

Lands in Auckland Land District for Sale or Selection.

District Lands and Survey Office,
Auckland, 18th May, 1914.

NOTICE is hereby given that the undermentioned lands are open for sale or selection under the provisions of the Land Act, 1908, and amendments, either for cash, for occupation with right of purchase, or for renewable lease, at the option of the applicant; and applications will be received at this office up to 4 o'clock p.m. on Monday, 3rd August, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—PART OF HAURAKI PLAINS.

Section.	Block.	Area.	Cash Purchase: Total Price.	Occupation with Right of Purchase: Half-yearly Rent.	Renewable Lease: Half-yearly Rent.
----------	--------	-------	-----------------------------	--	------------------------------------

OHINEMURI COUNTY.—PIAKO SURVEY DISTRICT.

First-class Land.

		A.	R.	P.	£	s.	d.	£	s.	d.	£	s.	d.
28	XII	101	0	0	810	0	0	20	5	0	16	4	0
29	"	95	1	3	1,050	0	0	26	5	0	21	0	0
30	"	85	3	22	860	0	0	21	10	0	17	4	0
31	"	206	1	17	1,240	0	0	31	0	0	24	16	0
32	"	234	0	26	1,290	0	0	32	5	0	25	16	0

Second-class Land.

24	XII	144	1	30	690	0	0	17	5	0	13	16	0
25	"	143	1	10	610	0	0	15	5	0	12	4	0
26	"	134	1	20	410	0	0	10	5	0	8	4	0
27	"	170	1	0	510	0	0	12	15	0	10	4	0

The improvements included in the capital value of the sections are as follows: Section 24—Half share in 55½ chains of boundary drain on southern boundary. Section 25—Half share in 70 chains of boundary drain on northern boundary, also half share in 20 chains of boundary drain on eastern boundary. Section 26—Half share in 21 chains of boundary drain on eastern boundary. Section 27—Half share in 25 chains of boundary drain on eastern boundary. Section 30—Half share in 32 chains of boundary drain on eastern boundary. Section 31—Half share in 98 chains of boundary drain on western boundary, also half share in 21½ chains of boundary drain on northern boundary. Section 32—Half share in 26 chains of boundary drain on northern boundary.

THAMES COUNTY.—PIAKO SURVEY DISTRICT.

First-class Land.

11	IV	10	0	0	160	0	0	4	0	0	3	4	0
12	"	10	0	0	160	0	0	4	0	0	3	4	0
13	"	10	0	0	160	0	0	4	0	0	3	4	0
14	"	44	2	34	580	0	0	14	10	0	11	12	0
15	"	47	2	23	600	0	0	15	0	0	12	0	0
16	"	106	1	33	1,280	0	0	32	0	0	25	12	0
17	"	105	2	20	1,270	0	0	31	15	0	25	8	0
18	"	105	2	20	950	0	0	23	15	0	19	0	0
19	"	105	2	14	950	0	0	23	15	0	19	0	0
20	"	105	2	7	740	0	0	18	10	0	14	16	0
21	"	106	2	18	750	0	0	18	15	0	15	0	0

The improvements included in the capital value of the sections are as follows: Section 16—Half share in 67 chains of drain on south-eastern boundary. Section 17—Half share in 67 chains of drain on north-western boundary. Whole share in 10 chains of drain on western boundary. Section 18—Whole share in 16 chains of drain on western boundary. Section 19—Whole share in 17 chains of drain on western boundary. Section 20—Whole share in 17 chains of drain on western boundary. Section 21—Whole share in 17 chains of drain on western boundary. Half share in 62 chains of drain on south-eastern boundary.

GENERAL DESCRIPTION.

Sections in Block XII, Piako Survey District.

These sections are situated at the edge of the foothills lying to the west of the Piako River, about twenty-nine miles from Morrinsville Railway-station, by the Morrinsville-Waitakaruru Road, which is formed for dray traffic the whole distance. The Waikaka-Tramway Road, at present under construction, leads to the Piako River, a distance of about eight miles from the junction of the Ngarua and the Morrinsville-Waitakaruru Road. At this point on the river there is a wharf, known as Patetonga Landing, to which launches from Thames, twenty-three miles distant, deliver goods at regular intervals. The road to Waitakaruru, fifteen miles

from the Ngarua Road, is formed for dray traffic for two miles, then there is a gap of about three miles of partly formed road and riding-track, which, however, can be negotiated by a dray; whilst the balance of the distance, ten miles, is formed for dray traffic. There is also road access from Ohinewai Railway-station by the Kaihere Road, a distance of twenty-four miles. At present the Ngarua Road is under construction towards the Piako River, whilst a dredge is engaged in dredging a channel and forming a road towards the block from the river end.

The land consists of partially drained swamp land and several dry spurs. These spurs are situated along the Morrinsville-Waitakaruru Road, and have a light soil resting on a clay subsoil. Adjacent to the spurs and near the Ngarua Road there are rich alluvial flats, which are covered with cabbage-trees, manuka, and flax; but the majority of the sections consist of good and inferior peaty swamp, varying at the present time from a few inches to several feet, and resting on a timber and clay subsoil. The sections are all situated above flood-level, and range from 20 ft. to 200 ft. above sea-level.

The road frontages of Sections 24 to 27 consist of dry spurs covered with manuka and fern, whilst on Section 27 there is a small patch of native bush. As stated before, these spurs have a light soil resting on a clay formation. The balance of the sections consist of fairly good peat swamp, covered with flax, raupo, and wiwi, resting on timber and clay. Section 28 consists wholly of dry country covered with manuka and scattered rewarewa on the spurs. The larger part of the section comprises hilly country, but on the eastern side there is a good alluvial flat. Section 29 is composed practically of half rich peat swamp and the balance rich alluvial flat. The latter is covered with cabbage-trees, flax, and manuka, whilst the former is covered with flax, raupo, and rushes, and rests on a timber and clay formation. Sections 30 to 32 consist wholly of peaty swamp, which is first class on the road frontage, but becomes inferior on the back of Sections 31 and 32. This country is covered with flax, raupo, manuka, and rushes, and rests on a timber and clay formation.

All the necessary main drains and roads to sections have either been constructed or are under construction, and the same applies to all necessary bridges and culverts. There is a main outlet drain down the Ngarua Road, and also one along the boundary of Sections 24, 25, 31, and 32. In addition there are large drains on the eastern boundaries of Sections 25, 26, 27, and 30, and also on the eastern boundary of Section 32. All the sections having frontage to the main outlet drains will have a good supply of fresh water, whilst the others will be able to obtain good water from the springs on the hills.

At Waikaka there is a store and post-office, known as Patetonga, which has telegraphic communication with Thames over a private line. The nearest school and creamery is at Tahuna, thirteen miles distant by formed road, but sites for both purposes have been laid off at Ngarua and Waikaka (Patetonga). The Education Board have already decided to build a school at Ngarua, which should be erected within a few months. A village (to be known as Patetonga) is now laid off at Waikaka, and will be offered in due course for public auction.

Sections in Block IV, Piako Survey District.

These sections are situated near Waitakaruru, lying between the Waitakaruru Creek and the Waitakaruru-Maukoro Canal. Waitakaruru can be reached from Pipiroa, on the Piako River, five miles and a half distant by formed dray-road, two miles and a half of which are metalled; whilst access by road can also be obtained from Waerenga and Pokeno Railway-stations. These roads have both been formed for the whole distance. Waitakaruru can also be reached by the Morrinsville-Waitakaruru Road, which is formed throughout except for two miles, but nevertheless is suitable for dray traffic. Waitakaruru can also be reached by launch from Thames, a tri-weekly service being run by the launches, whilst in addition there is a direct service from Auckland. A wharf has been erected at Waitakaruru by the Lands Department, and is situated about a quarter of a mile from the north-east corner of Section 13. There are two stores, saleyards, and a telephone and post-office at Waitakaruru, on the opposite side of the stream, where there is also a wharf erected by the settlers.

All the sections consist of partly drained land, the sections fronting the Pipiroa-Waitakaruru Road consisting of a good alluvial clay deposit, the growth being mainly manuka, flax, toitoi, and rushes. This description also applies to Sections 14 and 15. Sections 16 and 17 consist of shallow peat, resting on timber and alluvial clay, covered with manuka, rushes, and flax. Sections 18 to 21 consist of peat country, ranging from 2 ft. to 5 ft. deep, resting on timber and alluvial clay, the growth being manuka, rushes, and flax.

All the necessary main drains and roads to the sections have either been constructed or are under construction, and