



NEW ZEALAND
GOVERNMENT GAZETTE,
PROVINCE OF CANTERBURY.

Published by Authority.

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By His Honor's Command,
WILLIAM ROLLESTON,
Provincial Secretary.

VOL. XI.]

MONDAY, MAY 2, 1864.

[No. XVIII.]

ADDRESS OF HIS HONOR THE
SUPERINTENDENT

*On Proroguing the Provincial Council,
April 29, 1864.*

“MR. SPEAKER AND GENTLEMEN OF THE PRO-
VINCIAL COUNCIL,

“In bringing this present short session to a close, I have to thank you for the earnest attention you have given to the subjects which have been submitted to you, and I have no doubt that the measures you have adopted will be productive of lasting benefit to the province. No time shall be lost in forwarding the preliminary operation necessary to the efficient carrying out of the great work to which you have given your sanction. I entirely concur in the bold and liberal policy which you have adopted in reference to the contract negotiated by Mr. Ward for the establishment of a mail service by way of Panama. With a view to giving greater effect to your decision, I have deputed a member of my Executive Council to proceed to Auckland and the intermediate provinces, in order the better to represent the views of this province on this subject. I am gratified to be able to state that since the adoption of this step I have already received from the Superintendent of Wellington the satisfactory assurance that the Government of that important province is desirous of co-operating in the measures you have decided upon.

“I have assented on behalf of his Excellency the Governor to the Railway and Harbor Works Fund Ordinance.

“I now declare this Council prorogued to the 30th day of June next.”

S. BEALEY,
Superintendent.

AUDITOR'S REPORT.

To C. BOWEN, Esq., Speaker of the Provincial
Council, Canterbury.

Provincial Auditor's Office,
Christchurch, April 28, 1864.

SIR,—I have now the honor to forward my comparative statement, showing the over expenditure on the different votes of the Council during the last nine months; as also, schedules shewing the items of expenditure made without vote.

The first head on which there is an apparent over-expenditure, is that for “Interest and bank charges.” This includes a sum of £625 paid to the Union Bank of Australia for negotiating £50,000 of debentures in London.

Under the head “Administration of Justice” there is an over-expenditure in the Expenses of Session and Gaol. These expenses being regulated by the Court, are beyond the control of the Executive, and the addition is to be attributed to the increase of population and consequent increase of crime.

The next item of over-expenditure is on immigration, and is very large, being not less than £4650 3s 5d. It would have been satisfactory had this large over-expenditure represented a corresponding increase of population; but this is, unfortunately, not the case, a large portion having been incurred owing to the necessity of placing two of the ships in quarantine. But, large as this excess appears, the immigration account is, in my opinion, properly chargeable with a still larger sum. The difficulty experienced by the Lancashire operatives in finding employment on their arrival, induced the Government to place a large number of them on the public works in the province. In answer to an application from the Immigration Officer, I wrote the following memorandum on the 8th of October last, as to the mode in which I thought the wages paid to these men should be appropriated:—

“MEMORANDUM FOR IMMIGRATION OFFICER.

“The Auditor is of opinion that it would be unfair to charge the whole of the rations or wages paid to the Lancashire operatives, against either the Immigration or Charitable Aid Fund solely. Neither would it be fair to debit the whole amount to any special

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public work on which they may be employed. Perhaps the best plan would be to charge a third to public works, and the remainder in equal portions to the Charitable Aid and Immigration accounts.

“ W. M. THOMSON.

“ October 8, 1863.

“ The above rule, if approved of, would apply equally to all newly landed immigrants engaged by Government from want of any other employment.— W.T.”

I am still of opinion that this is the fairest mode of appropriating the payments made to unskilled laborers in Government employ; in which case the Immigration Account would be chargeable with a further sum of nearly £3,500, as the proportion of the sums paid from the Public Works Department under the heads of Immigration Labor and of the West Coast Road, Mandeville District and Waimakariri Defences, on which works they were placed.

The sum voted for the Charitable Aid Fund would apparently have been sufficient for the year, except for the strain arising from the above cause. If this charge should be made, the expenditure will be considerably in excess.

It will be seen from the General Miscellaneous list, that the vote for Printing is still inadequate. The excess on the vote for fuel is also considerable. £267 15s of this excess, however, is for fuel got during the financial year 1862-63. The excess on the grants to Timaru and Akaroa is only apparent, not real, the amounts having been paid to the Treasury and entered to the credit of the Province.

The details of the expenditure on Contingencies are given in full, and will no doubt be explained by the Executive.

The whole expenditure for the nine months, exclusive of that by the Public Works department, is £204,020 9s, of which it will be seen £95,386 11s 9d have been paid on Railway account.

In the Public Works department it will be seen that there is a large sum paid without vote, and that considerable discrepancy exists between the Appropriation Ordinance and the expenditure under the head of Outstanding Liabilities. There is no doubt that many of the items which appear in the list of over expenditure might fairly have been charged against some of the votes on which there are heavy unexpended balances. As Mr. Wylde, under whose inspection I presume the estimates were framed, did not continue in office above a fortnight after the publication of the Appropriation Ordinance, and an almost entirely new staff succeeded, and as the Executive by whom the Ordinance was carried through the House also resigned at the same time, the present Government have, I think, acted only with common fairness to the House in giving the list of works done in full detail, instead of attempting to reconcile them to votes to which they could not with certainty ascertain them to be applicable. In all cases where claims have been sent in for works not appearing on the Estimates, I have drawn the special attention of Government to the fact, and they have been warranted by order of the Superintendent and his Executive. In an investigation I thought it necessary to make as to loss upon stores supplied to the workmen on the West Coast road, (and which was fully accounted for by the fact that they were issued at less than cost price and expenses), the cost of the works done there was largely overstated by Mr. Rich, from an error made by him in his calculations and afterwards discovered. The real cost is that given in the treasurer's account, and the real value of that work as estimated by Mr. Rich tends to prove that the proportion of the immigrants' labor chargeable to works on which they may be employed, as proposed by me in my memorandum already referred to, is a just one. Except in cases of extreme emergency, however, the system of carrying on public works by Government labor cannot be approved of, and must be less satisfactory in every way than that done by contract.

I may be allowed, in conclusion, again to press on the Council the expediency of having the Appropriation Ordinance passed at an early period of the financial year. Where a large portion of the expenditure is on imprest, (and, in the present instance, the payments for nearly half of the period

have been virtually so), both delay and confusion are likely to arise before the several departments can get their accounts put into such a shape as to enable the Auditor to report on them satisfactorily.

I have the honor to be, sir,
Your obedient servant,
W. M. THOMSON,
Provincial Auditor.

IN THE SUPREME COURT OF NEW ZEALAND,
CANTERBURY DISTRICT.

In the matter of the “Debtors' and Creditors' Act, 1862.”

NOTICE is hereby given, that the following Petitions will be heard in the Supreme Court on Wednesday, the 18th day of May next, at Eleven o'clock in the forenoon.

In the matter of George Lumley, late of the Oriental, High-street, Christchurch, on the Petition of John Ward Shackleton, a Creditor.

In the matter of William Merritt, of Christchurch, Carter, on his own Petition.

In the matter of the Co-partnership Firm of Bains and Manning, late of Christchurch and Timaru, Mail Contractors and General Carriers, on the Petition of Edwin Cuff, a Creditor.

In the matter of Willian Lewis Watts, late of Christchurch, Builder, on the Petition of Milton and Co., Creditors, per Patrick Laurie.

In the matter of Richard Bowen, late of Rangitata, Accommodation House Keeper and Ferryman, on his own Petition.

FRANCIS SLATER,
Solicitor,
Christchurch.

Provincial Secretary's Office,
Christchurch, April 29, 1864.

HIS Honor the Superintendent, in pursuance of certain powers vested in him by “The Empowering Ordinance, Sess. II. No. 2,” directs it to be notified that the footpaths hereinafter described, having been well and sufficiently made and completed for the use and accommodation of foot passengers, according to the provisions of “The Footpaths Ordinance, Sess. VII. No. 12,” are hereby declared to be public footpaths, and from and after the date hereof shall be deemed and taken accordingly to be public footpaths within the meaning of the said Ordinance.

The said footpaths are as follows:—

On both sides of Colombo-street South from the South Town Belt to the junction of the Windmill Road.

On the South side of the Ferry Road from the North-west corner of Section No. 32 to the centre of the Northern boundary of Section No. 14.

W. M. ROLLESTON,
Provincial Secretary.

Provincial Secretary's Office,
Christchurch, April 27, 1864.

HIS Honor the Superintendent directs it to be notified that he has made the following Reserves for Timber Depôts and Railway Purposes, in accordance with a Resolution of the Provincial Council, viz:—

- No. 309, in red.—One hundred and twelve acres, more or less, situate in the Lincoln District, near the 15th mile on the South Railway Reserve, being bounded on the north-west by the southern boundary of that Reserve for a distance of eighty-seven chains, and on the south and east by Tramway Reserve No. 302.
- No. 310, in red.—Ten acres, more or less, situate in the Lincoln District, commencing at the intersection of the Ellesmere Junction Road with the Tramway Reserve No. 302, following westerly along the before-mentioned road a distance of ten chains and fifty links, thence at a right angle southerly, a distance of eight chains and twenty links to the northern boundary of Section No. 4052, thence easterly following that boundary, and a line in continuation of the same to the Tramway Reserve before-mentioned, and from thence returning along that Reserve to the commencing point.
- No. 311, in red.—Ten acres, more or less, situate in the Lincoln District, commencing at the junction of Tramway Reserve No. 302, with Tramway Reserve No. 297, being bounded on the south by the last mentioned Reserve, on the north by the first-mentioned Reserve, and on the west by a line to contain the quantity required.
- No. 312, in red.—Ten acres, more or less, situate in the Ellesmere District, commencing at the intersection of the Selwyn and Lake Road North, with Tramway Reserve No. 297, following south-westerly along that Reserve a distance of fourteen chains, thence north-westerly at a right angle a distance of fifteen chains to the road before-mentioned, and from thence returning along that road to the commencing point.
- No. 313, in red.—Ten acres, more or less, situate in the Ellesmere District, commencing at the intersection of the Tramway Reserve No. 297, with the Selwyn and Lake Road South, of eleven chains and twenty links, thence at a right angle north-easterly a distance of ten chains, thence at a right angle south-easterly to the Tramway Reserve before-mentioned, and from thence returning along that Reserve to the commencing point.
- No. 314, in red.—Ten acres, more or less, situate in the Ellesmere District, commencing at the south-west corner of Reserve, in red, No. 304, following

south-westerly along the north-eastern boundary of Harman's Direct Road a distance of fifteen chains to the easternmost corner of Section No. 6073, and extending back north-westerly a distance of seven chains and seventy links, subject to Reserve for a Tramway No. 297, which passes through this Reserve.

- No. 315, in red.—Ten acres, more or less, situate in the Ellesmere District, commencing at the intersection of Tramway Reserve No. 29, with the Tramway Reserve 203, following north-westerly along the last-mentioned Reserve for a distance of eight chains, thence at right angles north-easterly a distance of ten chains, thence again at a right angle south-easterly to the Reserve first-mentioned, and from thence returning along that Reserve to the commencing point.
- No. 316, in red.—Ten acres, more or less, situate in the Ellesmere District, commencing at the Junction of the Selwyn and Bealey's Roads to the South Railway Reserve, following along the first-mentioned Road in a south-easterly direction a distance of ten chains, and extending back south-easterly a distance on the average of ten chains.

WM. ROLLESTON,
Provincial Secretary.

Provincial Secretary's Office,
Christchurch, April 27, 1864.

HIS Honor the Superintendent directs the publication of the following Return of Births and Deaths for the month of February, 1864.

WM. ROLLESTON,
Provincial Secretary.

COMPARATIVE TABLE OF BIRTHS AND DEATHS.

DISTRICT.	BIRTHS.		DEATHS.		Total Births.	Total Deaths.	Excess of Births over Deaths.
	Males.	Females.	Males.	Females.			
Christchurch...	33	20	16	14	53	30	23
Lyttelton	6	8	7	2	14	9	5
Kaiapoi	8	4	2	1	12	3	9
Rangiora	3	5	—	—	8	—	8
Mount Grey	1	1	—	—	2	—	2
Timaru	3	7	5	3	10	8	2
Ashburton	—	—	1	—	—	1	—
Akaroa	7	4	2	1	11	3	8
	61	49	33	21	110	54	56

CHRISTCHURCH :

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