

**NEW ZEALAND
GOVERNMENT GAZETTE.**

(PROVINCE OF NEW MUNSTER.)

Published by Authority.

All Public Notifications which appear in this Gazette, with any Official Signatures, are to be considered as Official Communications made to those Parties to whom they are respectively addressed.

By His Excellency's Command,

ALFRED DOMETT, Colonial Secretary.

WELLINGTON, THURSDAY, JANUARY 31, 1850.

THE GOVERNMENT OF THE PROVINCE OF NEW MUNSTER.
His Excellency the Lieutenant-Governor has been pleased to appoint temporarily as Colonial Secretary, Mr. Alfred Domett, of the Provincial Office, Wellington, in the place of Mr. [Name obscured].

Colonial Secretary's Office,
Wellington, 29th January, 1850.
HIS EXCELLENCY THE LIEUTENANT-GOVERNOR has been pleased to direct the Lieutenant-Governor to forward to the Honorable the Colonial Secretary, a copy of the Report on the [Name obscured] made by the [Name obscured].
By His Excellency's Command,
Alfred Domett,
Colonial Secretary.
Extract from the Minutes of the Proceedings of the Executive Council of New Munster, January 29th, 1850.
It was unanimously resolved that the [Name obscured] be referred to the [Name obscured] for their consideration.
The [Name obscured] have recommended that the [Name obscured] be referred to the [Name obscured] for their consideration.

under his superintendance, to a successful conclusion.

The Council at the same time desire to express their entire concurrence in Captain Russell's views, as stated in his report, with respect to the great advantages accruing to the Colony, and to the soldiers themselves, from the employment of the latter in the construction of such works of public utility. The comparatively small cost at which these undertakings has been completed may be considered as a favorable instance of these advantages.

The benefits conferred upon the Native population by their employment upon similar works, and its good policy in securing the general occupation of the country, are also in the opinion of the Council, ably and correctly stated in the Report. They believe that the Province has already reaped some of the fruits of this policy; and that the public are indebted in a considerable degree to Captain Russell's judicious management of the Natives for its success in the present instance.

"The Lieutenant-Governor declared his full concurrence in the sentiments expressed by the Council, and stated that he would with great pleasure communicate the same to Captain Russell."

A true extract.

(Signed) J. D. O'MARA,
Clerk to Executive Council.

Pauahatani.

31st December, 1849.

SIR,—I have the honor to report for the information of His Excellency the Lieutenant-Governor, the completion of the Military Road under my superintendance, and to transmit a plan of the whole line, containing such information as may be useful for a future reference.

The Porirua road, commencing near Hawiry Charoh, and ending near Jackson's Ferry, was commenced on the 15th May, 1846, by a Military party commanded by Lieutenant Elliott, 99th Regt., stationed near Jackson's Ferry, and a similar party commanded by Lieutenant Herbert, 58th Regt., was a few days afterwards established at the other end of the line, near Hawiry Charoh.

They had scarcely begun to work when the attack upon Boulcott's farm, where so many men of the 58th Regt. were killed, and wounded, showed the necessity for forwarding the road parties, marching to their work armed and accoutred, working under the protection of sentries, and taking every precaution against similar surprise to which the dense forest which covered the whole country made them peculiarly liable.

In a short time both these parties were called off to take part in the operations against the insurgent natives, and although other parties were afterwards established under command of Dr. Maitland, 58th Regt., Lieutenant Leigh, of the 99th Regt., and Lieutenant M' Coy, 65th Regt., yet the interruption of the work was so constant that it became evident the numbers who could be spared from other military duties were altogether insufficient to execute the work with any degree of rapidity.

A Native force was then employed, into the details of which I have in frequent reports entered so fully as to render the particulars of the organization here unnecessary. They were at first attached to military parties, but after they had acquired some knowledge of the work they were placed in distinct parties under charge of Lieutenant Elliott, Dr. Turnbull, and Mr. Mantell, their rate of wages being 2s. 6d. and 2s. a day.

The distance of Hawiry Church from Jackson's Ferry is seven miles and four chains, of which there is not half a mile flat country, but the road crossing an infinite number of small steep spurs thrown off from a range of hills appeared to run parallel to its direction, and became much more expensive from the necessity of log bridges thereby rendered necessary. Its cost, however, including bridges and every other item of expense, has been little more than £700 per mile; its greatest width is fifteen feet, and it was opened in December, 1847, having been about eighteen months in course of formation.

The next route to the Paikauri and Harbour roads, through the dense forest, was taken in hand, for which purpose a route connected by a good road with Jackson's ferry, and a military communication became open with the troops at Porirua and Pauahatani by water from Jackson's ferry, and travellers could reach the Northern settlements by swimming their horses across the mouth of the harbour and proceeding through the Pukerua bush to the coast beyond it. This, however, was a most inconvenient mode, and it was found advisable for the first instance to open a dray road through the Horokiwi valley, and round the Southern and Eastern shores of the harbour, and afterwards to widen and alter the dray, and this too sooner became practicable than it was made use of, often to the great injury of the work.

Wherever it could be done with advantage the beach has been made available as a dray road, by which means time and money have been saved, with which I have been able to complete the other parts, for which I should not otherwise have had funds.

this, however, is an inconvenience, and they at high tide even occasion delay in getting a dray along, though I have marked the proper course with a line of posts, and even at high tide the depth of water is not such as need stop a dray, and as this inconvenience exists only for a small portion of some days, I did not conceive myself justified in forming an expensive road where a good natural one already existed, or could be made at little cost.

I have had to construct three bridges of some size on this portion of the line, which has been done at one-fourth the ordinary expense by my own company of the 66th Regt. I have already transmitted plans of these bridges, showing their length, width, cost, and the dimensions of every piece of timber, the time employed in building them, and every other particular which I thought might be useful. I need not therefore further notice them than to say that they afford strong evidence of the value which may be derived by the service from the systematic instruction of soldiers in these the most important duties of their profession. This company has, during the last two years, been instructed by Mr. Johnstone (late Clerk of works) in every description of carpentry, rough masonry, &c., and it is evident that with the aid of an intelligent practical Clerk of Works, the public buildings of our colonies might be constructed by soldiers at half the expense now paid to civilians.

I have also constructed three causeways of rough masonry across as many small bays at different points of the line, two of these were built by the military and one by Mr. Compton's native party under Mr. Johnstone's direction, and I think I may say they are highly creditable to all employed. The cost of this road, including the beach and also the three bridges and causeways, as well as the cuttings at Lodon's ferry and Tati Maru, amounts to £539 per mile; the distance from its junction with the Porirua road, near Brown's Inn, to Paatahanui Bridge being six miles 58 chains. It was made by Military parties under Lieutenants Tutae and Bazarate, 66th Regt., Lieutenant Garstin, 58th Regt., and by native parties under Mr. Compton and Mr. Mantell.

The Horokiwi road, commencing at Paatahanui Bridge and ending near Pakakariki, was begun on 1st January, 1847, and completed on 30th November, 1849.

The Horokiwi Valley is enclosed between a range of hills called Pouaha, (apparently proceeding from the Tararua mountains) and a glacial feature thrown off by this range near Paatahanui, which, sweeping round, heads to the

Southward in an opposite direction to that of the range from which it proceeds, and fills the whole space between the sea and the Horokiwi Valley with its ramifications. The valley thus enclosed becomes a *cul de sac* from which it is impossible to emerge without crossing either this feature or its parent range; and I have chosen their point of junction for that purpose. It was along the crest of this range, the Pouaha, so narrow as not to permit two men to pass abreast, and so entangled with supple jacks as to admit the use of the hands as necessary as that of the feet in traversing it, that Rangihacata, with ability which denotes the genius for war possessed by these natives, conducted his retreat with two hundred men in the face of a thousand, from which circumstance an idea may be formed of the necessity, yet difficulty of carrying a road through such a stronghold.

The valley, which is narrow even from the mouth, and encumbered by spurs from the hills by which it is enclosed, gradually contracts until the scene of the fight of the 6th August is gained; and it was here where the progress of the troops ceased, that operations were first commenced by a native party under Dr. Turnbull, whilst a similar party under Captain Newenham, 66th Regt., worked from Paatahanui upwards, and a third under Mr. Yule established near the coast, commenced the ascent of the Western side of the range, gradually rising at a general angle of 30 degrees, and gaining access to the Horokiwi Valley at an altitude of more than seven hundred feet. To proceed, however, from Dr. Turnbull's station northward, the valley becomes so narrow and the rocks so precipitous, that the whole width of the road is in many places cut out of the solid rock; and until a means of passing was thus excavated, the only way of doing so was through the river, and in afterwards widening the road it was difficult in some places to dispose of the debris without raising the level of the river to that of the road. It is, indeed, difficult to conceive greater obstacles than were encountered in forming this road, though I am happy to say they have ceased to be evident in many places where they were greatest. The cost is £1039 per mile, and the distance from Paatahanui bridge to its termination near Pakakariki is ten miles and sixty-eight chains, which were made by military parties under Captain Newenham, 66th Regt., and Lieutenant Garstin, 58th Regt., and by native parties under Captain Newenham, Dr. Turnbull, Mr. Yule, Mr. Compton, and Mr. Mantell.

The total distance from Howley Church to Pakakariki is twenty-four miles and fifty

chains, or from Kaiwarra Bridge twenty-nine miles six and a-half chains.

The total expenditure is £20,410, and the total cost of the whole line £829 per mile, after deducting £750 for the tools and implements in possession, and for keeping the Porrua road in repair since it was first opened, which sum of £829 per mile includes my own and all other salaries, the bridges, causeways, and every other item, the houses for the troops employed, none except the detachment at Paramatta having been any expense to Government, the barracks built, so employed, and, indeed, every contingency connected with the work.

In my report of 1st January, 1848, I stated "I have no means of ascertaining with certainty the comparative cost of road making in other countries, but am informed an ordinary parish road in England costs about £1800 per mile. The Holyhead road appears to have cost from £3000 to £4000 per mile—the roads of Van Dieman's Land to have been still more expensive—those lately constructed at Hong Kong to have cost about £1000 per mile, the rate of wages being about twopence a day.

It may be asked to what circumstances, then, is the comparative cheapness of this line to be attributed, the rate of wages of the natives having been 2s. 6d., and 2s. a day? I believe it to have arisen from careful superintendence and the avoidance of contracts chiefly, for where large bodies of men are working, the daily loss from inefficient superintendence may be enormous—but in this case the gentlemen who superintended parties never allowed them to be out at work without them, so that idling or misapplication of labor became impossible. As regards contracts, I believe the system to be good in communities where contractors keep up large establishments, and by taking many contracts and devoting their whole time and attention to them, make one trust another, and are thus able to remunerate themselves by a very moderate profit on each; but in small communities where the nominal contractor is seldom the man who carries it out, but who after the deduction of a large profit lets the work to sub-contractors, who, in turn, expect a considerable profit, a vast proportion of the money intended for the road never reaches it, while to ensure due performance of the stipulations, the Government has to pay nearly as much as those who superintend the work as they would have to pay them to overlook their own laborers.

The correctness of these views may be gathered from the circumstance that the lowest offer to make roads by contract at Port Cooper is said to have been £1760 per

mile, though the country is free from timber, and the wages of labourers only that which was for a long period paid on this line, where, as I have shown, the cost has not amounted to half that sum.

The cost, however, of this line has been much reduced by the employment of the military, who, receiving 1s. a day in addition to their other pay and allowances, thus cost the Colonial Government only half of what Native workmen do, and one-third the amount paid to Europeans.

I consider much to be regretted that in new and healthy colonies where labor is so scarce, yet so much required, where piety, wharves, bridges, roads, and public buildings, are so much wanted, yet are unattempted chiefly because the small revenue of a colony cannot make their construction at the high rate of civil labor impossible; that from one to two thousand men should continue in idleness which leads to vice and immorality, when it would be difficult to say what would grow most by their employment in their country, by their instruction in the most important duties of soldiers on service, and by their improved health and conduct; the colony, by the acquisition of such works as I have alluded to; or themselves by acquiring habits of steady industry, and the means of obtaining a comfortable subsistence in the colony on leaving the service. In my own company no less than thirty-two men have obtained leave to purchase their discharge after an average length of service of eight years, the money having been advanced by two years' employment on the roads.

The advantages gained, however, by their employment in the service have been counterbalanced by the difficulties encountered in the first organization and higher rate of labor of the native force, and in carrying on the work whilst the country was in a state of warfare, wherefore I conceive the Government may justly expect any future road to be carried on at the rate at which this line has been done for, even though it should be done exclusively by natives.

As regards some of the details requested in your letter of the 26th instant, of the cost of the several operations of the various portions of the line, the circumstances under which the earlier portions were executed have left me without any record from which I could compile them. Those of the latter portions, however, might be obtained from the daily employment returns, and quarterly returns, and abstracts which have been furnished to the Government, but it would require a great length of time to disengage them from the many operations

therein named, and as the falling of the bush varies with the quantity and description of timber, the clearing with the slope of the ground on which it lays; the stamping or whether they are dug out from flat or steep land; the metalling, or whether it is comparatively hard or soft, rock or gravel, quarried for the purpose or obtained from one part in the ordinary course of work and applied to another, brought from a distance or obtained close to the work; with innumerable other circumstances varying with every chain of road; I believe a general idea of the cost of different operations will be better gained by the following details furnished me by Mr. Yule, the only superintendent who has remained with his party from first to last, and who has kept such details with great precision:

The average of the portion which he worked over about five miles, was, for falling timber 14s. 4d. per chain or £57 11s. 2d. per mile, the width falling being 132 feet; clearing off to form the roadway 11s. 9d. per chain or £47 3s. 4d. per mile, the width cleared being from 20 to 30 feet; making the bridle path 4 feet in width £1 2s. 8d. per chain, or £90 15s. 1d. per mile; metalling the dray road £61 per mile, but much of this road having a rocky bottom received a very slight coat of metal, and probably £1 per chain, or £80 per mile, might be more safely taken as an average.

In further reporting upon the subjects requested in your letter already referred to, I feel I cannot do better than annex a copy of the memorandum with which I was furnished when his Excellency the Governor-in-Chief entrusted me with the execution of the work, after reading which the extraordinary change which this and similar measures have effected in three years becomes evident.*

Not only has the gang of desperadoes spoken of been broken up, but all distinction of friendly or unfriendly tribes has ceased to exist, the Ngatitōa, the Ngatiawa, and the Ngatirāukawa, alike abandoning their paha, and with the utmost confidence in the Europeans, and in each other, establishing themselves in open villages, none making them afraid.

The line of communication between Wellington and Porirua, then running through a dense forest, a cart road practicable only to Mr. Boddington's section, 4 miles from Wellington, the remainder offering for ten or eleven miles every impediment of hill, forest, and morass, was so difficult for an unencumbered man, that I have known a company of soldiers leave

Porirua at daylight and not reach Wellington till 9 at night, and on one occasion two natives of a party who tried to convey road tools from Wellington to the Station near Jackson's ferry in inclement weather, actually died from exhaustion immediately after reaching it. The difficulty also of supplying the detachment at Porirua was so great that I have myself, after every effort of the Commissariat had failed, called off the natives from their work, and employing each man to carry a small quantity of flour, have thus kept up a temporary and limited supply; but when this road was opened eighteen months afterwards, Porirua became as accessible as any part of England, and carriage of goods was established at the moderate rate of 1s 6d per cwt.

The insurgent natives, when expelled from Porirua, took post at Pauatahanui whence, making descents upon the Hutt, they murdered the Settlers, and fell upon the out-post before alluded to, always regaining the bush without loss. Their subsequent expulsion from Pauatahanui, and retreat by the Horokiwi Valley, I need not dwell on further than as originating the line selected for the North road by which the following advantages were gained—

1st. Mastery of the country.

2nd. The opening a district then considered much more extensive than it proves, and next in value to that of the Hutt, having been laid out in sections and selected by Europeans.

3rd. The opening a road through a previously disturbed district which, avoiding the passage of the mouth of the harbour, and the Pukerua bush, (called by Rangihāeata his back-bone and closed against both Europeans and natives at his pleasure) emerged at a point on the coast beyond the the Rocky settlement which was always difficult, and sometimes impassable. By this road the settlers are now hastening to take possession of their newly acquired district of Rangitiki which though distant from Wellington more than a hundred miles, is by this road made accessible to drays from that settlement.

If these advantages alone had been gained in a new country by the expenditure of the money which has been entrusted to me, I hope they would appear to have been cheaply purchased; but it has also been one of the great means by which the Governor-in-Chief has converted disaffected natives into loyal subjects, enabling them to provide themselves with the comforts and necessities of civilized life, and creating a new demand for our home manufactures likely soon to become general;—furnishing them

* This Memorandum has already been published.

with cattle, every head of which becomes a security for their good behaviour; and, in short, effecting so great a change that the Canterbury settlement, the site of which was chosen as being remote from natives, now imports them at great expense to carry on the public works.

If these results of the peaceful expenditure of £20,000 be compared with the costs and results of a more war-like policy, I think it must appear far easier to civilize than coerce a native race. In conclusion, I have to express my sense of the ability and zeal with which I have been assisted by the gentlemen, whom I have named, and to offer my thanks for the confidence which has been uniformly reposed in me by their Excellencies the Governor-in-Chief and the Lieutenant-Governor.

I have the honor to be, Sir,

Your most obedient Servant,

A. HAMILTON RUSSELL,

Capt. 58th. Regt.

Superintendent Military Roads.

Colonial Secretary's Office,

Wellington, 19th January, 1850.

TENDERS in duplicate will be received at this Office until the 2nd February, for the supply of

A SENTRY BOX.

Tenders to be endorsed "Tender for Sentry Box."

By His Excellency's Command,

ALFRED DOMETT,

Colonial Secretary.

Colonial Secretary's Office,

Wellington, 23rd January, 1850.

TENDERS will be received at this Office on or before the 1st March, next, for keeping in repair the whole or any of the following portions of the North Road for Twelve Months, from the 1st April next, to 31st March, 1851.

Particulars may be obtained on application at the Survey office.

First portion.—From Major Baker's Gate, in Wellington, to Hawtry Church, on the Porirua road; distance, five and a quarter miles.

Second portion.—From Hawtry Church to the termination of the road, near Jackson's Ferry; distance seven miles four chains.

Third portion.—From the junction of the Pauahatanui and Porirua Roads, near

Brown's Inn, to Pauahatanui Bridge: distance six miles and fifty-eight chains.

N.B.—Several parts of this portion pass along the Beach and require no repair, but only to be kept clear from drift wood.

Forth portion.—From Pauahatanui Bridge to Compton's First Station; distance five miles twenty-nine chains.

Fifth portion.—From Compton's First Station to the foot of Wari Nui Hill; distance five miles twenty-four chains.

Tenders to be in duplicate, sealed and endorsed "Tender for keeping in repair particular portions of the North Road."

By His Excellency's Command,

ALFRED DOMETT,

Colonial Secretary.

DISSOLUTION OF PARTNERSHIP.

Wellington, January 12, 1850.

THE Undersigned, heretofore trading as co-partners, have this day dissolved the said partnership by mutual consent, the business to be carried on in future by John Gunn solely.

All debts due to the late firm of Gunn & Robertson are requested to be paid to David Robertson, who is duly authorised to receive the same; and all accounts against the said firm are requested to be sent to him for liquidation before the 31st inst.

JOHN GUNN,

DAVID ROBERTSON,

Witness

J. Woodward.

John Baird.

IN THE SUPREME COURT OF NEW ZEALAND.

In the Estate of Edward Immyns

Abbott, of Otago, Surveyor,

Deceased, Intestate.

PURSUANT to the Rule of this Honorable Court, the Creditors of the above named deceased are, on or before the 12th day of March, next, to come in and prove their debts before Robert Rodger Strang, Esquire, Registrar of the said Court, at his office, at the Court House, Wellington, or before Alfred Chetham Strode, Esquire, Deputy Registrar of the said Court, at his office, Danedin, Otago, or in default thereof they will be peremptorily excluded from all benefit arising from the said estate.

ROBERT R. STRANG,

Registrar.

Supreme Court Office,

Wellington, 12th December, 1849.