



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.]

TUESDAY, AUGUST 8, 1854.

[No. XVII.]

Provincial Secretary's Office,
Christchurch, July 29, 1854.

THE following Proclamation and Notification are republished from the New Zealand Government Gazette for general information.

H. G. GOULAND,
Provincial Secretary.

PROCLAMATION.

By His Excellency Lieutenant-Colonel ROBERT HENRY WYNYARD, Companion of the Most Honourable Order of the Bath, the Officer Administering the Government of New Zealand, &c., &c., &c.

WHEREAS by an Ordinance enacted by the Lieutenant-Governor of New Zealand, Sess. 7, No. 8, intituled "An Ordinance to amend the Customs Ordinance, Sess. 1, No. 3, and the Customs Amendment Ordinance, Sess. 3, No. 6," it is amongst other things enacted that it shall be lawful for the Governor from time to time by Proclamation to appoint and define proper places within the several ports of the colony to be legal quays or landing-places for the lading and unloading of goods, and to appoint the hours within which such goods shall be so laden or unladen.

Now, therefore, I, the Officer administering the Government, in pursuance of the authority vested in me in that behalf, do hereby proclaim and declare that the legal quay or landing-place at Port Victoria in the Province of Canterbury, shall be the jetty on Norwich quay, at the end of Oxford street, Lyttelton, as the said jetty is defined on the maps of the Canterbury Association, and that at Port Victoria aforesaid and at the Port of Akaroa, goods under bond shall be unladen

within the hours of 9 a.m.
and 2 p.m.
and Goods duty paid shall be unladen
within the hours of 9 a.m.
and 4 p.m.

Given under my hand and issued under the Public Seal of the Islands of New Zealand, at Auckland, this eleventh day of February, in the year of our Lord, one thousand eight hundred and fifty-four.

R. H. WYNYARD,

The Officer administering the Government of the Islands of New Zealand.

By His Excellency's command,

ANDREW SINCLAIR,
Colonial Secretary.

GOD SAVE THE QUEEN!

Colonial Secretary's Office, Auckland,
12th June, 1854.

HIS Excellency the Officer administering the Government has been pleased to direct that the 38th clause of "An Act to amend various Laws relating to Merchant Shipping," 16 and 17 Vict., should be published for general information.

By His Excellency's command,
ANDREW SINCLAIR,
Colonial Secretary.

"XXXVIII. If any seaman or apprentice is imprisoned in any part of Her Majesty's dominions, on the ground of his having neglected or refused to join any ship in which he is engaged to serve, or of having deserted or otherwise absented himself therefrom, without leave, or of his having committed any other breach of discipline: and if during such imprisonment, and before his engagement is at an end, his services are required on board his ship, any Justice may, at the request of the master, or of the owner, or his agent, cause such seaman or apprentice to be conveyed on board his said ship, for the purpose of proceeding on the voyage, or to be delivered to the master or any mate of the ship, or the owner or his agent, to be by them so conveyed, notwithstanding that the termination of the period for which he was sentenced to imprisonment has not arrived."

Provincial Secretary's Office,
Christchurch, 19th July, 1854.

NOTIFICATION.

AT the recommendation of the Head-Master of the Lyttelton Grammar School, the Provincial Government has sanctioned the division of that establishment into two classes or departments. The fee for education in the upper class, will be the same as heretofore, viz., £2 10s. per quarter. The fee for the lower class will be £1 10s. per quarter.

H. G. GOULAND,
Provincial Secretary.

Provincial Secretary's Office,
Christchurch, July 17, 1854.

THE following Report is published for general information.

H. G. GOULAND,
Provincial Secretary.

FROM E. DOBSON, ESQ., TO THE PROVINCIAL
SECRETARY.

Sumner, July 15, 1854.

SIR,—

1. I beg to acknowledge the receipt of your letter of the 10th inst., requesting my opinion on the best means of effecting

a temporary communication between the Port and the Plains, and referring me at the same time to Mr. Bray's Report on the same subject.

2. I now beg in reply to lay before the Provincial Government a suggestion for the formation of a dray road over the Port hills to the Heathcote Ferry, which appears to me to meet the exigencies of the case.

3. Before proceeding, however, to the details of this plan, I would beg to make a few remarks on the several proposals which have been brought forward for the consideration of the Government, because upon their respective adoption or rejection would depend in a great measure the nature of the temporary communication which would best meet the conditions of the case.

4. The idea which at first naturally suggests itself is to render the existing water communication more efficient by putting a steamboat on the berth between Lyttelton and the river Heathcote.

A clipper schooner with an auxiliary screw, drawing not more than six feet of water, and capable of carrying from 20 to 30 tons of cargo, (dead weight,) besides fuel and passengers, and making daily trips from Lyttelton, would be amply sufficient for carrying on the traffic between the Port and the Plains until a more perfect mode of communication could be established.

It is scarcely to be expected that the present trade between Lyttelton and Christchurch would pay the expenses of such a vessel, but during slack times she might be profitably engaged in bringing timber, firewood, and dairy produce from Banks' Peninsula, and in making occasional trips to the coast stations of the more distant settlers.

5. There is, however, a serious obstacle to the carrying out of this plan, arising not from want of any commercial enterprise, but from the character of the entrance to the Sumner river.

The difficulty is of a twofold nature.

In the first place, the great bulk of the water brought down by the Sumner river rushes through the opening of the reef which forms the eastern side of the navigable channel, the current in the latter being in consequence too feeble to be of much assistance in running in or out, whilst the set of the ebb and flood tides directly across the channel, exposes vessels to the risk of running foul of the rocks on the one hand or of grounding on the sand spit on the other. In the second place, the heavy sea which, during easterly weather, breaks along Sumner bay and the forty-mile beach, often prevents either ingress or egress by sailing vessels for weeks together.

In the present contracted state of the channel, it is not safe to bring into the river any but the smallest description of decked craft, and the employment of a steamer of

sufficient length to run safely through the surf would be out of the question.

6. If, however, the present open reef were formed into a solid pier by filling up the openings between the rocks, the effect would be, by confining the water to the navigable channel, to straighten, widen, and deepen it to such an extent that it would admit a steamer of sufficient size and power to run safely through the surf in all ordinary weather.

7. It is unnecessary to enter on the question of the best means of executing this work or to discuss the extent of the improvement it would effect in the navigation, because from its very nature, it requires the combined exertions of a larger body of men than could at present be obtained in the Settlement, whilst at the same time it is not of sufficient importance to be worth the notice of the English contractor, and therefore, although I would strongly recommend the opening of the navigation so soon as an increased supply of labor enables the work to be undertaken at a moderate cost; it must necessarily be postponed for the present.

8. The improvement of the navigation being therefore necessarily postponed for want of sufficient labor and the requisite mechanical appliances, we come next to the plan of laying down a railway from Christchurch to the foot of the Port hills, and connecting it temporarily with Lyttelton by inclines worked by stationary power.

9. There are several very serious objections to this plan.

10. As the inclines would be of no use after the completion of the railway; and the money spent upon their construction would be sunk without producing any permanent benefit, the adoption of this plan must depend in a great measure upon the cost of the work.

Without expressing any opinion of the merits of the plan in an engineering point of view, I would simply observe that my own experience of similar works in the colliery districts would lead me to estimate the cost of the two inclines with the plant and machinery requisite for working them efficiently at about Sixteen Thousand Pounds, [£16,000] a sum far too large to be sunk on a temporary work.

11. Independently of the question of estimate, it appears to me that inclines worked by stationary power are not suited to the circumstances of a young colony.

The snapping of a rope, the breaking of a sheave, or the slightest carelessness on the part of the breaksmen, might not only cause the destruction of life and property to an incalculable extent, but from the difficulty of repairing the damage, might put an entire stop to the traffic for months together.

12. There is a third consideration which appears to me of more importance than either of the two just mentioned; viz., that it involves the abandonment of the Gollan's Bay line. The advantages to the Settlement of doing away altogether with the risk and expense of lighterage, and the delay thereby occasioned to the shipping is so great, that I think it ought not to be lightly set aside.

I cannot concur in the opinion of His Honor the Superintendent that the best way of communicating with the deep water in Gollan's Bay would be by a continuation of the Cookson's Valley line through Lyttelton and along the coast, because although this route is shorter than that by Sumner, and although it is practicable to make a high level line from Gollan's Bay to the east side of Lyttelton, I consider that to carry the railway across Lyttelton and along the north shore of the harbour at the lower level requisite for connexion with the proposed terminus at the old Custom House, would be impossible except at such a cost as completely forbids the contemplation of such a work.

13. It needs no argument to prove that the making of the Gollan's Bay line would inflict a serious blow to the trade of Lyttelton, and cause a great depreciation in the value of the property in that town, whilst on the other hand the Cookson's valley line on account of the great length of the tunnel required, would in all probability cost an equal amount of money with the Gollan's Bay line, without effecting any improvement in the communication with the shipping.

14. The only plan by which the advantage of a deep water jetty can be secured, without injustice to those who have invested their money in land and improvements at Lyttelton, appears to me to be the following, viz.

1st, To open a road communication with the plains, as early as possible by completing the Sumner road on the lowest level proposed by the late Road Commission.

2nd. To effect a direct communication with the shipping by building a jetty at Gollan's Bay for the accommodation of large vessels, and connecting it by a railway tunnel with the Sumner road on the north side of the tunnel, the trucks to be drawn up by horses from the landing place in the Bay, to a goods depot on the Sumner road which would afford a ready communication with either Lyttelton or Christchurch.

3rd. When the increasing trade of the settlement shall justify such an expenditure to complete the railway from this goods depot to Christchurch and to work the trains by locomotive power.

15. The execution of these works might be distributed over a considerable period

of time, say ten years, which would allow the change in the direction of the traffic, to be effected so gradually as greatly to lessen the injury to private interests, which must result from the removal of the shipping from Lyttelton to Gollan's Bay, whilst it is more than possible that the traffic with the Bays of the Peninsula would, during the interval, have increased so much as to compensate to a great degree for the loss of the European trade.

Assuming the cost of opening the navigation, completing the Sumner road, and establishing a locomotive line between Gollan's Bay and Christchurch to be Two hundred thousand pounds;* the annual average expenditure during the ten years required for the establishment of a complete and thoroughly efficient communication between the Port and the Plains would not exceed twenty thousand pounds (£20,000.)

17. In the present state of the settlement however it appears to me that it would be undesirable to commence any of the above mentioned works until a fresh immigration from England has introduced a sufficient number of workmen to allow of their being carried on without absorbing the supply of labour required by the settlers themselves; and this amounts to a virtual postponement of the commencement of any extensive works for a period of eighteen months or two years from the present time.

In the mean while, I think the traffic may be sufficiently provided for by forming a Bullock road over the Port hills to Heathcote ferry, not a trotting road with a gradient of 1 in 16, but simply a wide track with gradients of from 1 in 5 to 1 in 7, up which a team of bullocks would draw with comparative ease a dray loaded with from a ton to a ton and a half of goods.

18. A careful examination of the present Bridle Path, leads me to the opinion that it is possible to improve it so as to admit of the passage of drays, but that the alterations requisite to effect this, would be very costly, and would involve a serious interference with private property.

19. For these reasons I think it would be better to take an entirely new and much better route which can be made practicable at a less cost and which interferes but little with private property.

20. The line I would beg to recommend would follow the present road through the College land over the spur to the west of the cemetery as far as the accommodation road between the College land and Mr. Alport's section; then turning westward it would sweep round as far as the face of the spur running through the section of the Rev. B. W. Dudley; up which it would be

carried by a succession of zig-zags until reaching the foot of the cliffs, where it would make a long sweep to the eastward, until it joined the horse path to Mount Pleasant, which it would follow to the summit of the range.

The descent to the Plains would be along the line of the present sledge track from Mount Pleasant Bush to Heathcote Ferry.

21. The only difficulty on this line occurs at the head of the gully crossed near the summit of the range.

At this point a good deal of cutting and embanking would be required to obtain a safe gradient and sufficient level ground, for the turning places. The rest of the work on the Lyttelton side, would be ordinary levelling and side cutting, with in some places a good deal of blasting, but presenting no difficulty of execution.

The line from the summit of the range to Heathcote ferry, requires only surface work, except at the bluff which terminates the spur close to the river Heathcote, where a side cutting of several chains in length would be required to lead from the end of the intended bridge to the face of the spur.

22. In the construction of this road the following points are essential;

1st. The gradient should nowhere exceed 1 in 5.

2nd. The turning places should be on the level or nearly so.

3rd. The width of the road should nowhere be less than 13 feet.

4th. In all cases where the road is in steep side cutting, parapet walls should be provided.

5th. The whole of the ascent from Lyttelton should be thoroughly metalled. The descent from Mount Pleasant requires no metalling, except for a short distance at the foot of the incline.

23. The only private property to be passed through at Lyttelton would be the College land, and some unimproved land belonging to the Rev. B. W. Dudley; the interference in the former case being confined to the use of a private accommodation road set out for the use of the tenants on the estate.

24. It is impossible to make any satisfactory estimate of the probable cost of this road without staking it out on the ground, taking the necessary levels, and preparing detailed working drawings; but as the work (with the exception of the metalling) does not extend over a distance of more than a mile and a half, I think it may be assumed that the sum of Eight Thousand Pounds, (£8000) would be sufficient to defray the whole of the expenses attendant on the undertaking, including the building of a swing bridge over the river Heathcote.

By allowing a year for the completion of the work, so that the contractors might ex-

* Sumner Bar £5,000; Sumner-road, £30,000; Railway, £165,000. Total, £200,000.

ecute their contracts at the times most convenient to themselves. I think the road might be made with the labour at present in the settlement without any serious pressure being felt in consequence.

25. In conclusion I would beg to say that I think the construction of the road just described would fully provide for the traffic of the Province for some years to come, and that it appears to me to be the only plan by which a temporary communication between the Port and the Plains can be effected in the present state of the settlement.

I have the honour to remain, Sir,
Your obedient Servant,
(Signed) E. DOBSON.

Provincial Secretary's Office,
Christchurch, 2nd August, 1854.

THE following appointments have been made by the Rev. the Commissary of the Lord Bishop of New Zealand.

Mr. JAMES FISHER to be Master of the District School, at Riccarton.

Mrs. MARY DIXON, to be Mistress of the District School, at Christchurch Quay.

The above appointments to have effect from the 1st of August instant.

H. G. GOULAND,
Provincial Secretary.

WANTED, a schoolmaster to take charge of the District School at Papanui. Terms, £80 per annum, and permission to reside on the premises.

Applications to be submitted to the Rev. O. Matthia-
H. G. GOULAND,
Provincial Secretary.

