuous sea-wall was adopted across the Bays at a fraction of the cost, and that the action of the Sea across the several Bays could not be determined except in gales of wind from various points of the compass at high-water, some of which gales occur once in a year or two only, and the damage caused by the suspension of the works; I submit that the extras do not exceed what might have been considered probable under the circumstances, and had I been required to estimate for a sum which should not, under any circumstances, be exceeded by the cost of the works, I certainly should have added a very large per-centage to the figures given, in any such estimate.

The difference between the cost of the works as executed to the completion of the Railway, and my estimate for a minimum of works shews a less per-centage of difference than is shewn by the Tenders of Contractors for the same scheduled works, as tendered for, item by item, without provision for possible extras.

The estimate given by me for the Cost of the Permanent Way and Rolling Stock in England, will also be found to approximate closely to the amount paid for these.

The expenditure under the heading of Freight and Landing Charges has not passed through this Department, except in the case of one item of £164 5s. 3d., for this work as executed by Messrs. M'Kenzie and Co., at the Mokomoko, during the progress of their Pier Contract.

On 31st December, 1864, the payments on account of the contracts, scheduled A, amounted to £89,717 18 11

The Retention money amounted to - - - 5,122 1 5

The sum due on Certificates amounted to - 1,839 5 5

The total of which amounts to - - - £99,679 5 9

This sum deducted from the estimated cost of the works on completion B - 123,500 0 0

Leaves the sum of - £23,820 14 3
As the amount to be paid for works due and remaining to be done.

The works on Contract No. 2 are now so near their entire completion, that for the purposes of this Report they may be treated as finished, and the work remaining to be executed on the Bluff Harbour and Invercargill Railway, independent of this Contract, if proceeded with to completion, from the date of the estimate, would cost about £13,000.

These works consist, on Contract No. 1, of excavation and ballasting; on Contract No. 3, of ballasting permanent way and embankment protection; on Contract No. 5, of permanent way and ballasting; on Contract No. 1, the progress payments amount to £44,479 8s. 6d.; of the retention money £1753 14s. 2d. remains in the hands of the Government; and the cost of completion, if proceeded with, from the date of the Estimate, will be about £5000.

On Contract 2; the work may be considered as complete. The progress payments amount to £20,250 18s. 4d.; the retention money in the hands of the Government, amounts to £2719 16s. 5d., and the amount due on the final measurement, will be about £14,000. The Contractors' maintenance expires on 20th March.

On Contract 3, the progress payments amounts to £13,863 18s. 9d.; of the retention money £436 6s. 8d. remains in the hands of the Provincial Government; and the cost of completion, if proceed with, from date of Estimate, will be about £2500.

Contract No. 4 is complete, and payments to the amount of £405 12s. 5d. have been debited to this Railway, and £33 remains to be paid.

On Contract No. 5, the progress payments amount to £2574 0s. 11d.; of the

retention money £179 4s. 2. remains in the hands of the Provincial Government; about £1900 will be due to Messrs. J. A. Ross and Co., on the portion of this Contract transferred to these gentlemen, by Mr Davies, and the cost of completion, will be about £4200.

The sleeper Contract is complete, and payments to the amount of £8144 have been made accordingly.

The summary of the above statement shews:—

Payments.

Contract No. 1	-	-	-	-	-	£44,479	8	6
Do. No. 2	-	-	-	-	-	20,250	18	4
Do. No. 3	-	-	-	-	-	13,863	18	9
Do. No. 4	-	-	-	-	-	405	12	5
Do. No. 5	-	-	-	-	-	2574	0	11
Do., for Sleepers	-	-	-	-	-	8144	0	0
						£89,717	18	11

Retention Money in the hands of the Provincial Government.

Contract No. 1	-	-	-	-	-	£1753	14	2
Do. No. 2	-	-	-	-	-	2719	16	5
Do. No. 3	-	-	-	-	-	436	6	8
Do. No. 4	-	-	-	-	-	33	0	0
Do. No. 5	-	-	-	-	-	179	4	2
						£5122	1	5

Remaining to Pay on Completed Works.

Contract No. 2	-	-	-	-	-	£14,000	0	0
Do. No. 4	-	-	-	-	-	33	0	0
Do. No. 5 (portion of Ross & Co.)	-	-	-	-	-	1900	0	0
						£15,933	0	0

Cost of Completing Works.

Contract No. 1	-	-	-	-	-	£5000	0	0
Do. No. 3	-	-	-	-	-	2500	0	0
Do. No. 5 (portion Davies)	-	-	-	-	-	4200	0	0
Sundries	-	-	-	-	-	1024	0	0
						£12,724	7	4

The Permanent Way and Rolling Stock, &c., has all been received as per accounts of Mr Horner, the landing agent, employed by the Government. Some of this is held by the shipping agents, in security for freight, &c.

The particulars of the arrangements to this effect will be recorded in your Honor's office.

I have the honor to be,
Sir,

Your obedient Servant,
R. M. MARCHANT,
Railway Engineer.

Superintendent's Office,
Southland, 27th Feb., 1865.

It is hereby notified that

MR. CLEMENT JOHNSTONE,

has been appointed a Sub-Assistant Surveyor, in the Province of Southland, the appointment to date from the 1st September, 1863.

JNO. P. TAYLOR,
Superintendent.

