



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,
JOSEPH BRITTAN,
Provincial Secretary.

VOL. III.]

SATURDAY, DECEMBER 27, 1856.

[No. XXV.]

PROCLAMATION.

WHEREAS by an Act of the General Assembly of New Zealand, intituled the "Local Posts' Act, 1856," it was amongst other things enacted, that it should be lawful for the Superintendent of any Province, by proclamation in the "Government Gazette" thereof, to fix the rates of postage payable for the transmission, by any post, or postal communication, established under the authority of the said Act, of letters, newspapers, and other papers and parcels; and from time to time by any such Proclamation to alter, repeal, or abolish any postage so fixed as aforesaid, and to fix any other rate of postage in lieu thereof; And that all postage from time to time to become payable by virtue of any such Proclamation should be charged and be payable accordingly; provided always that no such rate of postage should exceed the sum which might have been specified for such service by the Provincial Council of the said Province. AND WHEREAS the Provincial Council of the Province of Canterbury

did, on the 7th day of November, 1856, specify the sum of one penny on every newspaper, and one-half of the present postage within the Colony on every letter, as the maximum rates of postage to be charged for all newspapers and letters respectively to be conveyed between Lyttelton, Christchurch, and Kaiapoi, by the Local Posts to be established under the authority of the said recited Act:—

Now, therefore, I, James Edward Fitz Gerald, Superintendent of the said Province, do hereby, by virtue of the powers vested in me, by the said recited Act of the General Assembly, and of all other powers in that behalf, enabling me, proclaim and declare that, from and after the first day of January, 1857, there shall be charged and be payable upon all letters and newspapers conveyed by the local posts about to be established by the authority of the said Act between Lyttelton, Christchurch, and Kaiapoi, in addition to all other postage payable thereon, the sums hereinafter mentioned, that is to say,—

On every letter not exceeding half an ounce in weight—One Penny.

On every letter exceeding half an ounce in weight,—then the sum of one penny for every half-ounce or fractional part of half-an-ounce, according to the weight of such letter.

On all letters sent by Post, or being re-directed and again forwarded by the Post, there shall be charged and paid a new and distinct rate of postage for the re-direction, in addition to all other rates of postage payable thereon, according to the scale and rate of postage hereinbefore mentioned.

No Letter or Packet exceeding sixteen ounces in weight shall be forwarded by the Post, except letters to and from places beyond the seas, and letters to and from the Governor, letters on the Public Service, or to and from any of the Government Offices or Departments.

NEWSPAPERS.

Printed Newspapers shall be conveyed for a charge of one penny each, provided they be sent without a cover, or in a cover open at the sides, and there be no writing thereon, or upon the cover of the same, excepting the name and address of the person to whom sent, and that no paper or thing be enclosed in or with any such paper. And every paper or packet which shall be contrary in any respect to the conditions hereby required to be observed, shall be charged with the rate of postage to which it would have been liable as a letter.

Printed Prices Current and Commercial Lists, not exceeding two ounces in weight, shall be forwarded through the post, under the same regulations and privileges as newspapers.

Given under my hand, and issued under the Public Seal of the Province of Canterbury, at Christchurch, this sixth day of December, in the year of our Lord one thousand eight hundred and fifty-six.

JAMES EDWARD FITZ GERALD,
Superintendent.

By his Honor's command,
JOSEPH BRITTON,
Provincial Secretary.

God Save the Queen.

Provincial Secretary's Office,
Christchurch, Dec. 26, 1856.

HIS HONOR THE SUPERINTENDENT directs the publication of the following Report.

By his Honor's command,
For the Provincial Secretary,
T. B. KEELE, Chief Clerk.

To his Honor the Superintendent of the Province of Canterbury.

SIR,—

Having been entrusted by your Honor with making the special survey referred to in the resolution of the Provincial Council, of the 20th Nov., 1856, I have carefully examined the Port Hills, between Raupaki and Mount Pleasant, for the purpose of finding a practicable line of cart road, which should be of easier ascent than the present Bridle-path, and more direct than the Sumner Road.

The former of these roads has an ascent of more than 13 feet per chain. With this gradient the action of surface water removing the soil, and the sledges, and the feet of horses loosening the stones, have gradually worn away the surface, leaving in many places the rocks, or the sides of the road protruding 12 or 15 inches. The entire distance to Christchurch by this line is 7 miles and 70 chains.

The Sumner road commences at the Heathcote Ferry, up to which point the road from Christchurch will be completed and metalled before harvest. The road from the Ferry to Sumner, 3½ miles, is perfectly level, and very little remains to do to it besides metalling.

Between Sumner and Lyttelton a great deal of work remains to be done. On this portion of the road the Commissioners recommended a deviation from Captain Thomas' line, in order to avoid the bad ground near Sumner, and the heavy rock cuttings, and expensive retaining walls. The altered line was to ascend from Sumner valley to Evan's pass with an incline not steeper than 3 feet 4 inches per chain, tunnelling under the pass, and thence descending with an easy gradient to join Captain Thomas' road in Polhill's Bay. The entire distance to the middle of Christchurch would be 11½ miles.

This being the only road which can be made to Lyttelton with so easy an ascent as 3 feet 4 inches per chain, and with a summit of only 370 feet above high water it is clearly the easiest line for a dray road.

But it has been supposed that in some other direction, a road with a quicker ascent and shorter distance might be laid out for light traffic.

The only accessible passes, over the Port Hills, between Mount Pleasant and Raupaki, are the following:—

Hornbrook's Pass...	1250 feet high
Bridle Path	1060 " "
Lee's Pass	1180 " "
Raupaki	1140 " "

The first of these passes is accessible from the Heathcote ferry by the old bullock track up the spur of Mount Pleasant, which rises from 4 ft. to 13 ft. per chain.

A tolerably direct road might be laid out with an ascent of 7 ft. to 8 ft. per chain, which is too steep for a cart road. An easier line with a rise of $4\frac{1}{2}$ ft. per chain, can only be obtained by heading several gullies, and winding up Moahone spur, reaching a summit of 1350 feet at 4 miles from the ferry. This line is shewn on the accompanying plan by a strong black line. The descent from this summit towards Lyttelton can not be rendered practicable for carts, owing to the precipitous nature of the ground. For 12 chains, the fall must be $8\frac{1}{2}$ feet per chain, and for the next 34 chains, it would be 13 feet per chain, after which the ground is of an easier character, and a descent of 9 feet per chain for about 84 chains, would reach Lyttelton. The entire distance to Christchurch would be $9\frac{3}{4}$ miles; but the gradients on the Port side of the hill are altogether too steep for carts, and the total height to be surmounted is 980 feet more than by the Sumner Road.

The next pass is that crossed by the Bridle path. The ground on the Lyttelton side will admit of a road being laid out with a rise of 9 to 10 feet per chain through Jackson's gully, and winding up the spurs, descending 7 to 8 feet per chain along Lee's spur to the road at the foot of the Hills, making the distance to Christchurch about $8\frac{1}{2}$ miles.

Another line has been pointed out ascending from near the extreme south end of Lyttelton, contouring the Hills at the back of the town, through Mr. Alport's rural section, to the summit of the present Bridle path, and descending either by Lee's spur, or at the back of Capt. Morgan's and Casterton, to the present Bridle road. The gradient of such a line would be 5 to 6 feet per chain, the total ascent, 1,050 feet, and the entire distance, about $9\frac{1}{2}$ miles. But the country passed through is so precipitous, that the expense of such a road would be greater than any similar road by Evan's pass, while only $2\frac{1}{4}$ miles would be saved; I therefore did not deem it necessary to trace out this line.

Lee's pass, at the head of the valley occupied by Mr. Lee's section might be reached on the Christchurch side, by a road from near Mr. Cookson's, contouring Lee's spur, but the distance by such a line would be increased to 11 miles, for which reason it did not merit further examination.

From Mr. Lean's section, where the road at the foot of the Hills is carried over the spur at the back of Mr. Lean's house, a line of road rising 6 to $6\frac{1}{2}$ feet per chain may be obtained along the western side of the spur passing over the summit at an elevation of 1,180 feet, between Lee's pass, and Raupaki pass, descending with an equally easy gradient over the spurs of Cass's Peak to join the Governor's Bay Road, at 50 chains from Lyttelton making the entire distance to Christchurch, $9\frac{3}{4}$ miles.

The steepest portion of this road would be the ascent of the Governor's Bay road from the Cemetery reserve to the head of the slip, this being 7 feet per chain, while the general gradient of the remainder would be 6 feet per chain.

This line presents a much easier ascent than the bridge path, and avoids the ferry; but the summit is 800 feet higher than the Sumner Road, the length of side cutting is nearly double that of the Sumner Road, rendering the construction more expensive; while the saving of distance is only two miles to compensate for the extra rise of 800 feet, and the increased danger on a nar-

row road, when the gradient is so steep that a cart would run back of itself.

The Resolutions of the Provincial Council ordering this survey, states the object to be to ascertain whether any temporary cart road can be constructed on any other part of the Hills which may serve for the passage of light traffic, pending the opening of the Sumner Road,—and that careful estimates ought to be prepared of the cost of any such road.

After a long and careful examination of the Hills, I have altogether failed in discovering any line of road that I can recommend as answering the above object. All the lines practicable for light cart traffic would require for their construction as great an expenditure of time, labour, and money as would complete the Sumner road. I have not thought it necessary to prepare careful estimates of roads evidently not answering the purpose proposed.

The accompanying plan of the Port Hills, shews the general disposition of the spurs, and the elevation of various points is figured. The lines of road which I have gone more particularly

over, up Mount Pleasant spur, and from Mr. Lean's to the Governor's bay road are indicated by strong black lines.

The Bridle Path summit is the lowest (after Evan's pass); the other passes are from 100 to 300 feet higher. To carry a line of road fit for light carts requires at least $2\frac{1}{2}$ miles of ascent on the spurs on each side of the pass. The greater portion of this 5 miles of road would be in heavy side cutting, whichever spur you select, and the cost must be proportionably heavy.

The result of this survey points out necessity of repairing and improving the present Bridle-path for direct communication with Lyttelton.

Then when labour and capital can be spared from the construction of the necessary roads from the interior to the shipping wharves, whence the produce can be sent by steamer to Port, a cart road with the easiest ascent can be completed to Lyttelton on the least expensive line, which is by way of Sumner.

W. B. BRAY.

Avonhead, Dec. 18, 1856.