



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. ]      THURSDAY, JANUARY 5, 1860.      [ No. 11

Superintendent's Office,  
 Dec. 28, 1859.

**T**HE Superintendent has directed the publication of the following Report of the Provincial Engineer on the Taupo Road, for general information.

G. T. FANNIN,  
 Superintendent's Clerk.

Engineer's Office,  
 Napier, Dec. 8, 1859.

SIR,—I have the honor to inform you that, in accordance with instructions contained in your communication of the 12th ultimo, I went over the proposed road from Napier to Taupo,

returning by the present Mail Track through Tarawera and Titiokura. The line I visited with Mr. Ellman requires but little to be done to it, after passing the swamp land between the termination of the present made road near the Tutaekuri River and the Little Bush; but should this course be followed, the part through the swamp must be drained and made. From the Bush near to Pawhakaairo the natural road is very good. At the latter place the Natives have carried a fence across the road, which obliges travellers to descend from the bank to the river's bed, and travel along it for some distance; except for this obstruction, the river bank offers every facility for travelling by drays. About half a mile beyond Pu-

ketapu a ridge has to be crossed, but this may be avoided by a side cutting round by the river, and through some stunted bush to the Moteo plains, after crossing which another ridge is gone over; the track along these plains is good, and the second ridge may be avoided by a side cutting like the first. From this last ridge to within about a half a mile of the junction of the Mangaone and Tutaekuri, a sideling of 25 chains is required to descend to the river, and a cutting on the opposite bank. The ground here becomes broken, and some four or five side cuttings and culverts are indispensable to enable drays to avoid the Mangaone River, along whose soft sandy bed they are now obliged to travel. About two and a half miles on this side of Peka Peka the river must be crossed, and from the crossing to that place there is now a tolerable dray road. With reference to this portion of the road, I have strong doubts if it be the best line; at present I am disposed to think there can be a road of more general advantage and shorter from near Hallett's, Tutaekuri, by Puketapu, to Peka Peka. The gradients are not likely to be so good as by the south bank of that river, but it passes entirely through European property, which is nearly all occupied, and the settlers on which must be greatly inconvenienced for want of a proper means of communication with Napier. I have not examined this route, but I believe it practicable. By selecting this course the Tutaekuri would be bridged at a better place, and the Mangaone at fully as good as by the other way. From Peka Peka Mr. Ellman's improvements commence, the line running over Mr. Anderson's Flats along a good natural road to nearly the end of Mr. Gray's purchase for two and a half miles; so far but little is required at present. At Peka Peka the creek must be bridged, and one or two small sidelings and culverts completed. From this point the present track can scarcely be followed with advantage, although it has been greatly improved, and shows that labour has been bestowed in making some miles of sidelings on to Mr. Sealy's Station. For two and a half miles beyond this station the ascent is not continuous; the horse track runs over undulating ground; a deep and lengthy cutting will be unavoidable at Te Oreore. But although the whole road must be cut out of the

hill side, I expect a quantity of excellent material for metalling will be found. The ascent up Patoka is so long and sharp that unless some greater obstacles are met with than I can perceive, a lower level must be followed here to the comparatively flat land on Mr. Dyson's run. From these flats on Puketitiri Bush the country is rough and broken along a part of the way to a saddle dividing the waters of the Tutaekuri from the Mohaka, and called by the natives Oru; here is some heavy side cutting. This saddle would answer as a crossing point for a road down by the Inangatahi valley towards Te Harato and the present mail track; but for a road to Taupo the better line will be by the dividing ridge through the Puketitiri Bush (the land and timber of which seem excellent), passing between the Kaweka and Hukanui, and along what are called the Anawanawa Flats. On these the ground is a good deal broken, and certainly does not answer the description conveyed by the term *flats*. This portion of the road will be expensive, but the gradients are better than by the Makahu stream, part of which passes for nearly three-fourths of a mile between a deep gorge, the high lands on either side being nearly precipitous, rendering any work here exceedingly costly, otherwise it is the most direct course to the crossing of the Mohaka. This river can be bridged about half a mile above the ford to Pakotutu, with a single arch of about 100 feet span. After crossing the stream (here about 85 feet wide), instead of ascending the hill to Pakotutu, the road should follow the north and west bank of the Mohaka River down stream towards the flats at the mouth of the Ripia, which stream is the key to the east of the Taupo Country from the Mohaka. By following up this bank the only stream of any size to be bridged is the Makikia, where it discharges into the former river, about 5 or 6 miles above the meeting of the Ripia and Mohaka. The banks of the Ripia on both sides are bush, and generally steep for fully fifteen miles, allowing for slight bends. Here the bush disappears on the west side of the river, near a creek called Waikawa, except on the hill tops; and the line, after passing the creek, will still keep the river bank along steep sidelings, occasionally running over slopes of pumice terraces and through some bad

ground for a further length of five miles to a stream named Te Awakari, where the country gradually opens out into pumice stone terraces. From this point to the end of the valley, the obstacles to dray traffic are trifling, nothing more than some small streams, and 1 or 2 trifling swamps. Between the Ripia and Taupo plain there is a low ridge, Maruanui, to go over, of about 100 feet in height, but presenting no difficulty of a formidable nature. From the foot of Maruanui, along the plains to the crossing of the Waikato, drays can now travel, and by proceeding direct to the junction of the Waikato with the lake, avoiding Opipi Pah, a saving of three or four miles may be effected.

Although the country from Mohaka to Taupo has not been previously travelled by Europeans, I have no doubt it possesses many advantages over the Tarawera mail track, and that an excellent road can be had through the valley of the Ripia. For at least one or two and twenty miles the works will be expensive, but the gradients are good. For this distance I should recommend the Natives being encouraged to clear the bush half a chain wide from the flood mark, and making a narrow horse track about twenty feet above this mark, continuing the track to near the Awakari. Once open this for horses and few except natives will travel the present mail track. A dray road from Peka Peka to Pukititiri and through that bush might answer for the present, continuing the communication from Pukititiri by a bridle road over the Mohaka to the Ripia, and joining the bridle track there when completed. The rivers which must be bridged are the Tutaekuri, the Mangaone, the Mohaka, and Makikia. The last is a small stream liable to floods like the others. Returning by the mail track, the present line is excellent to Rangitiki, which is a river of some size liable to heavy freshes, but free from timber. This stream is about 70 feet wide, and the distance from the lake is at least 18 miles. The road is still nearly level to Runanga, crossing some swamp land near the latter place. From this point the country becomes more irregular and broken, and the track passes up and down several gulleys and small rivulets running along an old river bed for some miles; after leaving which broken ground is again met with to the

Waipanga—a stream 18 feet wide at the crossing; the bed loose stone and rock. (As this river empties itself into the Mohaka to the Eastward of the Ripia a good level can be had along its banks but these are so steep and broken in the very many places I passed close to them that the construction of any road by this way must be fearfully expensive.) After passing this river the road follows an exceedingly bad track over 5 or 6 very high hills, and equal number of deep gorges; principally through bush to the Waipanga, which it again crosses. For the last 2 miles the Natives have formed a track averaging 6 or 8 feet in width, which is an improvement for horses; but in keeping so close to the old track they have not avoided any of the hills, which they might have done by keeping near the river, and that without much additional labour or expense. They are now planting potatoes at Te ware o te koa, as they informed me, to feed their workmen while continuing the road; but they should be informed that they cannot be paid unless they carry the road round the hills by the Waipanga; otherwise any expenditure on the old track will be a waste of money. From Waipanga to Tarawera the hills are less steep, but some portions of the main road are very steep, and from the want of any protection against the rains of winter, it is much cut up. From Tarawera, it is very bad to the river Waipanga; the course of which at this place the Natives are desirous to alter, but the expense of doing so would be considerable and of doubtful utility if carried out. Shortly after crossing the Waipanga the path ascends a fearful hill called Turangakumu, the worst on this road. The Natives speak of improving it, but any attempt of the kind would be ridiculous. The hill can be avoided, and to allow any money for work performed making a road up this ascent would be most injudicious. After attaining the summit the track passes over broken ground through bush to Kakawahine, from which point the bush has been cleared and the line improved to Te Harato, by the Chief Kingita. The neighbouring Chief Kipa is making another road also towards Tarawera, but I very much doubt if it be an improvement over the present bad one, and I could not recommend him to receive any assistance from the Government. I believe a good line can be

had if required, hereafter, and I know it is impossible to get one near the course followed by the Natives at present. At Te Harato the made road descends rapidly towards the Mohaka, which it crosses, and winds up the hill to Titiokura, continuing through the bush to Messrs. Towgood & Campbell's Station. While freely admitting that the works executed by the natives have been of advantage to persons obliged to travel to Taupo or Auckland overland, yet if even less labour was bestowed in making a track round, instead of over, these hills, and with some regard to gradients, a tolerable good one could be formed; and in future I do not think any assistance should be afforded unless the works carried on were laid out by some European conversant with such matters, and executed under his direction. And as I believe that the natives are about beginning additional works very shortly in the hope of being paid wages when completed, it would be only fair to inform the chiefs Nikora, Henere, Kipa, and Kingita, that they cannot be paid for such works unless carried on under the direction of some proper person appointed by the Government.

From Messrs. Towgood & Campbell's I travelled over Mr. Marshall's track through that gentleman's and Messrs. Blair & Munro's runs. As a pack road it may be useful when the water in the Petane river is high, but it is very circuitous, without the advantage of a good level—a great objection to any kind of dray road. An additional objection is the heavy and expensive fillings and side cuttings along a great part of this line. Perhaps the cheapest method of making a road for draying down the wool from these stations would be by bridging a small creek near Messrs. Towgood and Campbell's; improving part of the way under Mr. Marshall's path, across the Waku; and making a sideling from the Petane river to the high ground along a creek tributary to this river. This side cutting would be about 12 chains long, and, for a 12 foot road, cost £4 per chain. The rest of the way would be down the river to the Mangokopiko, from whence but little would be necessary for the rest of the way to Petane. These works, including some of the crossings in the river, should be done for £85 or £90, and, if either of the runholders interested would under-

take the work, I would recommend the latter sum to be placed at their disposal for that purpose. They could readily obtain sufficient native laborers for the purpose.

I have the honor to be,  
Sir,  
Your most obedient Servant,  
THOMAS GILL,  
Provincial Engineer.

To His Honor  
The Superintendent,  
Napier.

Superintendent's Office,  
Dec. 27, 1859.

THE Superintendent has directed the publication of the following correspondence with C. D. R. Ward Esq., Barrister at Law, Wellington, on the subject of the proposed harbour improvements at Port Napier, to be published for general information.

G. T. FANNIN,  
Superintendent's Clerk.

Superintendent's Office,  
Napier, Dec. 8, 1859.

SIR,—I would be much obliged if you would give me your professional opinion as to the best course to be pursued under the following circumstances:—

It is in contemplation to effect very considerable improvements in the harbour of Port Napier; amongst which it is proposed to fill up and reclaim some very shallow mud flats in front of Town Sections 481, 483, 485, 487, 489, 491, 493, 495, 498, 499, 500, 512, and all round that part of the town known as Gough Island, the depth of water at high water not being in general more than from 1 to 2 feet, though in some cases not more than 6 inches. In the original plan of the Town, from which I send a tracing, you will see that the sections above mentioned and those on Gough Island have been marked as having water frontage, even though it is of the character before stated, and of course almost useless. Nevertheless, as some persons might object to its being taken away from them in order to extort compensation from the Government, I should be glad to have your opinion as to the best course to adopt, and whether, under the 2nd clause of the Public Reserves Act of 1854, we could be prevented from filling up the

mud flats in front of the sections referred to, because they have been delineated on the selection plan of the Town of Napier as bounded by the water, although no other guarantee had been given.

I have the honor to be,  
Sir,  
Your most obedient servant,  
T. H. FITZGERALD,  
Superintendent.

C. D. Ward, Esq.,  
Barrister at Law,  
Wellington.

Wellington,  
Dec. 13, 1859.

SIR,—I have the honor to acknowledge the receipt of your letter dated 8th December, 1859, requesting my opinion on the following point, viz.:—Whether, on a portion of land lying in front of certain sections in the town of Napier, being reclaimed from the sea, which now flows over it at high water, the owners of such sections could claim compensation (under the 2nd clause of the Public Reserves Act of 1854,) for being deprived by such reclamation of their present water frontage.

I am of opinion that no compensation could in any such case be legally claimed by the owners of any such sections, unless the grant from the Crown under which they claim, be a grant of the sections *cum littore maris*, in which case the shore, (that is, the space between ordinary high and low water mark,) may pass. But the grants, as far as I have been able to ascertain, have never been thus worded. The soil below high water mark is *prima facie* the Crown's property, as affirmed by a multitude of authorities (*vide*, 2 Be. Com. 262; Hale De Jure Maris, 14; 2 Roll Ab., 170; Dyer, 326; Callis, 51, 53; Rex v. Lord Harborough, 3 Barn and Cross, 91, affirmed on writ of error; 5 Bing, 163; Scratton v. Brown, 4; Barn and Cross, 505.) The Governor, under the Public Reserves Act, 1854, has full power as the representative of the Crown, to vest the land in question in the Superintendent. Clause 2 in the above Act does not create any new rights, but merely protects those in existence at the passing of the Act in 1854.

I am not aware of the existence of

any Act, Ordinance, or Regulation by virtue of which any right or claim for compensation could possibly be implied in the present instance. In Wellington the case was different: Governor FitzRoy having granted or assured a right to certain persons over a small portion of the water frontage in Port Nicholson. Possibly the words at the end of clause 2 may have been intended to protect their interests.

I remain, Sir,  
Your most obdt. servt.,  
C. D. R. WARD.

His Honor T. H. FitzGerald,  
Superintendent of the Province of Hawke's Bay.

#### PROCLAMATION.

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

WHEREAS, by an Act passed in the first Session of the Provincial Council of the Province of Wellington, and now in force within the Province of Hawke's Bay, intituled "An Act to make further provisions relative to Fencing within the Districts of the Province," It is enacted that the Superintendent of the Province should whenever it should appear to him expedient, declare by Proclamation that the said Act should come into operation within any Town or District of the Province, and by the same Proclamation declare the limits of such Town or District, *Now, therefore*, I Thomas Henry FitzGerald, Superintendent of the Province of Hawke's Bay, do hereby Proclaim and Declare that the said above-mentioned Act shall come into operation within the South District of Mohaka, the boundaries of which I declare to be as follows, viz.:

North-west and North-east the Mohaka River.

South-east the sea.

South the Waikari River.

DATED this 30th day of December, in the year of our Lord one thousand eight hundred and fifty-nine.

T. H. FITZGERALD,  
Superintendent.

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

THE Superintendent has directed the publication of the following memorial received by him on the subject of the Waipureku Ferry, with the reply thereto, for general information.

G. T. FANNIN,  
Superintendent's Clerk.

Waipureku,  
Dec. 8, 1859.

SIR,—We, the undersigned inhabitants of this District who are constantly crossing the Waipureku Ferry, beg to bear testimony to the very efficient manner in which the present ferryman, John McKinnon, has conducted the ferry since he has rented it.

He has been sober, honest, and obliging in every respect; at the same time being originally a nautical man, understands the management of a situation of the sort, where so much depends on the safe transit of passengers and valuable goods.

We therefore confidently recommend him to take charge of the Waipureku Ferry under the Provincial Government.

James B. Ferguson  
Wm. R. D. Ferguson  
John Chambers  
John Chambers, for Capt.  
Morrison  
Philip Dolbell  
Charles Dolbell  
Thomas Gill  
G. E. Richardson  
George B. Worgan  
William Rich  
W. H. Francon  
David Carswell  
John Steven  
Thomas Hitchings  
John H. Sebley  
Alexander Browne  
George Yates  
James Wood  
Daniel Munn, junior.  
John Marshall  
John Hoffmoran  
J. B. Ellman  
Herbert Stutfield  
W. R. Miller  
C. W. R. LaSerre  
R. M. Skeet

James Fougere  
Frederick Dyett  
Richard Dolbell  
William Couper  
Andrew Blake  
William McGray  
William Jarvis  
James Boyle  
Valentine Harrison  
Hugh Marshall  
Samuel Winsor  
J. J. Kelly  
F. Sutton  
John Garry  
John H. Vautier  
Henry Renouf  
John Wood  
William Smith  
William Maltby  
Edward Lyndon  
H. E. Webb  
Thomas Murray  
John Turner  
Alexander Kennedy  
William Lechner  
William Denholm  
James Hallett  
John Campbell  
Bernard Ferrers  
J. R. Perry  
J. A. Smith & Co.  
Thomas Edwards  
Carl Unmack  
Andrew Luff  
John Curling  
William Colenso.

Superintendent's Office,  
Napier, Dec. 28, 1859.

GENTLEMEN,—I have the honor to acknowledge the receipt of your memorial of 8th inst., in favor of the continuance of Mr. John McKinnon as Ferryman at Waipureku, under the Provincial Government; which yielding to your wishes has been sanctioned by the Executive Government for a period of at least 6 months certain from 1st January, 1860. The arrangement concluded with Mr. McKinnon is as follows,—That he shall pay at the rate of £25 per annum, for such period as he continues in charge under this arrangement—the Government keeping the punt and gear in repair. That Government Officers on Public Service, Mailmen, Police, Survey and Road Men are ferried over at all times free of cost, and that the rates for the general public be reduced to about half the

present charges, and be according to the following scale:—

	s.	d.
Bullock drays, each way	2	6
2 or 3 Horse Drays “	1	6
1 Horse Dray or Cart “	1	0
Men on Horseback “		6
Foot Passengers “		3
Cattle, $\frac{1}{2}$ head “	1	$\frac{1}{2}$
Sheep, “ “		$\frac{1}{2}$

I have the honor to remain,

Gentlemen,

Your most obedient servant,

T. H. FITZGERALD,  
Superintendent.

J. B. Ferguson Esq.,

J. Chambers Esq., and other

Gentlemen signing memorial.

#### T E N D E R S.

THE following Tenders for Filling up the Channel between Gough and Maori Island; Conveyance of Goods between Napier to Petane, and Napier to Eperhaima; Sinking a Well near the Native Hostelry; Supplying the Provincial Government with Rations, Firewood, Coals; Metalling 60 chains of Hastings Street; Removing and Depositing Sand or Mud between Custom House and Shakespeare Road; Erection of Immigration Barracks at Napier;—are published for general information.

#### TENDERS ACCEPTED.

*Filling up the Channel between Gough and Maori Island*,—Mr. D. Sheehan, for the sum of £139

*Conveyance of Goods from Napier to Te Aute*,—Mr. P. Dolbell, at £7 10s. per ton: *To Waipawa*, at £8 per ton: *To Waipukurau*, at £8 per ton: *To Patangata*, at £7 per ton: *To Pukekura or Eperhaima*, at £10 5s. per ton

*Conveyance of Goods from Napier to Petane*,—Mr. G. H. Stuart,— $1\frac{1}{2}$  tons, £2; 1 ton, £1 10s.; 10 cwt., £1; less than 10 cwt., 16s.

*Sinking a Well near the Native Hostelry*,—Mr. E. Buck,—1st, 2nd, and 3rd lengths of 10 feet respectively, 11s., 5s., and 6s. per foot

*Supplying Rations for Gaol*,—Mr. F.

Sutton,—Nos. 1, 2, 3, 1s. 7 $\frac{1}{2}$ d. and 5d. *Rations for Immigrants*, 1s. 3d.

*Supplying Firewood and Coals for the Provincial Government*,—Mr. T. Taylor,—Coals, £4 2s. per ton; Firewood, £1 15s. per ton

*Removing and Depositing Sand or Mud between Custom House and Shakespeare Road*,—Messrs. H. Beukers, E. Gibbons, and J. Lyston, at 3s. per ton

*Erection of Immigration Barracks and Cook-house*,—Messrs. Renouf and Le Quesne, for £441

*Metalling 60 Chains of Hastings Street*, M. D. Egan, for £4 19s. per chain

#### TENDERS REJECTED.

*Filling up the Channel between Gough and Maori Island*,—Mr. P. Searle, £178; Mr. D. Donaghey, £178; Mr. H. Brooking, £200

*Conveyance of Goods from Napier to Petane*,—Mr. J. S. McKain, £2 per ton

*Sinking a Well near the Native Hostelry*,—1st, 2nd, and 3rd lengths of 10 feet: Mr. P. Searle, 11s., 6s., and 8s. per foot; Messrs. Begg & Lorigan, 11s. 6d., 5s., and 6s. per foot; Messrs. Dougherty & Mullaney, 9s., 7s. and 9s. per foot

*Supplying Provincial Government with Rations for Gaol and Immigrants*,—Mr. Thomas Taylor, Nos. 1, 2, and 3, 1s. 6d., 8d. and 4d. *Rations for Immigrants*, 1s. 5d.

*Supplying Provincial Government with Coals and Firewood*,—Mr. Frederick Sutton, £6, and £2 5s. respectively

*Removing and Depositing Sand or Mud between Custom House and Shakespeare Road*,—Messrs. Archibald McDonald and J. Campbell, 5s. per ton; D. Donaghey, 4s. 11 $\frac{1}{2}$ d.; D. Egan, 7s. 11 $\frac{3}{4}$ d.

*Erection of Immigration Barracks and Cook-house*,—Mr. Thomas, for £518 15s.; Messrs. Shepherd and Murray, for £459

*Metalling 60 chains of Hastings Street*, Mr. W. P. Powles, at £6 per chain; Mr. J. Cracknell, at £14 per chain; Mr. P. Searles, at £6 19s. per chain.

\*

RETURN OF LANDS SOLD, DEPOSITS, AND GRANT FEES RECEIVED AT NAPIER, IN THE PROVINCE  
OF HAWKE'S BAY, FROM THE 1ST OF NOVEMBER TO THE 30TH NOVEMBER 1859, INCLUSIVE.

NAME.	LAND SELECTED OR APPLIED FOR.	CONTENTS.			PAYMENT.						REMARKS,		
					CASH,			Government Scrip.				Wellington Government Scrip.	
		A	R	P	£	S	D	£	S	D		A	R
Peter Wilson ...	Puketapu District ... ..	40	0	0	20	0	0						
Alex. Alexander	Puketapu District ... ..	170	0	0	4	5	0						
Daniel Riddiford	On his Run ... ..	170	0	0	85	0	0						Dep. 10 per ct. on 5s. Land.
John Chambers	On his Run ... ..	50	0	0	25	0	0						
John Chambers	On his Run ... ..	1100	0	0	27	10	0						
Alex. Brown ...	Lot No. 10 on D. Munn's Run ...	300	0	0	9	0	0						Dep. 10 per ct. on 5s. Land.
Wm. Couper ...	On his Run ... ..	260	0	0	130	0	0						" " " " purchase at Auction.
Alex. McKay ...	On H. S. Tiffen's Run ... ..	80	0	0	40	0	0						
T. H. FitzGerald	Lots No. 1 and 2 Kauranaki .....	640	0	0	144	0	0						
A. G. Tollemache	" " 1, 2, 3, 4, 5, on H. R. } Russell's Run	1075	0	0	37	6	2½						[chase at Auction. 9-10ths, being balance of purchase at Auction.
T. P. Russell ...	" " 6, and 8 on his Run ...	394	0	0	14	7	5½						Balance of 10 per cent., Dep. at Auction.
T. D. Triphook	On Capt. Carter's Run ... ..	80	0	0	40	0	0						Balance of 10 per cent., Dep. at Auction.
Walter Pellet ...	On H. S. Tiffen's Run ... ..	40	0	0	20	0	0						
Thomas Mason ...	On his Run ... ..	40	0	0	20	0	0						
William Marshall	" " " .....	500	0	0	12	10	0						Dep. 10 per ct. on 5s. Land.
William Lyon ...	" " " .....	100	0	0	50	0	0						
Wm. Couper ...	" " " .....	2114	0	0	52	17	0						Dep. 10 per ct. on 5s. Land.
Wm. Couper ...	" " " .....	580	0	0	290	0	0						
F. J. Tiffen ...	On A. Chapman's Run ... ..	950	0	0	475	0	0						
Samuel Hameling	On F. S. Abbott's Run ... ..	40	0	0	20	0	0						This has now been cancelled and the money returned.
James Henton ...	On his Run ... ..	100	0	0	50	0	0						
William Marshall	" " " .....	140	0	0	70	0	0						
E. S. Curling ...	" " " .....	740	0	0	370	0	0						
H. C. Chapman	On H. S. Tiffen's Run ... ..	40	0	0	20	0	0						
A. G. Tollemache	On H. R. Russell's Run ... ..	90	0	0	45	0	0						This has since been cancelled and the money returned.

John Knight ...	On F. S. Abbott's Run .....	40	0	0	20	0	0		
Daniel Munn ...	Lots 11, 12, 13, 14, 15, on his Run	1200	0	0	262	10	0	.....	9-10ths, being balance of purchase at Auction.
Charles Limpus	On H. S. Tiffen's Run .....	37	0	0	18	10	0		
E. S. Curling ...	On his Run .....	1760	0	0	44	0	0	.....	Dep. 10 per ct. on 5s. Land.
John Tucker ...	" " " .....	500	0	0	250	0	0		
Henry St. Hill ...	Lots Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 10, 11, 12, 13, 14, 15, 16, 17 18, 19, 20, 21, 22, 23, 24, 25 26, on A. St. Hill's and G. Moore's Run	7000	0	0	1575	0	0	.....	9-10ths, being balance of purchase at Auction.
D. Munn & os.	Grant fees ... ..				18	0	0		
Totals		20370	0	0	4259	15	8		

Crown Lands Office, Napier, December 7, 1859.

H. S. TIFFEN,  
Commissioner Crown Lands.

**SCHEDULE OF TENDERS**

Pursuant to Public Notice of October 29, November 5 and 12, for supplying the Harbour Improvements with the following Timber

ARTICLE.	TENDER ACCEPTED.	TENDER REJECTED.
Supplying Timber for Harbour Improvements.	C. Harris, at the following rates.	Combes & Daldy, at the following rates.
	Piles, 12 in. square, 10 to 20 feet, at 2s. per foot.	Square Timber of all dimensions £1 1s. per 100 supr. ft.
	" 12 in. " 20 to 30 feet, at 2s. 2d. "	" free of sap £1 4s. " "
	" 14 in. " 10 to 20 feet, at 2s. 3d. "	Round Piles, 12 in. diameter, 1s. 6d per running foot.
	" 14 in. " 20 to 30 feet, at 2s. 6d. "	" " free of sap 2s. " "
	with bark off } " 12 in. in diameter, 10 to 20 ft. at 1s. 8d. "	" 14 in. diameter, 2s. " "
	" 12 in. " 20 to 30 ft. at 1s. 10d. "	" " free of sap 2s. 6d. " "
	" 14 in. " 10 to 20 ft. at 2s. "	Stuart & Kinross, per A. Kennedy.
	" 14 in. " 20 to 30 ft. at 2s. 2d. "	£1 2s. per 100 feet superficial, Builders' measurement.
	Scantling, 12 in. by 6 in. and from 6 in. to 9 in. square, and 10 to 20 feet long 19s.	Bethune & Hunter.
Ordinary Scantling, do. 19s.	£1 7s. per 100 feet, ordinary timber measurement.	
Planks, 1½ in. to 4 in. and 6 in. to 12 in., not exceeding 20 feet 20s.		

We recommend the acceptance of the above Tender, C. Harris.

WILLIAM COLENZO,  
H. S. TIFFEN.

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## ELECTORAL NOTICE.

## ELECTORAL DISTRICT OF NAPIER, IN THE PROVINCE OF HAWKE'S BAY.

IN PURSUANCE of the provisions of an Act of the General Assembly of New Zealand, intituled "The Provincial Elections Act of 1858," I, JOHN CURLING Esq., Returning Officer for the Electoral District of Town of Napier, in the Province of Hawke's Bay, do hereby give notice that by virtue of a Writ bearing date the second day of January, 1860, issued under the hand of his Honor the Superintendent of the said Province, an Election will be held for the return of a qualified person to serve as a Member of the said Provincial Council of the said Province for the said Electoral District of Napier, in consequence of the seat of THOMAS HITCHINGS Esq., in the said Provincial Council, having been vacated by his acceptance of the office of Provincial Surgeon; and that the Nomination of the Candidates will take place at the School-house Hastings St., at noon, on Monday the sixteenth day of January, 1860, and that the Poll (if necessary) will be taken on Tuesday the seventeenth day of January, 1860, and the state of the Poll declared at the close thereof.

JOHN CURLING,  
Returning Officer.

DATED this third day  
of January, 1860.

THE following place is the Polling place for the Electoral District of Napier:—

*The School-house, Hastings Street, Napier.*

JOHN CURLING,  
Returning Officer.

DATED this third day  
of January, 1860.

Superintendent's Office,  
Napier, Dec. 26, 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.

THOMAS HENRY FITZGERALD,  
NAPIER.

T. H. FITZGERALD,  
Superintendent.

## NOTICE TO MARINERS.

Napier, Oct. 24, 1859.

A RED buoy has been placed a cable's length South by East from the Pania sunken reef in Hawke's Bay. The Ahuriri Bluff bears from the reef S.S.W., distant two miles.

The Pania reef runs N.E. and S.W. It is twenty fathoms in length and five fathoms in width; the average depth on the reef is twelve feet.

There are several large ledges of rock on the reef with only seven and eight feet of water on them; the water deepens immediately East and West of the reef.

THOMAS MURRAY,  
Pilot.

## ERRATUM.

IN Proclamation of Nov. 28, 1859. proclaiming a reserve of the Pukititiri and Pohue forests, read "Makahu" for "Mohaka," in the twelfth line from bottom.