



NEW ZEALAND
GOVERNMENT GAZETTE,
PROVINCE OF CANTERBURY.

Published by Authority.

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

By His Honor's command,
H. G. GOULAND, Provincial Secretary.

Vol. I.]

WEDNESDAY, JUNE 20, 1854.

[No. XIII.]

Provincial Secretary's Office,
Christchurch, May 31, 1854.

THE following Regulations for the office of Inspector of Sheep under the Scab and Catarrh Ordinance, Session I., No. 9, are published for general information.

H. G. GOULAND,
Provincial Secretary.

The Inspector of Sheep shall keep a Minute-book in the form of a journal, in which he shall enter an accurate account of his inspection of every flock of sheep, and state the proceedings he has taken thereon.

A copy of this journal shall be submitted to the Government on the first day of every month, or as soon afterwards as may be practicable.

The Inspector of Sheep shall be the Registrar of Brands for the Province, and shall keep an office at Christchurch for the Registration of Brands.

COLONIAL BANK OF ISSUE.

Total amount of Notes in Circulation at the office of the Colonial Bank of Issue, at Auckland, on the 1st day of April, 1854, being the close of the preceding four weeks,

£5 and upwards . . .	£4,440
Under £5 . . .	2,788

Total . . . £7,228

Total amount of Coin held by the same office on the same day,

Gold . . .	£ 5,289
Silver . . .	65

Total . . . £ 5,354

I, ALEXANDER SHEPHERD, the Colonial Treasurer, do hereby certify that the above is a true account, as required by the Ordinance, No. 16, Session 8.

A. SHEPHERD,
Colonial Treasurer.

Dated at Auckland, this 19th day of April, 1854.

Amount of the Notes in Circulation at the office of the Colonial Bank of Issue at Wellington, 29th April, 1854.

Amount of Notes in Circulation on the 29th day of April, 1854, being the close of the preceding four weeks, viz. :—

£5 and upwards . . .	£13,810
Under £5 . . .	17,246

£31,056

Total amount of Coin held by the same office on the same day, viz. :

Gold . . .	£ 16,457
Silver . . .	564

£ 17,021

I, Henry St. Hill, being the acting manager of the said Bank, do hereby certify that the above is a true account of the Notes in circulation, and of the coins held by the said office, as required under Ordinance No. 16, Session 8.

HENRY ST. HILL,
Acting Manager.

Colonial Bank of Issue,
Wellington, 29th April, 1854.

The sum of Fifteen Thousand Pounds (£15,000) sterling has been invested under the warrant of His Excellency the Governor, in the public funds in England, through the Commissariat Department, by arrangements made through the Lords Commissioners of Her Majesty's Treasury.

HENRY ST. HILL.

Provincial Secretary's Office.
20th May, 1854.

IN continuation of the Report of the Lyttelton and Christchurch road commission published in the Government Gazette of the 1st instant, the following correspondence is published for general information.

H. G. GOULAND,
Provincial Secretary.

From the Provincial Secretary to W. B. Bray, Esq., Chairman of the Road Commission.

Christchurch, 1st May, 1854.

SIR,—I am directed by His Honor the Superintendent, to request your attention to the following observations arising out of the report of the Commissioners on the Christchurch and Lyttelton Road.

His Honor is disinclined to expend any money on the Summer bar, because nothing which could be effected by any moderate outlay would avert the danger arising from the overfalling sea outside the rocks, which is the real cause of the navigation of the channel being so frequently closed. The filling in the rocks as suggested by the commissioners would undoubtedly render the ingress and still more the egress, somewhat easier, but it would not materially alter the principal obstruction to the navigation to which I have referred.

His Honor also declines to entertain the question of a railway by Gollan's Bay, because if a railway continued into a deep sea jetty at that place were desirable, the railway through Lyttelton would still be the shortest line of communication therewith, and the value of Lyttelton property would not be injured by such a line; the question then reduces itself to the recommendation of the road or of the railway under the Bridle path: without at present entering into the respective merits of these lines, His Honor is of opinion that the railway ought not to be commenced if the present means of communication are to be left unimproved until the railway is finished, that is, for five years.

His Honor therefore requests your particular attention to the subject of opening some temporary but efficient means of communication pending the completion of the tunnel.

It appears to His Honor that if the railway were made from Christchurch to Martin's

house, which could probably be effected in one year, a temporary tramway might be made over the hill worked by ropes and a fixed engine on the top, by which goods in small quantities, say a ton or a ton and a half at a time, could be transmitted with regularity and security from Lyttelton to the terminus of the railway, and that this work would prove a very small addition to the cost of the whole line when complete.

His Honor therefore will be obliged if you will report whether this plan is practicable, and should you find it so, that you will furnish an estimate of the following works;

1. What would be the cost of constructing the railway as far as Martin's?
2. What would be the cost of constructing a tramway over the hill into Lyttelton?
3. What would be the working expense of such a line?
4. How soon could it be constructed?
5. What would be the additional expense every year until the whole railway were completed?

I have the honour to be, Sir,
Your most obedient servant,

(Signed) H. G. GOULAND,
Provincial Secretary.

To H. G. Gouland, Esq., Provincial Secretary.

SIR,—On receiving your instructions to report to you whether it would be practicable during the execution of the railway tunnel, to open a temporary but efficient communication with Lyttelton by means of a Tramway over the hill, which might be worked by ropes and a fixed engine, I proceeded immediately to examine the spurs on both sides of the Bridle path hills, to determine the most suitable line for such a work.

I find the ground much more favourable than might have been anticipated; on the north side of the hill, the ascent might be nearly straight from Martin's, till having crossed the Bridle path it approached the rocks on the short cut spur, when curving regularly to the left it would reach the summit about 250 yards east of the Bridle path.

The descent on the south side might be tolerably straight down the right or west side of the Bridle path spur till it came to the hollow where the Bridle path crosses the spur, there the line would also cross to the left or east side of the spur, and reach the level of Norwich Quay, opposite Mr. Tribe's store.

The gradients or slopes of this line would be very steep. Beginning at Martin's with a rise of ten feet in eighty eight, the line would gradually become steeper, and the main ascent would rise 10 feet in 24ft. The descent would be 10ft. in 26ft. for the

first part, and gradually diminish to about 10ft. in 43ft. towards Lyttelton.

Under these circumstances I have considered that it would be practicable to lay a tramway of flat iron bars, on longitudinal bearers, from Martin's and across the hills in the line above described to Norwich Quay.

From the summit to the centre of each incline, and at each end of the line, it must be double to allow of the ascending and descending waggons passing each other.

At the top of the hill a powerful gin must be erected, with two drums, to be worked by bullocks, for drawing the waggon up by wire ropes, one rope for each side of the hill.

A loaded waggon being attached to each end of one of the ropes, the waggon descending would help to raise the ascending waggon, and so materially assist the moving power that four bullocks would be sufficient for the work.

The steepness of the gradients would render it essential to safety to adopt a very slow rate of travelling, in order to diminish the jerking strains which might break the rope. A waggon with one ton of goods would be $1\frac{1}{2}$ hour from Norwich Quay to Martin's. But as one waggon might leave every half hour from each end, passing each other at the places provided for that purpose, the total result of eight hours continuous working would be 12 tons of goods conveyed each way, between Christchurch and Lyttelton, supposing the railway were made from Christchurch to the tunnel mouth.

This would be ample to meet any increase of merchandise traffic that might accrue during the construction of the tunnel. It is to be regretted that the time occupied in performing the journey, as well as the risk of accident on the inclines, renders the line ill adapted to the conveyance of passengers; consequently but little revenue is likely to arise from this source until the line can be carried through the hill.

Assuming the ordinary rate of wages to be 5s. per diem, the expenses of working the line between Christchurch and Lyttelton, exclusive of depreciation or loss of horses and bullocks, may be taken at £5 per day. For this amount 10 to 12 tons of merchandise would be conveyed each way, being a cost of about five shillings per ton. But as the present traffic falls considerably short of the above quantity, it would need a proportionably higher charge for carriage, in order to meet the working expenses.

On examining the plan and section first

prepared of the line above described for the tramway, the works required in several places, more especially on the southern incline, appeared far heavier than would be desirable in an undertaking of such temporary character as that in question. It was, therefore, necessary to vary the line according to the irregularities of the ground, giving it a serpentine course, in order to diminish the outlay of cuttings and embankments as far as was consistent with the nature of the subsequent works.

Some further modifications of the line might be advantageously made, if the work were to be carried into execution, so as to render more equable the power to be exerted by the bullocks.

The accompanying drawing shews the general direction and the curves of the modified line; and the section exhibits the proposed inclines in their real proportions, viz., with equal vertical and horizontal scales.

The cost of the tramway from Martin's to Norwich-quay may be estimated at 6,734*l.* (see Appendix), and the cost of the railway from Christchurch to Martin's would be 37,300*l.* (see Appendix.) Both these works might be executed in one year if the iron work could be obtained from England in time.

The construction of the tunnel would be a longer work, and during the four years it would require for its completion, the annual outlay on railway works would be about £30,000.

On the opening of the railway through the hill, the use of the tramway would be discontinued; and the greater part of it might be pulled up, and the materials and the bullocks be sold.

A portion of the tramway nearest Martin's, about 50 chains in length, would be available as a communication with a dyke of beautiful stone crossed by the line near the summit, and which might be quarried and sent by railway both to Lyttelton and Christchurch to supply the place of bricks.

Were the present defective communications with the sea port to continue until the opening of the tunnel, such deficiency would prove a serious hindrance to the prosperity of the Province. But this objection can now be effectually removed by the construction of a tramway over the hills at an additional outlay of only 4*½* per cent. beyond the estimated cost of the railway.

I am, Sir,

Your obedient Servant,

(Signed) W. B. BRAY.

Avonhead, May 19, 1854.

APPENDIX.

Estimate for a Tramway from Lyttelton to Martin's House.

Earthwork	£860
Bridges and Culverts	190
Ballasting	140
Timber Bearings	1456
Iron Plates	896
Ropes	200
Sheeves	580
Stations	500
Machinery at Summit	500
Waggons	500
Bullocks and Horses	300
	£6,122
Contingencies 10 per cent	612
	£6,734

Estimate for the Railway from Christchurch to the Tunnel Mouth.

Fencing	£1379
Earthwork	6189
Culverts	600
Bridges	2200
Crossings and Road Diversions	1000
Permanent way	13,000
Christchurch Station	500
	£24,868
Contingencies	12,432
	£37,300

(Signed)

W. B. BRAY.

NOTIFICATION.

Provincial Secretary's Office,
Christchurch, June 7, 1854.

THE following appointment is Gazetted for general information:—

SIR WILLIAM CONGREVE, BART.,
to be (provisionally) Inspector of Sheep and Registrar of Brands under the Scab and Catarrh Ordinance, No. 9, Sess. I. The appointment to have effect from the 12th instant.

H. G. GOULAND,
Provincial Secretary.

TENDERS.

Provincial Secretary's Office,
Christchurch, June 5, 1854.

THE Provincial Government propose to rent buildings on lease for the Christchurch District Boys' and Girls' Schools. Persons desirous of erecting such buildings, according to a plan to be seen at this office, are requested to submit tenders, shewing the terms on which they are willing to let them.

H. G. GOULAND,
Provincial Secretary.