



THE
GOVERNMENT GAZETTE.
 PROVINCE OF HAWKE'S BAY.

Published by Authority.

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

T. H. FITZGERALD,
 Superintendent.

VOL. I.]

WEDNESDAY, AUGUST 31, 1859.

[No. 6.

Superintendent's Office,
 Napier, August 25, 1859.

THE SUPERINTENDENT has directed the publication of the following Reports for general information,—1st.—Proposed Harbour Improvements:—2nd;—The best means of providing efficient House Drainage for the low level Districts of the Township; also, the best method of supplying the Town with water, and most suitable site for Reservoir.

G. T. FANNIN,
 Superintendent's Clerk.

Napier, August 2, 1859.

SIR,—Having been instructed by your Honor to survey the Harbour, and report on the best means to be adopted to render it available for vessels of greater tonnage than those now entering the Port, and to prevent the

rapidly increasing formation of sand banks immediately within the Harbour, which obstruct the free ingress and egress of vessels of all classes,—I have now the honor to report as under:—

On the Bar outside the Harbour, is appears from recent soundings there it a depth of 16 to 17 feet at high water throughout the year, except that during a heavy gale from the Eastward, (which is of rare occurrence) the shingle is driven upon the Bar in such quantity as to raise it from 2 to 3 feet, but which, on the cessation of the gale, is again removed by the scouring action of the tide, in the course of a day or two. Such being the powerful action of the water, it must be apparent that if the direction of the ebb can be altered so as to concentrate its scouring action over the Bar, you will at once increase the depth of water considerably; and if this can be done at a mo-

derate expense, it will be preferable to incurring a heavy expenditure for dredging, with a doubtful result.

Owing to the position of the mud banks inside the Harbour, the ebb tide sets forcibly over to the extremity of the Eastern Spit, and being there obstructed and diverted, takes an oblique course across the Entrance, to the Rangitira sand bank, at the hazard of driving vessels thereon as they leave the Harbour; but as the works that must be constructed inside the Harbour will have the effect of concentrating the flow of the ebb tide into one main channel, for some distance before it reaches the Entrance, and will also give it the required direction, then as the waters will meet with no check, such as they now receive, to cause a diversion of the current, they will be poured across the Bar with far greater force than at present, and undoubtedly increase the depth of water upon it, though to what extent cannot be accurately foretold, probably from 1 to 2 feet. But whether it be more or less,—insomuch as it will cost nothing, being the inevitable result of the works to be executed inside the Harbour,—the effect should be seen before any heavy expense is incurred in the purchase of a powerful Steam Dredge, which could only be worked in fine weather and at certain hours of the tide, unless it be both Dredge and Steam Tug combined, in which case, with its attendant barges, it would not cost less than £9,000 or £10,000,—to which must be added the daily working expenses.

For the above reasons, it is considered inadvisable to attempt anything outside the Harbour at present, the more especially as the primary object now in view is not so much to get larger vessels over the Bar, as to afford accommodation inside the Harbour for such vessels as can *pass* the Bar.

With respect to the works to be executed inside, it is recommended to lay off a Canal or Tidal Dock, as shown on the accompanying plan, to be deepened and improved by the construction of substantial quay walls, as the trade of the Port requires it.

This Canal will be nearly $1\frac{1}{2}$ miles in length, by 250 feet in width throughout, giving an area of 38 acres or thereabout; and the area of the land to be reclaimed, including the two islands, will be about 110 acres; and, if one third is deducted for streets and wharves

there will remain from 70 to 75 acres of saleable land. And as the extent of land proposed to be reclaimed does not exceed the 60th part of the entire area of the lagoon, there need be no apprehension of diminishing the scouring action of the tide by such diminution of the water area in the lagoon; in fact, one third of the area of the lagoon might be reclaimed without any fear of reducing the scour of the tides, or the depth of water on the Bar, provided the channels of the remaining two thirds are kept open. This is made evident by the fact that the rise and fall of the tide outside is about one third greater than it is inside the Harbour; because the great extent of the lagoon requires a much larger volume of water to produce the same rise and fall that takes place outside, than can be poured through the narrow entrance in the duration of a single tide—notwithstanding its velocity is 6 to 7 knots, and depth of channel about 30 feet.

As the only deep water inside the Harbour is that adjacent to the Meanee Spit, and as vessels moored there must discharge and take in their cargoes by means of punts or barges, which can only be warped across the entrance during slack tide, involving an additional charge of 6s. to 8s. per ton, and an increased detention of the vessel, to say nothing of the additional risk of damage to the goods, it is by no means advisable to incur the expense of running out a deep water wharf from the Meanee Spit, which would be attended with such disadvantages as above alluded to.

The readiest means of affording the accommodation required, is by deepening channel No. 2, between Gough Island and the Eastern Spit, by dredging or otherwise. But before resorting to the expensive use of the Dredge, the utmost advantage should be taken of the natural facilities offered for concentrating the flow of the waters (on the Eastern side of the Harbour's mouth) through this channel, which it is proposed to maintain as part of the Canal, and which, without increasing the strength of its current to an inconvenient degree, would yet have the effect of deepening its bed some 3 or 4 feet, and to that extent economise the use of the Dredge. Hereafter when the whole of the works contemplated are carried out, the current through this channel will be again diminished and be less powerful than at present.

To effect the above it is recommended that channel No. 3 be first closed—which will not only prevent any further deposit on the mud bank in front of it, and which is the most prejudicial in the Harbour, but as the water so shut off must augment the volume passing through channel No. 2, it must necessarily increase the scour and deepen its bed, and at the same time aid in removing the bank which it has itself formed. The cost of closing this channel would not exceed £100, as the work required would be of the most temporary nature, to serve only until the execution of the 3rd and 4th Sections of the work.

The 2nd Section to be carried out, should be that marked by two strong red lines and numbered 2 on plan, the length being about 600 feet and estimated to cost £2,200. This would form a portion of the permanent work, and the line of Piles would be driven in an average depth of 5 feet at low water. They must be driven deep to obviate the risk of scouring the foundations, hence, comparatively, the greater cost of this portion of the work.

The third Section would be that immediately opposite the latter, marked by a single red line and numbered 3 on plan, extending about 1000 feet, the greater part of the site being dry at low water, with an inconsiderable portion at the western end running into a depth of 8 feet at low water; but as the ebb tide would have no tendency to scour the foundations, it would be of less costly construction than the last Section; although, forming part of the permanent work and being adjacent to that part of the canal which would be first dredged out, it would be more costly than the bulk of the work, which is indicated by a single blue line. The estimated cost is £1800.

On the completion of this Section a Dredging Machine would be required, to remove the mud bank opposite the Iron Pot, and to dredge the canal to a depth of 15 feet at low water, to within 20 feet of either side. This Dredge need not be a very powerful one, and owing to the small rise of the tide must be of very light draught, or it could not be placed on the banks it would be required to remove. The Engine and Apparatus should be procured either from Sydney or England, and the Hull built on the spot. The probable cost will be £2000—or, if to avoid delay the

Apparatus is procured from Sydney, it may cost £500 extra.

The 4th line of Piling to be carried out, should be that marked by a double red line and numbered 4. This Section would be exposed to a severe scouring action on account of the ebb tide setting towards it across the main channel. The length will be about 800 feet, and the cost £3000,—the construction being similar to that for Section No. 2 but the Piles must be driven deeper.

The 5th Section would be that running South from the Meanee Spit, a distance of 2,500 feet, which would divert the Tidal Stream from the shore of the Spit, and as the whole ebb and flow of the tide must then pass between the extremity of this line of work and Battery Point, it would give the current a direct course out of the Harbour and over the Bar. The tide would no longer be obstructed and diverted at the outlet and the depth on the Bar would be increased. The average depth on this line would not exceed 3 feet, although a portion of it would be executed in 9 or 10 feet at low water. The cost is estimated at £6,500.

As this line of work would concentrate the whole flow of water for about half a mile inside the Harbour to a comparatively narrow and well defined channel, there would be sufficient scour over that area to deepen it to 15 or 16 feet, with very little assistance from the Dredging Machine, and this extended area of deep water would greatly facilitate the movements of vessels either on entering or leaving the Port.

The 6th and last Section would comprise the whole of the temporary works before alluded to and shown on plan by a single blue line, presenting a total length of 12,700 feet at an estimated cost of £10,400. This work would consist of Piles driven about 5 feet apart, and covered with horizontal planking, but instead of at once carrying the planking above high water mark to the datum line, the planking should first be carried all round to the height of 9 inches or 1 foot above low water mark, and so left for a period, thus allowing the alluvions brought down by the floods to be spread over and deposited on the surface to be reclaimed; and as soon as it had silted up to the level of the planking, another plank should be carried all round, and so on till within a few inches of high water mark, when the planking

should be finished up to datum line, and the filling in completed by the soil dredged out of the canal, and by excavation from the hill side as required.

The first part of this Section to be carried out, should be that along the Eastern Spit, as it presents but a limited area to fill in, and could most quickly be prepared for sale, so as to furnish funds for the prosecution of the other works—and with this object in view it might probably be found advisable to let this portion take precedence of Section No. 5.

As the propriety of laying out such an extent of canal, may be questioned, it will be well to observe,—

Firstly.—That the portion tinted dark blue is the course of an existing channel more or less perfect, that it is necessary to give access at both ends to the main channel, and at the same time the area is no greater than common prudence dictates should be reserved for the future requirements of the Port.

Secondly.—That although the portion tinted light blue might be dispensed with for very many years, yet it would be imprudent to fill it up, as the doing so would cost as much as the construction of the retaining walls, whilst by its formation you obtain a great addition to the water frontage, enhancing the value of the land on either side; and the canal itself, by the facilities it would afford, would tend much to lessen the cost of filling up—this being a point that must always be kept in view; as unless means are thus afforded for getting rid of the soil taken up by the dredge, and the deposit of alluvions promoted over the area to be reclaimed, the bare cost of filling up this space by excavating and carting soil from the hills, would amount to no less a sum than £58,000, of which it is estimated that about one half may be saved, by encouraging the deposit of alluvions and by the ready means afforded by the canal for disposing of the soil taken up by the dredge. But if this branch canal is eliminated from the plan, recourse must be had to a much greater amount of wheeling and carting than will otherwise be necessary, which added to the cost of filling up the site of the proposed canal, will more than equal the cost of the retaining walls.

Taking a summary of the whole

works proposed, there is—

	£	s	d
Section No. 1 estimated at	100	0	0
“ “ 2 “	2200	0	0
“ “ 3 “	1800	0	0
“ “ 4 “	3000	0	0
“ “ 5 “	6500	0	0
“ “ 6 “	10400	0	0
	<hr/>		
	£24000	0	0

Filling in soil £58000

Deduct one half the saving to be effected by silting up and the deposit of the soil from the Dredging Machine	£29000	29000	0	0
		<hr/>		
		£53000	0	0

Pile driving apparatus, tools, and plant generally		2000	0	0
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Total,—	£55000	0	0
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And if the value of the land to be reclaimed is taken at £70,000 there remains a balance of £15,000 towards the expense of the dredging operations, and the whole of the improvements above enumerated are effected free of any expense beyond the interest on the capital employed.

And it must not be forgotten that these improvements will effect a very considerable saving annually, that will grow in amount directly with the growth of the district, so that in a few years it will form an important item in the economy of the Province.

Wellington, for instance, at the present time spends fully £3000 per annum for lighterage alone, and it may therefore be safely assumed, that since the commencement of the settlement she has sunk in this way at least £30,000, in addition to which she has spent £7000 to £8000 in the construction of some dozen different piers, and yet has nothing in the whole harbour that can be called a serviceable shipping pier.

Reverting to the subject of the gradual filling up of the lagoon, by the mud and sand brought down by the floods, as before observed, this may be allowed to continue to a great extent, before the scouring power of the ebb tide would be diminished, provided the

channels near the harbour's mouth are kept clear. Assuming the area of the whole lagoon to have an average depth of 2 feet at low water, and taking the rise of the tide at 3 feet, then the quantity of alluvial deposit requisite to fill up the whole to high water level, will be 70,000,000 tons; and, allowing that it takes place at the rate of 500,000 tons per annum, it would occupy 70 years to diminish the lagoon one half, while its removal would involve the constant use of 2 or 3 powerful dredging machines, at an annual cost of £15,000 to £20,000.

This, while removing all cause for immediate alarm as to the speedy closing up of the harbour, and showing the expense of clearing away the whole annual deposit by means of dredging, at the same time proves the absolute necessity that will arise, before the lapse of many years, of adopting other efficient means to overcome the difficulty; and the first that suggests itself, is the diversion of the river Tutaekuri into its ancient bed; and should that be found impracticable, it may be necessary to construct an iron breakwater at a cost of £200,000 to £250,000, but this will scarcely be called for within the present century. In the meantime, it will be requisite to employ a Dredging Machine, to maintain the channels spreading over the lagoon, in order that the flow of water over its surface, may not be impeded by the formation of too many mud banks about the harbour's mouth.

Before leaving this subject permit me to say that, as my knowledge of the harbour is at present imperfect, it is probable that a more perfect knowledge and careful observation of the change produced by the Tutaekuri, would modify the opinions herein expressed, more especially as regards the dredging operations.

The only other points relating to the harbour, to which it appears necessary to allude at present, are:—

The best means of marking the sunken rock, lying N. N. E. $2\frac{1}{2}$ miles from the Bluff.

The desirability of indicating the state of the tide to vessels arriving at night.

The best site for, and cost of erecting a Lighthouse.

Pania Rock being 8 feet beneath low water level, it is practically impossible

to erect any kind of fixed beacon upon it, and its position can therefore only be marked by a buoy anchored near it, which may be seen during the day at a distance of 3 or 4 miles; and, on the erection of the proposed Lighthouse, the bearing of the rock being known, vessels making the anchorage at night will be enabled to avoid it. The cost of a first class admiralty buoy in England will be about £40 0 0
Anchor & Chain Cable, say 13 0 0
Freight and other charges 22 0 0

£75 0 0

The freight will be considerable on account of the bulk of the buoy.

Pending the arrival of this, a large puncheon might take its place. This should be fitted with two stout straps, having an eye forged on each, to which should be shackled a short piece of chain, having a large ring in the centre to receive the end of the cable. This puncheon with straps fitted to it, would not cost more than 5*l.* or 6*l.*; and the chain and anchor should be of such size as to serve afterwards for the admiralty buoy, on the arrival of which the puncheon would doubtless be found servicable on some other spot.

Tidal Light.—It is desirable to provide two good signal lanterns, one to show a red and the other a green light, by means of which the state of the tide could be made known to small coasting vessels desirous of entering during the night, and to serve also as a guide for the Pilot should he happen to be outside the harbour after dark.

As these lanterns should exhibit lights of two different colours to distinguish them from any other light on the Spit, and from each other, they should be of the best description, to compensate for the loss of light incident on the use of coloured glass, and will probably cost 45*l.* each, but beyond this they would cost but little, being under the Pilot's charge; and the changing of the lamps on the turn of the tide, might be attended to by his men, in rotation, each performing the duty for seven days in succession.

On the erection of the dwelling for the Pilot and his men, a small room should be provided in which to place the signal lantern, and the building so planned that a portion of it should serve as a screen to shut in the light from any vessel approaching too near

to the Rangatera sand bank, as shown in the plan of the Pilot's House prepared by the Harbour Committee.

Lighthouse.—No better site can be found than the summit of the hill forming the Lighthouse reserve, which is an excellent position.

A fixed Catadoptric light of the first order, with Light Tower and Lantern 40 feet high, erected complete, will cost £4900 0 0
Annual cost of maintenance 580 0 0

A similar light of the second order with Tower of the same height will cost £3600 0 0
Annual cost of maintenance 460 0 0

A similar light of the third order with similar Tower will cost £2800 0 0
and annual expenditure be 340 0 0

The cost of Lightkeepers' dwellings and salaries will be the same whatever class of light is used, so that the only saving effected by a light of the third order over one of the first order, is in the consumption of oil.

As there are no outlying dangers at a great distance from the site of the Lighthouse, and as vessels, from whatever direction they may come, will always sight the land before entering Hawke's Bay, it is unnecessary to provide a light of the first order.

It is therefore recommended to provide one of the second order, which possesses nearly 3 times the power of a light of the third order, at the same time that the increase in the first cost and maintenance is comparatively insignificant.

Hoping that the above report will prove sufficiently comprehensive,

I remain,

Your Honor's most obdt. servt.,
EDWARD G. WRIGHT.

To his Honor the Superintendent &c., Napier.

Napier, August 12, 1859.

SIR,—Reverting to your letter of the 1st inst., in which you request me to report upon the best means of providing efficient house-drainage for the low, level districts of the Township, also upon the best method of supplying the Town with water, and the most suitable site for a Reservoir,—I have now the honor to report as under; first observing, that as an abundant supply of

water is not only necessary for the convenience, health, and cleanliness of the inhabitants, but that water will also be required for flushing out the drains in the low districts, it is perhaps better to consider the water supply first.

The most convenient source from which to obtain a good supply of water for the Town and Port of Napier, is the Tutaekuri river, a little above the spot whence it is now taken in barrels for the supply of the residents on the Eastern Spit. Here it would be necessary to excavate two settling reservoirs, for getting rid of the grosser impurities held in suspension by the river water, and the earth excavated would form an embankment round the reservoirs, and protect them from the influx of muddy water at the time of floods.

The water would be admitted to the reservoirs, by conduit pipes from the bottom of the river, or should the ground be found sufficiently porous on excavating to the required depth, the conduit pipes might be dispensed with and the water allowed to percolate from the river to the reservoirs, the river's bank thus serving as a natural filter.

Adjacent to the reservoirs, a house must be erected to contain a Steam Engine, Boiler, and Pumps of sufficient power to raise the daily supply of water into the service reservoir, the best position for which will be on the Education Reserve at the top of the Shakespeare Road, (about 160 feet above the pumping station,) whence the water would be distributed by the service mains, throughout the Town and Port.

On first consideration it may appear an extravagant expenditure of power to raise to this height of 160 feet the whole of the water for supplying the low level districts, about Carlyle and Hastings Streets; but either the whole of the water must be so raised for the sake of getting it over the hill to the Port, or the Port must be deprived altogether of the benefit of the water works, or recourse must be had to *two* service reservoirs, one at the above named level to supply the Port, and one at a lower level to supply the Town; and this latter arrangement would be the best, provided the population increased but slowly as in old settled countries, and indeed will be the plan to be adopted here, whenever the population shall increase to 6000 or 7000 souls. In the meantime, as it will

doubtless be found expedient to establish public waterworks ere the population numbers 2000, it will be more economical to start with one high service reservoir; and whenever the population shall have increased so far as to demand an extension of the works, you will be enabled to set aside the original high service reservoir for the exclusive supply of the Port and shipping, and construct a larger one at a lower level to supply the Town, and this without incurring any heavy loss in taking up small mains and laying down larger ones, as the original rising main would continue in use and a new main of about equal size be laid on to the low service reservoir which would be supplied from a separate engine and pumps, thus forming two distinct services, each complete in itself; and the alterations of the service mains would (if carefully managed) consist principally in an extension of the branches rather than in substituting large mains for small ones.

Another and most important reason for commencing with one high service reservoir in preference to two smaller ones (one high and one low) is, that in case of fire the water from the first might be thrown over any building in Town or Port, whilst under the latter arrangement the water from the low service reservoir would be much less effective in the Town itself, and would be cut off altogether from the Port, thus leaving it entirely dependant on the small high service reservoir. It may be said, there is an abundance of salt water at the Port in case of fire, and undoubtedly there is, but it requires a fire engine to raise it, and unless this is under the charge of a properly paid and organized fire brigade, it is usually out of order, or is got into action only when too late to be of any service, whilst with a high service reservoir, and fire plugs at proper intervals, the hose may be screwed on and brought into use in a few minutes or even seconds.

Whenever there shall be a population sufficiently large, located on the higher parts of Scinde Island, about Napier Terrace for instance, they may be supplied without the construction of more reservoirs, by simply carrying up a stand pipe to the requisite height above the Shakespeare Road reservoir, and allowing the pumps to force the water through it for a given time each day, to be regulated according to the de-

mand; in this way also the barracks may be supplied. An overflow pipe would be required from a small cistern placed on top of the stand pipes, to lead back to the reservoir whatever water might be forced up in excess of the demand.

Assuming that the works will be constructed sufficiently large, in the first instance, to supply a population of 4000 with 20 gallons of water each per diem, the cost of the works will be about £10,000, including $2\frac{3}{4}$ miles of rising main, 3 miles of service main, settling reservoirs, service reservoir, engine house, 12 horse power engine, boiler, pumps, air chambers, sluice cocks, fire plugs, street services &c. complete; but exclusive of any stand pipes, or mains for any district higher than Shakespeare Road, and exclusive of any pipes or fittings for private use.

Steam power is here recommended, because in this locality no other will be found so cheap or effective.

Wind power cannot be depended upon for a constant daily supply, and if adopted would involve the construction of a service reservoir to contain at least one month's supply which would cost *here* more than all the other works together.

Water power is also inapplicable there being no head of water available for working an overshot wheel and no current strong enough to work an undershot wheel without going a mile and a half higher up the river, which additional length of main pipe added to the cost of the water wheel, and the works necessary to protect it in heavy floods, together with the shafting required to communicate motion to the pumps, would render this system more costly than steam power, and by no means so satisfactory in operation.

The daily supply of water is given above at 20 gallons for each head of the population, this being a fair average allowance, although some of the water companies in England supply as much as 30 gallons per head.

Should it be deemed advisable in order the sooner to accomplish this undertaking, to construct works on a smaller scale than those above contemplated, say to supply a maximum population of 3,000 with 15 gallons each per diem, the cost of the necessary works may be reduced from £10,000 to £7,000, but the annual working expenses will be nearly the same in both cases, the only

saving being in the consumption of coal, and interest on the outlay.

Taking for granted that the larger works are carried out at a cost of £10,000 and that the rates levied at the commencement amount to £1,000 per ann., or say £1 per head for one thousand inhabitants only (as there will be many residing beyond the reach of the mains) this sum would be sufficient to defray the working expenses, and leave a fair per centage to cover wear and tear of engine, pumps, and other plant; and any increase in the revenue beyond £1000 per annum will be so much available to discharge the interest on the outlay. As the demand reaches the maximum capabilities of the works, the rate may be reduced to 15s. per head or its equivalent, which for a population of 4,000 will yield a revenue of £3000, affording at this reduced price and after a liberal deduction for working expenses and wear and tear of plant, fully 15 per cent on the outlay; thus compensating for the loss of interest during the first two or three years of working,—while on the other hand the gain to the inhabitants in health and comfort will be very great, and in many cases even the pecuniary gain will be great also, the water being supplied at the rate of 7 gallons for one farthing at the highest price.

HOUSE DRAINAGE.

The drainage of the houses on the Eastern Spit, and in the neighbourhood of Carlyle Street, presents considerable difficulty, from the ground being raised so little above high water mark, and the fall of the tide at the same time ranging only from 3 to 4 feet, consequently the utmost fall that can be obtained along the principal lines will be 1 in 2,000 or 1 in 2,500, and this only at low water mark; the drains must therefore be made sufficiently large to contain the whole sewage discharged into them from tide to tide, and must be flushed out once or twice a week at low water—if water works are established this will be easily accomplished by a discharge from the main, but if the sewers are constructed first, it will become necessary to build a tank near the head of each sewer into which the sea water may be conducted at the top of the tide, and retained therein until discharged through the sewer at low water, but this plan will be more expensive and less effective than a dis-

charge from the main of the water works, and whenever the service reservoir requires washing out, the water so used instead of running to waste will perform a thorough scouring out of the sewers.

Of the cost of the drainage no estimate can be given, until some plan is decided upon, as to the extent of streets to be drained, and the nature of the construction, whether of brick or wood, or earthenware pipes, which could doubtless be manufactured and laid down at a much less cost than either brick or wood sewers, should the owner of the brick-field be guaranteed a consumption sufficient to induce him to try the experiment.

The principal portion of the land now under water, in the neighbourhood of Thackeray Street and Munro Street may be effectually drained by cutting a main channel on the south side of the swamp, with a few minor drains leading thereto, and emptying the water from the main channel through sluice gates into the creek at low water; but as this is a question affecting chiefly the owners of the land to be drained, it is probably sufficient in this place to have called attention to the subject.

I have the honor to be,
Your Honor's most obdt., servant,
EDWARD G. WRIGHT.

To his Honor the Superintendent &c., Napier.

Superintendent's Office,
Napier, August 24, 1859.

IT IS HEREBY NOTIFIED for general information that a Writ for the Election of one Member to serve in the Provincial Council of Hawke's Bay, for the Town of Napier, having been issued in accordance with clause 12 of "An Act to grant a Representative Constitution to the Colony of New Zealand" the Returning Officer has returned the said Writ, with a certificate that the undermentioned gentleman has been duly elected to serve as a Member of the said Provincial Council for the said Town of Napier.

WILLIAM COLENZO ESQ.,
of Napier, Provincial Auditor.
T. H. FITZGERALD,
Superintendent.

P R O C L A M A T I O N .

By THOMAS HENRY FITZGERALD,
Superintendent of the Province of Hawke's Bay.

WHEREAS by an Act of the General Assembly of New Zealand, intituled "The Provincial Reserved Bills Act, 1858," it is provided that no bill reserved for the signification of the Governor's pleasure shall have any force within the Province until the Superintendent shall signify as therein specified, that it has been laid before the Governor and that his Excellency has assented to the same. And whereas certain acts intituled respectively,— "An Act to repeal an Act of the Provincial Council of Wellington, Session 1, No. 1, entitled 'An Act to establish an Executive Government for the Province of Wellington,' and also the Act of the Provincial Council of Wellington, Session 6, No. 2, intituled 'An Act to amend the Executive Government Act, Session 1, No. 1, so as to authorise the offices of Treasurer and Secretary to be held by one person,' and also to establish an Executive Government for the Province of Hawke's Bay";—"A Bill to repeal the Education Act, Session 2, No. 6, and the Education Amendment Act, Session 4, No. 3, Province of Wellington, and to encourage the Education of Youth within the Province of Hawke's Bay;" and "An Act to appropriate the revenue of the Province of Hawke's Bay for the term of one year and two months commencing the first day of November, one thousand eight hundred and fifty eight, and ending the thirty-first day of December, one thousand eight hundred and fifty nine,"—were passed by the Provincial Council of Hawke's Bay during the late session, but reserved by me for the signification of the Governor's pleasure,—

NOW THEREFORE, I, THOMAS HENRY FITZGERALD, do hereby proclaim and notify that the above mentioned Acts and Bill have been duly laid before his Excellency the Governor, and having received his assent, are, under the provisions of the Act of the General Assembly before referred to, in force within the Province of Hawke's Bay from the date of this proclamation.

T. H. FITZGERALD,
Superintendent.

DATED this 24th day of August, 1859.

T E N D E R S .

Superintendent's Office,
Napier, August 29, 1859.

THE following Tenders for the erection of a Native Hostelry, Pilot Station, and Addition to Lock-up, are published for general information.

TENDERS ACCEPTED.

Messrs Renouf & Le Quesne,—For the erection of *Native Hostelry*, £180.
Messrs. John H. Sebley and William Thomas,— For the *Addition to Lock-up*, £115.
Messrs. W. Hutchinson, J. Steven, O. Vye,—For the erection of the *Pilot Station*, £205.

TENDERS REJECTED.

Native Hostelry,—J. D. Smith, £212; H. Clayton, £187; Messrs. Wm. Hutchinson, J. Steven & O. Vye, £197.
Addition to Lock-up,—J. D. Smith, £127; W. P. Smith, £127; Messrs. Renouf and Le Quesne, £118; Messrs. W. Hutchinson, J. Steven & O. Vye, £125.
Pilot Station,—Wm. Thomas, £235; J. D. Smith, £237.

WILLIAM COLENZO
H. S. TIFFEN.

Superintendent's Office,
Napier, August 24, 1859.

THE following APPOINTMENTS made by the Superintendent are hereby notified for general information.

MR. ANDREW LUFF

to be 2nd Clerk in the Commissioner of Crown Lands Department—Appointment to take effect from January 1st, 1859.

MR. WALTER HIPPOLYTE CHARLES AUGUSTUS JEAN BAPTISTE PILLIETT,

to be DRAFTSMAN—Appointment to take effect from November 1st, 1858.

T. H. FITZGERALD,
Superintendent.

Superintendent's Office,
Napier, August 29, 1859.

THE following APPOINTMENTS made by the Superintendent are hereby notified for general information:—

CAPT. J. C. L. CARTER, J. P. and JOSEPH RHODES ESQ., J. P.,

to be Members of the Executive Council of the Province of Hawke's Bay.

T. H. FITZGERALD,
Superintendent.

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P R O C L A M A T I O N .

By THOMAS HENRY FITZGERALD,
Superintendent of the Province
of Hawke's Bay, in the Islands
of New Zealand.

I, THOMAS HENRY FITZGERALD, Superintendent of the Province of Hawke's Bay, Do HEREBY PROCLAIM that a SALE OF CROWN LANDS will take place at the Land Office, Napier, on WEDNESDAY, THE 2ND DAY OF NOVEMBER next, at noon precisely, when the allotments of land specified in the schedule hereunto annexed, and which have been duly certified by the Commissioner of Crown Lands on the application of intending purchasers as not being worth 10s. per acre, will be put up to Public Auction at the upset price of 5s. per acre, in accordance with the Land Regulations of the 4th March, 1853, and the Additional Regulations for the Amendment and Extension of the said Regulations recommended by the Superintendent and the Council for the Province of Wellington, (Session 2,) to the Governor.

T. H. FITZGERALD,
Superintendent.

DATED this 29th day
of August, 1859.

S C H E D U L E
O F

U N A G R I C U L T U R A L L A N D

To be sold by Auction at the Crown Land Office, Napier, on Wednesday, the 2nd of November, 1859, at noon, precisely, at the upset price of 5s. per acre.

K I D N A P P E R B L O C K .

(On A. St. Hill's and George Moore's
Runs.)

7000 Acres.

Allot.	Area.			Allot.	Area.		
	A.	R.	P.		A.	R.	P.
1	280	0	0	9	300	0	0
2	200	0	0	10	272	0	0
3	200	0	0	11	310	0	0
4	320	0	0	12	170	0	0
5	320	0	0	13	300	0	0
6	300	0	0	14	300	0	0
7	250	0	0	15	292	0	0
8	320	0	0	16	194	0	0

17	310	0	0	22	312	0	0
18	312	0	0	23	236	0	0
19	320	0	0	24	176	0	0
20	260	0	0	25	196	0	0
21	300	0	0	26	250	0	0

M A T A B L O C K .

(On J. Chambers' Run.)

2550 Acres.

1	300	0	0	6	300	0	0
2	300	0	0	7	300	0	0
3	300	0	0	8	200	0	0
4	300	0	0	9	250	0	0
5	300	0	0				

(On D. Munn's Run.)

2020 Acres.

10	300	0	0	14	240	0	0
11	300	0	0	15	260	0	0
12	140	0	0	16	200	0	0
13	260	0	0	17	320	0	0

P O U R E R E R E .

(On J. H. Northwood's Run.)

2800 Acres.

1	300	0	0	6	320	0	0
2	300	0	0	7	300	0	0
3	320	0	0	8	300	0	0
4	320	0	0	9	320	0	0
5	320	0	0				

K A H U R A A N A K E .

(On W. Couper's Run.)

640 Acres.

1	320	0	0	2	320	0	0
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W A I P U K U R A U .

(On H. R. Russell's Run.)

1075 Acres.

1	281	0	0	4	254	0	0
2	223	0	0	5	181	0	0
3	136	0	0				

(On T. P. Russell's Run.)

628 Acres.

6	130	0	0	8	285	0	0
7	213	0	0				

Total Acres,—16,713.

H. S. TIFFEN,
Commissioner of Crown Lands.

Napier,
August 29, 1859.