



NEW ZEALAND

Government Gazette.

PROVINCE OF SOUTHLAND.

Published by Authority.

All Public Notifications which appear in this Gazette, with any Official Signatures, are to be considered as Official Communications made to those persons to whom they may relate, and are to be obeyed accordingly.

WILLIAM WOOD,

Superintendent.

VOL. 8.]

WEDNESDAY, OCTOBER 5TH, 1870.

[No. 13.]

Superintendent's Office,

Southland, 4th October, 1870.

IT is hereby notified that a Writ, issued for the election of one member of the Provincial Council of the Province of Southland, for the district of Invercargill, has been duly returned, with a certificate to the effect that

SAMUEL HODGKINSON, Esq.,

has been duly elected.

WILLIAM WOOD,
Superintendent.

NOTICE.

THAT parcel of land in Block XIII., Invercargill Hundred, lying between section 33 and the Railway Reserve, and containing 18a. 3r. 24p., will be open for application on MONDAY, the 31st inst.

WILLIAM WOOD,
Superintendent.

Superintendent's Office,
October 3rd, 1870.

NOTICE.

THE following Town Sections will be sold by auction at the Land Office, Invercargill, on MONDAY, the 31st day of October, at 12 o'clock:—

Section 3, Block VI., Wallacetown	
„ 5, „ VI., „	
„ 1, „ II., Orepuki	
„ 3, „ V., Winton	
„ 5, „ V., „	
„ 7, „ V., „	
„ 10, „ V., „	
„ 15, „ V., „	
„ 16, „ V., „	

WILLIAM WOOD,
Superintendent.

Superintendent's Office,
28th September, 1870.

(Reprinted from the *New Zealand Gazette*, No. 51, of date 20th September, 1870.)

G. F. BOWEN, Governor.

A PROCLAMATION.

WHEREAS by "The Otago and Southland Union Act, 1870," it is enacted that the said Act shall come into operation on such day as the Governor shall, by Proclamation published in the *New Zealand Gazette*, appoint:

Now therefore, I, Sir George Ferguson Bowen, G.C.M.G, the Governor of New Zealand, do hereby proclaim and appoint that "The Otago and Southland Union Act, 1870," shall come into operation on the sixth day of October, one thousand eight hundred and seventy.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over the said Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House, at Wellington, and issued under the Seal of the said Colony, this seventeenth day of September, in the year of our Lord one thousand eight hundred and seventy.

W. GISBORNE.

GOD SAVE THE QUEEN!

IN THE SUPREME COURT OF NEW ZEALAND.

OTAGO AND SOUTHLAND DISTRICT.
No 474.

Between John Hamilton, Plaintiff, and
Alexander Hamilton, Defendant.

NOTICE IS HEREBY GIVEN that by virtue of a writ of *feri facias* issued out of this Honorable

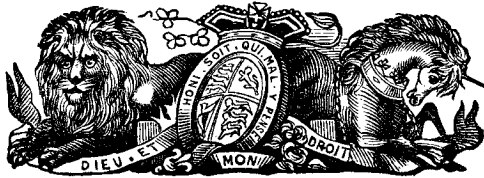
Court in this cause on or about the second day of September instant, in pursuance of "The Execution of Judgments against Real Estate Act, 1867," all that section or parcel of land in the Province of Southland, in New Zealand, containing by admeasurement forty-nine acres and two roods, more or less, being section number fourteen on the record map of the Waimumu Hundred; and all those parcels of land situate in the said Province of Southland containing by admeasurement one acre or thereabouts be the same, more or less, being and comprising the allotments marked and numbered (8) eight and (9) nine, of block number (III.) three on the plan of the subdivision into blocks and allotments made by one George Perry of that part known as the Collingwood Estate of the section marked and numbered (2) two, of block number (15) fifteen, on the record map of the Hundred of Invercargill aforesaid; and which said plan of the Collingwood Estate is marked and numbered (4) four of deposited plans in the office of the Registrar of Deeds for the Province of Southland aforesaid, respectively referred to in the memorial of judgment, registered in the said office of the Registrar of Deeds, have been taken in execution at the suit of the abovenamed plaintiff: That the estate and interest of the abovenamed defendant in the said land consists of an estate in fee simple, free from incumbrances; and that the said land will be sold by public auction by Mr David Macrorie at his rooms, Dee street, Invercargill, on Saturday, the fifteenth day of January next, at twelve o'clock noon, under authority of Henry M'Culloch, Esq., sheriff of the Province of Southland, unless the judgment debt of £30 9s 2d, with interest thereon at the rate of £8 per cent. per annum, together with £1 11s 6d for the said Writ and Warrant thereon, besides sheriff's poundage officers' fees and expenses, be sooner satisfied.

Dated this twenty sixth day of September, 1870.

H. M'CULLOCH,

Sheriff.

William Russell, Don street, Solicitor for above named plaintiff.



The following is published for general information

WILLIAM WOOD,
Superintendent.

REPORT

ON

ROADS AND PUBLIC WORKS.

Office of Roads and Works,
Southland, 3rd October, 1870.

SIR,—I have the honor to submit for the information of Government a report as to the present condition of the main roads of the Province, with descriptive particulars and approximate cost of works urgently required; also total expenditure on roads and works, extent of road improvements, periodical expenditure, &c., in connection with this Department from date of separation from the Province of Otago.

I have the honor to be, Sir,

Your Obedient Servant,

WM. DAWSON,
Road Engineer.

His Honor the Superintendent.

GREAT NORTH ROAD:

The total length of this road may be set down at 75 miles, of which 21 miles have been more or less improved; the permanently made parts are in fair condition; the unimproved sections and embankments over swamps and across the Winton flat, between Wallacetown and Winton, are bad in the extreme; the road north of Winton for some distance is moderately passable, omitting the parts through Centre Bush, Last Bush, and over Benmore flat, which are greatly out of repair; further northward the road for the most part is over the natural surface, and in the main fairly viable, with a few exceptions, which require attention.

MATAURA ROAD.

Under this head the roads from Invercargill to the Falls, to the Waimea, and from thence to the Elbow of the Oreti on the North Road, are included in one; the total distance is computed to be 88 miles. The recently made parts, to the extent of 11 miles, are in good condition. Beyond Dacre, north-eastwardly, the road is mostly over the natural surface, and to a large extent moderately viable; there are, however, several intervening parts urgently demanding improvement, particularly between Dacre and the Mataura.

RIVERTON TO THE OTAUTAU, &c.

Under this head the roads from Riverton to the Otautau, to Wrey's Bush, to Hamilton Burn, and from thence to the elbow of the Oreti, on the North Road, are included in one; to a great extent this road is over the natural surface, and its extreme point is distant from Riverton 82 miles; the improved parts (about 8 miles, including two large bridges) are in fair condition; yet, much remains to be done—indeed the entire unfinished sections to the Otautau demand early attention; the locality is mostly an agricultural one, and hence the traffic is somewhat heavy, and as the lands become fenced off the road in winter, in places, is utterly impassable; northward of Wrey's Bush, the Aparima, and Hamilton Burn, the improvements thereon have been very slight indeed; its urgent requirements are, however, considerable.

INVERCARGILL TO RIVERTON ROAD.

The length of this road from its junction with the North Road is about 19 miles, 10 miles of which follow the sea beach; 6½ miles have been more or less improved, and 2½ miles fall over sandhills; the recently made parts are in good condition, but the residue (about 4 miles) need early improvement.

WALLACETOWN TO RIVERTON ROAD.

This line of road is about 15 miles in length; it has been improved more or less for 6 miles; nearly the whole of the works, however, have only been of a preparatory character, if I except three very substantial bridges, one of which is of iron. Fully 7 miles of this road require early attention to render it even partially viable in the winter season.

INVERCARGILL TO CAMPBELLTOWN ROAD.

From the circumstance of this road running nearly parallel with the Bluff Railway, and very contiguous thereto, it has of late been very little used. At best the improved parts have been very rudely constructed, but for the most part it is in fair condition, if I except about three miles south of Invercargill, which call for improvement; and from its proximity to the principal place of business, and its passing through a settled locality, the requisite repairs become indispensable.

WREY'S BUSH TO WINTON ROAD.

This road is 18 miles in length, and is entirely in its natural state, having only been recently surveyed. It will, however, form a most important line, connecting, as it will, the extensive country to the westward, with the Oreti Railway.

**RETURN OF WORKS URGENTLY REQUIRED WITHIN THE PROVINCE OF SOUTH-
LAND ON THE SEVERAL MAIN ROADS, AND APPROXIMATE COST.**

GREAT NORTH ROAD.

Metalling of 69 chains of road between the Town Belt and Waihopai	...	...	...	£1000 0 0
Improvements south of Winton	...	...	...	500 0 0
Improvements north of Winton	...	...	...	1000 0 0
Maintenance	...	...	...	650 0 0
				3150 0 0

EAST ROAD.

Contracts under hand, Woodlands Road	...	...	...	1200 0 0
Incomplete parts of Woodlands Road	...	...	...	600 0 0
Permanent improvement to 3 miles of road west of Halfway Bush	...	...	...	2500 0 0
Improvement of road towards the Mataura	...	...	...	300 0 0
Maintenance of road to the Halfway Bush, 14 miles	...	...	...	2000 0 0
				6600 0 0

RIVERTON TO OTAUTAU ROAD, &c.

Permanent improvement of 3 miles of the Otautau Road	...	...	...	3000 0 0
Improvement of road north and south of Wrey's Bush	...	...	...	400 0 0
Maintenance	...	...	...	250 0 0
				3650 0 0

INVERCARGILL TO RIVERTON ROAD.

Permanent improvement of 4 miles east of the Oreti	...	...	...	2000 0 0
Bridge over the Waimatuku	...	...	...	800 0 0
Completion of Ocean Beach Road—entrance to Riverton	...	...	...	250 0 0
Maintenance	...	...	...	200 0 0
				3250 0 0

WALLCETOWN TO RIVERTON ROAD.

Permanent improvement east of the Oreti	...	...	...	1000 0 0
Permanent improvements between the Waianiwa and Riverton	...	...	...	2000 0 0
Maintenance	...	...	...	330 0 0
				3330 0 0

INVERCARGILL TO CAMPBELLTOWN ROAD.

Improvement of 3 miles of road south of Invercargill	...	...	...	250 0 0
				250 0 0

WREY'S BUSH TO WINTON ROAD.

General improvements to render this road viable	...	...	...	1000 0 0
				1000 0 0

£21,230 0 0

RETURN OF EXPENDITURE ON ROADS AND BRIDGES MADE OR IMPROVED IN
THE PROVINCE OF SOUTHLAND, FROM DATE OF SEPARATION FROM OTAGO,
IN 1861, TO THE 30TH JUNE, 1870.

	Roads Made.	Roads Improved.	Expenditure.	
	Miles.	Miles.		
Great North Road to Athol	9½	12	£52,115	14 11
Mataura Road, and to the Elbow	11	4	36,021	3 2
Riverton to Otautau Road, and to the Elbow	7	1	17,481	17 1
Invercargill to Riverton Road	2½	3½	11,752	2 1
Wallacetown to Riverton Road	1½	5½	7,025	11 4
Invercargill to Campbelltown Road	14	0	33,401	9 11
District Roads		16	8,536	7 9
Cost of 16 Bridges from 50 feet to 266 feet span			10,615	7 7
Invercargill, Riverton, and Campbelltown streets			13,165	10 5
Totals	45	42	£190,065	4 3

RETURN OF EXPENDITURE ON PUBLIC BUILDINGS AND OTHER WORKS IN THE
PROVINCE OF SOUTHLAND, FROM DATE OF SEPARATION FROM OTAGO, IN
1861, TO THE 30TH JUNE, 1870.

	Expenditure.
H. M. Gaol	£4191 4 3
Hospital and Lunatic Asylum	3099 6 2
Government Offices, Customs, Post Office, and Court-house	5033 8 0
Public Buildings not fully particularised, including Public Schools, Pilot Stations, Riverton Cemetery, Riverton Jetty, Court House, Bonded Store and Dipping Tanks (Campbelltown), Natives' House, Light-house and Powder Magazine	5890 9 3
Police Barracks, Stables, and Lock-ups	7070 0 4
Customs and Post Office, Campbelltown	150 0 0
Customs, Post Office, and Court House, Riverton	704 14 0
Invercargill Jetty and Sheds	6950 2 11
Invercargill Cemetery	603 4 6
Puni Creek Diversion	1730 4 10
Signalman's Dwelling, Bluff Hill	473 7 6
Mechanic's Institute, £300; Fire Prevention Wells, £124 15s 6d	424 15 6
Total	£36,320 17 3

PERIODICAL EXPENDITURE ON ROADS AND BRIDGES IN THE PROVINCE OF SOUTHLAND, FROM SEPARATION FROM

OTAGO, 1861, TO 30TH JUNE, 1870.

	From Separation of Province to 30th Sept. 1864.			From September, 1864, to 31st December, 1865.			Year ending December, 1866.			Year ending December, 1867.			Year ending December, 1868.			Half Year ending June, 1869.			Year ending June, 1870.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Great North Road to Athol	41,270	14	6	1,127	10	11	347	6	1	2,308	8	6	5,857	12	10	425	13	4	778	8	9	52,115	14	11
Mataura Road to the Elbow	17,958	3	0	525	0	6	646	17	0	1,989	17	0	7,818	4	5	707	17	11	6,375	3	4	36,021	3	2
Riverton to Otautau Road, and to the Elbow ...	13,586	2	7	286	1	0	311	3	0	426	19	6	2,184	14	6	426	14	6	210	2	0	17,431	17	1
Invercargill to Riverton Road	9,369	13	7	81	5	6	81	11	6	118	5	6	1,910	10	0	144	16	0	46	0	0	11,752	2	1
Wallacetown to Riverton Road	4,403	11	11				537	2	1	63	0	0	1,899	5	4	38	16	0	83	16	0	7,025	11	4
Invercargill to Campbelltown Road	32,515	17	6	413	1	5	187	3	0	63	12	0	99	9	6	55	15	0	66	11	6	33,401	9	11
District Roads	4,715	5	9	221	15	0	335	8	7	12	10	0	2,999	15	2	105	17	10	145	15	5	8,536	7	9
Cost of 16 Bridges from 50 to 266 feet span ...	7,556	16	9	608	10	10							1,600	0	0	550	0	0	300	0	0	10,615	7	7
Invercargill, Riverton, and Campbelltown streets	11,036	1	1	1,158	9	2	7	12	0	269	4	6	639	5	10	27	2	1	27	15	9	13,165	10	5
	142,412	6	8	4,421	14	4	2,454	3	3	5,251	17	0	25,008	17	7	2,482	12	8	8,033	12	9	190,065	4	3

4

CONTRACTS ON HAND.

WOODLAND ROAD.

John Friskin & Co, Gravelling	...	...	£381	1	7
Michael Hogan & Co., do	...	...	177	13	4
James M'Menamin do	...	...	180	0	10
James K. Gallagher, Raising Gravel	...	...	453	0	0
			£1191	15	9

WILLIAM DAWSON,
Road Engineer.

REWARD.

A REWARD OF FIFTY POUNDS STERLING will be paid by the undersigned for such information as will lead to the conviction of the person or persons who have altered the ear marks of 500 sheep (more or less), the property of G. M. Bell, Esq.

P. M'KELLAR,
G. M. BELL,
CUTHBERT COWAN,
For the Pastoral Association.

4th October, 1870.

PROVINCE OF SOUTHLAND.—RETURN OF BRANDS REGISTERED FROM 1ST OF
JULY, TILL 5TH DAY OF OCTOBER, 1870, INCLUSIVE.

NUMBER.	OWNER'S NAME.	RESIDENCE.	BRAND.
1106	Margaret Henderson	Invercargill	<i>X S</i>
1107	Thomas Pettigrew	Birwood	<i>X P</i>
1108	Edmund Gillow	Westwood	<i>T N</i> (941 transferred)
1109	David Thompson	Invercargill	<i>T 6</i>
1110	Thomas Brodrick	Waikivi	<i>B F</i>
1111	Michael Ross	Mabel Bush	<i>M S</i>
1112	John Campbell	Spring Bank	<i>U J</i>
1113	Elizabeth Hayward	Waianiwa	<i>E J</i>
1114	James H. Thomas	Blackmount	<i>V T</i>
1115	Lachlan M'Kenzie	Blackmount	<i>L V</i>
1116	James D. Menzies	Riverton	<i>Z</i> (in circle)
1117	John M'Kay	Invercargill	<i>X L</i>
1118	James Garvey	Mabel Bush	<i>G X</i>
1119	John Finlayson	Invercargill	<i>F X</i>
1120	Michael Fitzgerald	Orepuki	<i>F S</i>

JOHN W. CHAPMAN,

Registrar of Brands.

Invercargill, 5th October, 1870.

CHIEF SURVEYOR'S REPORT.

Chief Surveyor's Office,

Southland, October 4th, 1870.

To the Superintendent of the Province of Southland.

SIR,—Prior to the annexation of the Province of Southland to Otago, I have the honor to enclose the annual tabular statement of the surveys completed under my direction for the 12 months ended the 31st December, 1869, and for the 9 months' ended 30th September, 1870, with a return giving the total amount surveyed each year by the different district surveyors in this Province, appointed under the "Southland Waste Lands Act, 1865," showing the amount of road and river traverses completed in connection therewith. Also a comparative statement of the amount surveyed and total expenditure of the Survey Department for each year under the present and former Land Acts.

The total amount of rural land surveyed under the "Southland Waste Lands Act, 1865," is 235,796 acres, at a cost to the purchasers of £3154, being at an average rate of less than 8½d per acre on the amount surveyed.

The total cost of the Survey Department, excluding the cost of trigonometrical and additional surveys of reserves, railways, &c., but including otherwise the whole of the salaries, and contingent expenses of the department, for the 4 years and 9 months ending 30th September, 1870, amounts to £4351, or less than 4½d per acre on the amount of rural land surveyed during that period.

This land has been taken up under a Free Selection Land Act in every part of the Province in blocks ranging from 20 to 10,000 acres, the average size being from 200 to 400 acres. 527 miles of road lines have been laid out through these purchases, wherever it was deemed necessary to leave them either for present or future use. Every road laid out under this Act has been inspected by me prior to the survey thereof being passed; any road carelessly or badly selected in the first instance has been re-surveyed by and at the expense of the Surveyor, in whose district it occurred. This to a great extent has prevented the secondary or cross-roads being laid out in impracticable places, which unfortunately was too often done in the block and section surveys when the roads laid out by the surveyors were not inspected prior to the passing of the surveys.

Three hundred and fifty six (356) miles of river traverse have been done, and all the principal topographical features of the land purchased have been fixed by cross-bearings, and sketched in. Every section has been connected with the trigonometrical survey of the district in which it was bought, thus placing at our command data on which to construct a general map of the country showing every section of freehold land in its true geographical position.

It will thus be seen, considering the nature of the surveys, that they have not proved costly either to the purchaser—who, by the provisions of the Land Act, is bound to pay for the actual survey of his land—or to the Government, who must necessarily bear the expense of the supervision thereof, and also the expense of compiling correct records of them for the future use of the public. The average cost of them will bear favorable comparison with the cost of the public surveys of any province in New Zealand, whilst I can confidently affirm they have been carefully executed, and will, I am sure, bear any test as to their correctness.

In introducing the present system of survey, I only followed the leading features of the New South Wales system (i.e., of making it the interest of the surveyor to perform his work faithfully and correctly by insuring him a monopoly of the work in his district at a fixed rate per acre, thus giving him permanent employment during the continuance of the sales of land), and adapting them to the circumstances of a country physically different, and in which other land laws were in operation.

I may therefore in justice claim to have organised a good system of survey in this Province, which has worked more economically than perhaps any other system in New Zealand; and the charge formerly brought against it that it would prove both costly in execution and tardy in progress must, now it has had a fair trial, fall to the ground.

The following are the principal surveys remaining to be completed during the present season 27,184 acres of rural land, purchased in different parts of the Province; 13,504 acres of this is land taken up under the "Bluff Harbour and Invercargill Railway Contract," which, owing to a dispute between the Government and the Contractors as to the liability of the latter to pay the cost of the survey, has been held over for nearly four years; this dispute having been settled by the Government undertaking to pay one-half of the cost thereof, this work is now in progress. 14,548 acres, reserved under the "Winton Railway and Woodlands Road Contracts," will also probably have to be undertaken this season, making the total amount of rural land to be surveyed about 41,700 acres.

In accordance with instructions received from the General Government, tenders for the re-survey of the Native Reserves on the mainland and on Stewart's Island, amounting to 6,949 acres, and for 1,214 acres taken up under the "Land Claims Settlements Act" on that island, have been called for, and one accepted. The work is now in progress, and will, I hope, be completed early this summer. The question of the liability of the Provincial or General Government to pay the cost of these surveys remains for discussion; the General Government having in the meanwhile undertaken to provide the funds for carrying on the work to the amount of £600. As soon as they are completed the land on Stewart's Island can be opened for free selection.

A re-survey of several of the old road lines in the hundreds is most urgently required; in many cases they appear to have been laid out by the section surveyors, with the sole view of subdividing the land into suitable rectangular blocks, without the slightest reference to the nature of the ground or natural features of the country. In several cases these roads have been put into such utterly impracticable places that they never can be made without an enormous outlay, quite beyond the means of the settlers, many of whom are at present entirely dependent on the goodwill of their neighbours to allow them to pass through private property to get their produce to a market. I have, during part of the present year, employed Mr Hately in rectifying and laying out several of these road lines again. On these alterations I shall have the honor to send you a special report.

The Australasian and New Zealand Land Company, who hold large blocks of land, bought under the former land Act of this Province, are willing to allow suitable roads to be taken through their unimproved properties where required, if the Government will legally close the unused and impracticable ones. I estimate that more than 65 miles of road lines that will never be used, can be closed in their

properties alone; so some idea can be formed of the extent of useless roads laid out by cutting up land into blocks and sections where the country is likely to pass into the hands of large proprietors. I would therefore most strongly urge the Government to represent to the Government of Otago the desirability of getting many of the old road lines in the Hundreds closed, and, where necessary, to have new ones laid off in lieu thereof. The large amount of land being fenced in the Hundreds, renders it daily more difficult for the settlers to get either to or from their homesteads, as they are in many cases entirely cut off from the old and natural tracks on the dry and leading ridges.

I estimate that it will take a surveyor and field party at least a year to make the necessary surveys for the purpose.

Many of the old trigonometrical stations, which have now been erected from 10 to 12 years, are fast falling into decay, a number of them having entirely disappeared; the remaining ones, where decayed, ought to be replaced with iron standards, so that their positions should not be lost, as they are the only reliable land marks for future reference in cases of disputed boundaries.

The township of Winton requires to be cut up into town and suburban allotments; only a few blocks of it have been surveyed up to the present time. Tenders were called for this work a year ago, but I suppose the want of funds has prevented the Government giving me instructions to proceed with the execution thereof. The best sales of town land would probably be effected at the completion of the line of railway;

therefore the survey of it should be undertaken with as little delay as possible.

The office work of the Department has, I am sorry to say, fallen considerably in arrear. Mr Stevens is the only draughtsman, and his time has been so completely taken up in checking the acreage, &c., of the district surveyors' maps, drawing out and registering applications for land, showing the selection maps, and giving general information to the public from the records of the office, that he has never been able to make any considerable progress in getting the district maps completed, or compiling a general map of the Province showing the purchased land, which is now urgently required. The selection maps, from constant use, have in some cases been so much worn that new ones will soon become a matter of absolute necessity.

Some assistance in the draughtsman's office is therefore urgently required, if the records of the office are to be kept in an efficient state.

I cannot complete my last report as Chief Surveyor of the Province of Southland without complimenting the district surveyors for the pains they have generally bestowed on the surveys under their charge, and without recognising their efforts to fairly carry out the spirit of the instructions under which they have acted.

I have the honor to be, Sir,

Your most obedient servant,

JOHN H. BAKER,

Chief Surveyor.

RETURN OF FIELD WORK FOR TWELVE MONTHS ENDED 31ST DECEMBER, 1869.

Locality.	Surveyor.	Acreage.			Description of Survey.	Cost.			Remarks.
		a.	r.	p.		£	s.	d.	
Oreti Hundred	J. A. M'Arthur	336	2	0	Section survey, including road and river traverses.	Average cost per acre charged to purchaser, 8d 3		Land purchased under the "Southland Waste Lands Act, 1865."	
Hokanui District	G. F. Richardson	5983	0	0	do do				
Takitimo do	James Dundas	220	0	0	do do				
Centre Hill do	do	60	0	0	do do				
Oreti do	do	260	0	0	do do				
Waimumu do	do	8680	2	0	do do				
Eyre do	do	2539	0	0	do do				
Jacob's River do	do	424	0	0	do do				
Hokanui do	G. F. Richardson	1415	0	0	Native Reserve	72	1	0	
Waimumu do	James Dundas	585	0	0					
Takitimo do	J. A. M'Arthur	45	2	0	Ferry Reserve, Taylor's Flat	18	12	8	
Town of Invercargill	F. H. Geisow				Subdivision of Block	9	6	0	
Flint's Bush	John Aitken	5	0	0	Survey of School Reserve	2	2	0	

ABSTRACT FOR 1869.

Section Survey	...	...	...	...	...	a.	r.	p.
Reserves	...	...	...	...	...	18,503	0	0
Reserves in Section Survey	...	...	...	...	...	2,050	2	0
Area of Roads Surveyed	...	...	...	...	...	38	2	15
						340	1	7
						Miles. Chains.		
Roads Surveyed	...	...	...	...	...	47	30	
River Traverses	...	...	...	...	...	11	70	

Chief Surveyor's Office,

Southland, October 4th, 1870.

RETURN OF FIELD WORK FOR NINE MONTHS ENDING 30TH SEPTEMBER, 1870.

Locality.	Surveyor.	Acreage.	Description of Survey.	Cost.	Remarks.
Eyre District	J. A. M'Arthur	a. r. p. 756 0 0	Sectional surveys, including road and river traverses	Average cost per acre charged to purchaser, 8d 3	Land purchased under "Southland Waste Land Act, 1865."
Taringatura District	do	814 3 21	do do		
Hokanui do	G. F. Richardson	5200 0 0	do do		
Waiau do	F. H. Geisow	153 0 4	do do		
Wairaki do	do	2014 0 0	do do		
Centre Hill do	do	350 0 0	do do		
Aparima Hundred	do	580 1 0	do do		
Jacob's River do	Geo. Hately	300 0 0	do do		
New River do	do	55 3 22	do do		
Forest Hill do	do	118 0 0	do do		
Winton do	do	30 0 0	do do		
In the Hundreds	do	...	23½ miles road traverse	£ s. d. 301 2 0	Alterations to old road lines in the Hundreds. These surveys being small, detached, and widely separated, proved more than ordinarily costly.
do	—	...	Erection of Trig. Stations	27 2 4	
Taringatura District	F. H. Geisow	...	Survey of Reserve, Dipton Flat	4 4 0	
Eyre District	J. A. M'Arthur	...	Connecting railway-line with sections	6 6 0	

ABSTRACT FOR 1870.

Section Survey	...	...	...	...	...	a. r. p. 10,351 0 7
Reserves	...	...	...	...	...	14 0 0
Area of Roads Surveyed	...	...	...	...	...	458 3 0
						Miles. Chains.
Roads Surveyed in Section Surveys	...	...	...	...	...	28 67
River Traverses do	...	...	...	...	...	15 48
Roads Surveyed in the Hundreds	...	...	...	...	...	23 45

Chief Surveyor's Office,

Southland, October 4th, 1870.

RETURN SHOWING THE AMOUNT OF LAND SURVEYED EACH YEAR UNDER THE "SOUTHLAND WASTE LANDS ACT, 1865."

Year.	G. F. Richardson.	J. A. MacArthur.	F. H. Geisow.	Jas. Dundas.	Geo. Hately.	Total.	Road traverse	River traverse.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Miles.	Miles.
1866	30,751	16,243	24,700	2,417	—	74,111	157	116
1867	20,719	35,511	22,261	12,575	—	91,066	152	150
1868	13,863	11,126	9,185	11,593	—	45,767	143	62
1869	336	5,983	—	12,184	—	18,503	47	12
1870 to Sept 30	1,570	5,200	3,097	—	504	10,371	29	16
Totals	67,239	74,063	59,243	38,769	*504	239,818	523	356

*Mr George Hately only completed the surveys left unfinished by the decease of Mr J. Dundas.

Chief Surveyor's Office,

Southland, October 4th, 1870.

RETURN SHOWING AMOUNT OF TRIGONOMETRICAL AND SECTIONAL SURVEY
COMPLETED EACH YEAR, WITH COST OF DEPARTMENT.

Year.	Triangulation.	Cost per acre for tri- angulation.	Sectional Sur- vey.	Total cost of Department to Provincial Government.	Amount paid by purchaser for survey.	Remarks.
1861-2			77,089	£5,470		
1862-3	174,000	2d	108,541	10,091		
1863-4	297,000	1½d	103,010	8,878		
1864-5	160,000	0d 9	2,076 26,669	3,220 *2,870		
Total	631,000		317,385	£30,129		
Year. 1866 1867 1868 1869 1870 9 months	440,706	1d 1	74,112 91,066 45,766 18,503 10,371	£3,319 981 1,503 1,024 1,013	£8,154	
	440,706		239,818	£7,840		
				8,154	Amount	charged to purchaser being at the rate of 8d 3 per acre.
			Total Cost ...	£159,94		

*The £2870 shown this year was paid in land—the purchaser getting 10 per cent. on the amount surveyed.

Chief Surveyor's Office,
Southland, October 4th, 1870.