



THE
GOVERNMENT GAZETTE,
PROVINCE OF HAWKE'S BAY.

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J. C. LAMBTON CARTER,
Superintendent.

VOL. 3.]

TUESDAY, JULY 29, 1862.

[No. 17.]

Engineer's Office,
Napier, 15th July, 1862.

SIR,—I have the honor to submit to you the following half-yearly report on the present state of the Public Works under my charge.

The roads of the Province, are, notwithstanding the season, in tolerably good state. Some of the natural roads, and some portions which have only been formed, are very much cut up, but this must be expected, where the traffic is confined to a few feet in width so that the drays nearly always traverse the same track. A few of the smaller bridges and culverts have suffered in consequence of the heavy rains during March and April, but owing to the alluvial and rotten nature of the banks of the streams in this District, we must be prepared for a certain annual loss on this head, especially where the means at command of the Engineer are insufficient for larger and more substantial structures.

Most of the works completed during the past half-year have been contracted for and commenced prior to my taking charge of the Department of Public Works.

The Ferrypunt over the Ngaruroro has been shifted to the new site at Waitangi, and the metalling of 21 chains between there and

the Muddy Creek bridge is very nearly completed.

The punt being in a leaky state, and unfit for further repairs, I have prepared, in compliance with your honor's instructions, plans for a new one with more powerful propelling arrangements, such being required on account of the greater width of the river at the present site.

The bridge over the Muddy Creek, the approaches of which had been washed away by the floods in March, has been lengthened and reopened for the traffic in May.

The timber for the bridge over the tidal creek between Clive and the Muddy creek is now preparing, and I hope will be on the spot by the end of the month.

On the *Te Aute* line of road have been formed and metalled:—61 chains between Te Matai and Pokawo, and about 200 chains on several pieces between the College land and Waipawa, all those have been contracted for at the end of last year. Several smaller pieces at Louisa creek, Te Matai, and between the Rev. S. Williams' and the Silverstream are now in the hands of contractors, and are progressing well, with the exception of the pieces at Louisa Creek near Havelock, which, to the great inconvenience of the public is making very slow progress, although the

Native Contractor has repeatedly been urged on to greater activity.

After those few works on hand have been completed, the portions of this road which require making are:—About 30 chains through Havelock; about 60 chains between Waitahora and the Puki Puki; about 20 chains inside of the Rev. S. Williams' Paddocks; and 12 chains sidecuttings between Kaikora and Waipawa.

When those works are done, the principal expenditure required for this road will be for maintenance, for which purpose liberal allowance should be made, the traffic being heavy when compared with the inferior quality of the metal available.

On the road from *Waipawa* to *Tikokino* 7 chains of sidelings have been made, where the road has been washed away last year, but some outlay will have to be incurred to protect the newly-made portion against further encroachments of the Waipawa river. Several pieces of this road have been cut up very much of late, and require a thin coat of metal, and it is very desirable that the newly-made 7 chains should be metalled.

On the *Porangahau Road* the banks of the cuttings have slipped in a good many places especially at Pukikura and near Eparaima. In the latter locality the slips are so heavy and so frequent, that one man is nearly constantly employed during the winter season in their removal. These slips will continue on the light clay soil of that district until the base of all the slopes will be in the proportion of about 2 to 1 to their height. The road about Pukikura and through the Bush near Motuotaraia is very soft, which I hope to remedy in the first named locality, by inserting a number of small covered drains during the coming dry season. To improve the road through this bush, will be, I fear, beyond our present means. The only new works on this road are 4 chains through a swamp on the North side of Pukikura, and a small piece of plankroad through the Bush at Motuotaraia. The old bridge on the North side of the Bush has been very much damaged by the late freshets, and I have arranged for its reconstruction with enlarged waterway. Arrangements have likewise been made for the battening of the Eparaima bridge, and for the drainage of the approaches thereto. The bridge is uninjured, and I purpose to have it tarred as soon as the weather will permit of it.

On the road from *Porangahau* to *Tautane* I have marked off sites for bridges over the Mangamairi, the Tautane, and the Mangatawiri Creeks, and the draining of the Road through the low flats at Tautane is now in progress in the hands of a Contractor.

The natives of Porangahau have agreed to sell the timber required for the bridge over the Mangamairi Creek at moderate prices, but no agreement could as yet be made with them respecting the cartage. As the bridge will be used much more by the Natives than by the Europeans, I trust they will comply with our just request, to cart the timber at

reasonable rates, so that the bridge can be erected during the coming summer. In the meantime, arrangements have been made for keeping the present crossing-place practicable. I have sent plans and specifications for the bridging of the Tautane and the Mangatawiri Creek to the parties principally interested in the erection of those bridges and am awaiting their replies.

No new works have been undertaken on the *Middle Road* between Havelock and Patangata, but two men are constantly employed on its maintenance since the beginning of the wet season. This road, although soft in many places, is in good order, considering the time of the year. It is very desirable that the side-cuttings between the Havelock boundary, and Mr. Foster's homestead and from there to the Gorge should be made, to avoid the crossing of three steep hills, which make the road at present almost unavailable for horse-carts. Nothing has been done on the other side of Patangata, but tenders are now out for the bridging of the three creeks between Patangata and Wautukai.

The *Awatoto Road* from Tareha's bridge to the Meanee bridge is now being repaired and protected against the further encroachments of the Tutaekuri river, but I recommend that the extension of the metalling be deferred until the dry season.

From the *Meanee bridge*, which has withstood the freshets without injury, the formation across the flats was completed in April, but no portion of it has been metalled, the season having been too far advanced to do so to advantage. The portion from Mr. Tiffen's boundary to the hills has stood very well, and is properly settled for the reception of the metal, but the 40 chains between the Meanee bridge and Mr. Davis' property will have to be either raised 2 feet and provided with 3 large culverts, or otherwise the river will have to be banked in, before I can recommend its being metalled. The road from the flats to Puketapu has stood very well considering it being not metalled. A man is employed on its maintenance during the wet season.

On the road from *Petane* to *Petane Valley*, one large culvert has been made, and a man is stationed on it now, so that, although not metalled, it will not suffer materially.

On the road from *Petane valley* to the *Pohui Bush* a temporary outlay has been made at Munn's Point, to keep the communication open until spring, when the road will have to be carried by a side-cutting to the next terrace, avoiding the river flat, over which the track is running now, and upon which the river is encroaching very much. Between Munn's Point and Mr. Atkinson's several culverts and side-cuttings are now in progress, and it requires now only a side-cutting up the rather steep North bank of the Mangakopikopi Creek to make that part of the road available for the cartage of timber. The road to the Pohui Bush runs from Mr. Atkinson's in the bed of the River Esk (Petane River) to its junction with the Kaiwaka Creek (a distance of about 8 miles),

and then $1\frac{1}{2}$ miles in the bed of the Kaiwaka Creek, whence it rises by an extensive side-cutting to dry table land. The cuttings at the Kaiwaka Creek, being in sandy clay, have suffered very much of late from heavy slips, for the removal of which I will try to arrange on my visiting that part next week. From the Kaiwaka cutting to the Pohui Bush (about 8 miles) the natural features are favorable for a road, and I think an outlay of £200 upon the present road will make a good summer road. The cheapest way to make the Pohui Bush available for the Napier market is, in my opinion, by clearing the River Esk, which is naturally well adapted for rafting, of large stones and other obstacles, which can be done for about £180. Drays will then bring the timber to the junction of the Kaiwaka Creek with the River, whence it can be rafted to the Spit.

Between *Pohui* and *Tarawera*, our Auckland mail road, the Natives have contracted for the erection of 6 bridle-track bridges, for the clearing and widening of some old side-cuttings, and for the clearing of the bush track from Te Harota to Taurangakumu, which they report as completed, and which I will have to visit next week. To make this track quite good, it will require about 120 chains of side-cuttings at Titiokura and Taurangakumu, which I propose deferring for some months, the latter mound being now covered with snow.

The Mohaka River, at the foot of Titiokura being dangerous to cross even after one day's rain, I beg to suggest the desirability of making arrangements with the Natives of Pohui or Te Harota for keeping a canoe there.

On the *Bridle Track to Mohaka* no new work has been completed during the last six months, but there are now between Waikari and the Mohaka three small bridges and about 36 chains of side-cuttings in progress under the hands of a contractor. Some portions between Tonghoio and Tipenui require repair, but the Natives are unwilling to undertake the necessary work at reasonable rates and object to the working of Europeans on their lands. I propose to execute during the coming spring about 160 chains of side-cuttings in different pieces extending over the whole line, and to alter the present track in a few places, it being worn out to such an extent, that it will be cheaper in many instances to make new cuttings than to repair the old ones.

On the *Mohaka dray road* the cuttings in clay banks, which had been obstructed, as everywhere else, by slips, have been cleared, and arrangements are made now for their maintenance. This road will have to be extended, as soon as the weather permits of it, further up the river flat, to meet the wants of the settlers in that locality, who only can at present by a most circuitous route even on horseback reach their shipping place; all produce having to be sent in canoes down, and all supplies in the same precarious way up the river.

The natives Toha and Paul have not yet completed their contract for the bridle track between *Mohaka* and *Wairoa*, but I hear they are inclined now to proceed with it properly; but in the meantime travellers are put to great inconvenience.

On the *Town Roads* portions of Waghorn-street, Shakespeare-road, Carlyle-street, and Milton-road have been put in repair, and two large culverts have been built at Shakespeare-flat and in Carlyle-street; but all those roads require further outlays before the end of the winter. I beg leave to bring here to your Honor's notice that I consider the amount (£200) available for the maintenance of about four miles of town roads for twelve months as quite insufficient. The official reports of Victoria show, that during the year 1860-61 the expenditure for maintenance of the main roads has averaged £212 per mile, and this with the rate of wages at 5s. 6d. and of cart hire at 12s. per day, and with metal (basalt) much superior to ours. I do not think that our town roads can be kept in proper repair at less than £350 per annum.

Besides the repairs above mentioned a portion of Coote-road and Brewster-street have been made, the Provincial Government giving grants in aid, an approach has been cut from Shakespeare-road to the hospital, and Milton-road has been made accessible from Battery-road. In progress under contract are now three chains of Waghorn-street, rendered necessary to form the approach to the public landing place, and five chains of stone wall, to replace the fence destroyed during the late fire.

The *Public Buildings* completed during the past half-year are the new Gaol, which is in occupation since June, and the Observatory, including the erection of mast with necessary fittings and the fencing in of the ground belonging to it.

Under the head of *Harbour Improvements* have been completed—

1. The contract for the erection of 96 feet of pile breastwork (commenced last year.)
2. 200 feet of the old breastwork have been secured by a rubble bank in the back.
3. About four chains of stone wall have been erected, to prevent the further washing away of the reserve on which the boat-house is erected.
4. A new Engine-House has been erected on board the Steam Dredge, to protect the whole of the machinery.
5. The Punts belonging to the Steam Dredge have been thoroughly overhauled and repaired.

I have the honor to be,

Sir,

Your most obedient servant,

CHARLES WEBER,

Provincial Engineer.

To His Honor
the Superintendent,
Napier.

PROCLAMATION.

By JOHN CHILTON LAMBTON CARTER, Esq., Superintendent of the Province of Hawke's Bay, in the Islands of New Zealand.

I, JOHN CHILTON LAMBTON CARTER, Superintendent of the Province of Hawke's Bay, Do hereby Proclaim and Notify that at noon on Friday, the 12th September next, the Commissioner of Crown Lands will offer to Public competition, under the provisions of the Land Regulations now in force in this Province, Rural Sections at Blackhead and Wallingford, that are referred to in the Schedule hereunto annexed, and at the Upset price mentioned therein.

Dated at Napier, this 28th day of July, in the year of our Lord One Thousand, Eight Hundred and Sixty-Two.

J. C. LAMBTON CARTER,
Superintendent.

SCHEDULE

Of Rural Sections at Blackhead and Wallingford to be offered for Sale at the Crown Land Office Napier, on the 12th September, 1862, at Noon.

No of Section.	Locality.	Contents.			Upset Price.		
		A	R	P	£	s	D
19	Blackhead	99	0	0	50	0	0
20	"	147	0	0	88	0	0
21	"	129	0	0	72	0	0
22	"	78	0	0	40	0	0
23	"	63	0	0	32	0	0
24	"	142	2	0	84	0	0
25	"	137	2	0	82	0	0
26	"	71	0	0	36	0	0
27	"	118	2	0	60	0	0
28	"	141	0	0	105	0	0
29	"	98	0	0	74	0	0
30	"	66	0	0	40	0	0
31	"	38	2	0	29	0	0
32	"	52	0	0	39	0	0
33	"	37	0	0	28	0	0
34	"	42	0	0	21	0	0
35	"	15	0	0	15	0	0
36	"	38	0	0	38	0	0
38	Wallingford	75	0	0	57	0	0

H. S. TIFFEN,
Commissioner of Crown Lands.
Crown Land Office, Napier,
28th July, 1862.

RETURN OF CATTLE SLAUGHTERED in the NAPIER DISTRICT, from 1st to 30th June 1862, (inclusively.)

Place of Slaughter.	Great Cattle	Sheep.	Pigs.	Calves.	Total.
At NAPIER	45	130	4	1	180
At CLIVE	3	6	4	0	13
At OTHER SLAUGHTERING PLACES	6	2	7	0	15
TOTAL	54	138	15	1	208

WILLIAM LANGFORD,
Inspector of Slaughter Houses.