



NEW ZEALAND  
GOVERNMENT GAZETTE  
PROVINCE OF CANTERBURY.

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ADDRESS  
OF  
HIS HONOR THE SUPERINTENDENT  
ON  
OPENING THE THIRTY-SECOND SESSION OF THE PROVINCIAL  
COUNCIL OF CANTERBURY.

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MR. SPEAKER AND GENTLEMEN—

In opening the last ordinary session of the present Provincial Council, though it is not my privilege to be able to congratulate you upon a return of that progressive prosperity which marked the early growth of the Province, I feel that the present is an occasion when, amidst all the difficulties which surround us, we cannot but look hopefully to the future.

When the present Council first met, the financial depression which has since weighed so heavily upon us had set in not only in this, but in all the Australian Colonies. Its severity was enhanced in our case by a variety of causes. The discovery of Goldfields in the neighbouring provinces had raised expectations and induced a speculative spirit which caused the reaction to be more painfully felt; to the difficulties of a wide spread commercial crisis where superadded those of a native war, involving large and extravagant expenditure, the provision for which has hitherto mainly devolved upon the people of this island, and during the past two years our position has been rendered worse by the fall in

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value of one of the staple productions of the country. Yet it is impossible, amidst all this, not to recognise that the foundations of a prosperous future are being more firmly laid, and that under the influence of a temporary paralysis of commerce, men have been led to turn their heavily taxed energies to new industries and new and cheaper methods of production, which must ultimately swell the value of our exports.

While the pastoral interests have suffered agriculture has spread, and is likely to largely increase in importance, as cultivation can be more cheaply effected with improved machinery.

The falling off in the land sales is not altogether a matter of regret, when we consider that the lands in more prosperous times were being purchased in many cases to remain comparatively unproductive.

Should the present prices of wool continue it is not difficult to foresee that the arrival of the time will be accelerated when the large tracts of Crown lands, which have become freehold property, and are lying almost idle, will be cultivated on a large scale or distributed among a growing population to promote the wealth of the country.

Among other fields for the employment of labour and capital, the cultivation and manufacture of the native flax of the country, is a subject for no small congratulation.

The establishment of a manufactory for preserving meat at a time when an almost unlimited demand has arisen for this article of consumption in the old country, and the boiling down establishments, and the manufactories dependent on these are preparing the way for a steady and lucrative export.

In the meantime a brighter future seems to be dawning on the colony from the opening out of the Goldfields in the North Island. We cannot but look with sanguine expectation to these for a market for our produce, for a reduction of our taxation; and should they spread, as there is good reason to believe they will, for a solution of the native difficulty.

I am not without hopes that, in this Province, gold may yet be discovered in paying quantities.

Adverting to political changes during the last four years, perhaps the most important change in this Province has been in the separation of the County of Westland. Though, for various reasons, it may be questionable how far the separation has proved an advantage to Westland, it must, I think, be admitted that Canterbury has no cause to regret the severance.

Since I last met you the award of the umpire in the arbitration for the division of the debt between Canterbury and Westland has been published, and a copy will be laid upon the table. The result is briefly that the debt contracted by Canterbury prior to the separation, amounting on the whole to £672,867, is divided between Canterbury and Westland in the ratio of 9 to 4, giving the following share of the debt to each—

To Canterbury ...	...	...	...	...	£465,831
And to Westland	...	...	...	...	207,036
					<hr/>
					£672,867

The basis on which the award was made is not published, but the result appears clearly to recognise that any portion of a Province seeking separation must adopt a share of the liabilities of the whole proportioned to the estimated value of the respective estates.

You will be asked to consider proposals for an apportionment of revenue to the districts of the Province South of the Rangitata, and correspondence will be placed before you embodying the principles on which I consider such an apportionment should be made.

In the interests of a large and rapidly increasing district of the Province, I trust that such measures may be adopted as will lead to the abandonment of views on the part of a section of the inhabitants which, if they were carried out, could not but be prejudicial to the interests of the district, and to the good government of the Province.

I am unable to perceive that there is any dissimilarity of interest or any geographical barrier between the country north and south of the Rangitata which can at all interfere with the due management by one Government of a uniform system of administration in all matters relating to Police, Gaols, Harbours, Immigration, Education, and the Waste Lands of the Province. The management of the local works will no doubt be best carried out, as elsewhere in the Province, by the local authorities. It will be necessary to establish a system by which funds appropriated for the Local Hospital and Charitable Aid shall be expended with the advice and under the supervision of some local authority.

I am glad to be able to inform you that I have entered into a contract for the bridging of the River Rakaia, the particulars of which will be laid before you. It is satisfactory to learn that the Timaru and Gladstone Board of Works have taken steps towards the bridging of the Rangitata, and I am informed that it is intended to ask for tenders for this work on the same principle that has been adopted in the case of the Rakaia Bridge. It is hoped that this course will leave a balance available out of the funds appropriated for the purpose by the "Timaru and Gladstone Board of Works Act, 1867," which balance the Board is enabled by recent legislation of the General Assembly, to devote towards the erection of a bridge over the Waitaki. You will be asked to supplement the amount by a sum sufficient to make a total of £5000, to be met by a similar sum by the Province of Otago.

It is presumed that, on terms similar to those adopted in the case of the Rakaia Bridge, viz—by pledging the tolls at a certain rate for a fixed period—a sum of £10,000 in cash will be sufficient to be provided towards the erection of this bridge. This work will no doubt tend to promote the sale of land, or the prosperity of a growing community in the district bordering on the Waitaki. It is needless for me advert to the numerous advantages, political and commercial, which will ensue from the construction of the bridges to which I have referred.

Carefully prepared Estimates of Revenue and Expenditure will be laid before you. The strict course of economy and retrenchment which was instituted under my predecessor, has been maintained during the past two years, and it is gratifying to be able at the present time to state that the cost of Executive Administration within this Province, as compared with the amount of Expenditure, is less than that of any other Province in New Zealand; the sum spent on Administration being but little more than 2 per cent. on the Expenditure, while there are Provinces in which the same cost, similarly calculated, amounts to more than 10 per cent. on the Expenditure.

In framing these Estimates care has been taken not to form too sanguine expectations for the future, the actual receipts for the past year being taken in most cases as the estimate for the ensuing year.

Under Schedule A, the ordinary income apart from balances on hand, and including profits on Railways, amounts to £60,126 3s. 10d., and while there is no probability of this income being diminished, there is on the whole a fair prospect of its being increased with the increase of population.

The ordinary expenditure on the other hand is slightly in excess of this amount. I entertain no doubt that on the whole, either by an increase of revenue, or by economising of items of expenditure, the equilibrium between revenue and expenditure will be maintained.

It will be borne in mind that a sum of about £20,000 should be in hand on the 30th of September, 1870, to carry on the expenses of the Government from that date until the receipt of the Pasturage Rents in the month of May 1871, and the estimate has accordingly been framed with this view.

Divested of what is in fact principally a balance of the Loan Account, the accounts show that nothing but the strictest economy will enable us to live within our means, and to effect this object we must abstain from indulging in any expenditure in excess of the amount provided for in the estimates. Any additional expenditure will be so much diverted from the amount I hope to see expended in reproductive public works.

The correctness of the estimate of last year's revenue, with the exception of that from sales of waste lands, has generally been fully verified by the actual results during the period of the year which has elapsed. The moiety of the consolidated revenue falling to the Province, which was estimated at £60,000 for the year, has proved for the six months ending June 30 to be at a rate slightly in excess of that amount, the actual receipts being £32,629 6s. 4d., or at the rate of £65,253 12s. 8d. per annum; and the General Government services, Provincially charged, which were estimated to reach £33,500 in the year have for the half year been brought to charge to the amount of £15,760 7s. 9d, or at the rate of £31,520 15s. 6d. per annum. The Westland contribution to the 30th of May was at the rate of £20,000 per annum. Another cause of savings under the head of ordinary revenue is that at the beginning of the year, when it was uncertain what our full liabilities would be in respect to the payment on loans, it was thought prudent to make provision for the utmost limit of what would be required on this account, and a considerable balance will remain unspent under this head.

The receipts from the railway have also been larger than was expected, the excess of receipts over expenditure having amounted in nine months to £12,263 16s. 7d, or £3560 0s. 11d more than the estimated nett returns for the whole period of a year.

To the excess of actual income over what was estimated in the above, and in some other particulars, and to the savings which have been effected in a number of items of expenditure, is owing the fact that there is now to the credit of the Ordinary Revenue a sum of £30,000 more than is required to meet the charges upon it, and leave in hand a sum of £20,000 at the end of the financial year in September next.

I may mention that among the items making up this amount is the sum of of £18,040, the proceeds of debentures redeemed from the railway contractors under the Great Southern Railway Contract, and brought to account under the head of Ordinary Revenue.

Under the loan account, Schedule C, there has been a saving in respect of expenditure on rolling stock and other matters, which leaves a sum of £5000 available for appropriation.

On the whole, therefore, there will be a sum of £35,000 available for expenditure on such public works as you may determine upon.

Proposals will be made to you to appropriate this amount in the following manner—

£15,000 to the Northern Railway.

£15,000 to the Southern Railway.

£5000 for a Tramway from Selwyn through the Leeston District to Southbridge.

In submitting these proposals for your consideration I would venture to suggest that, should you adopt them, the works should be put in hand on such a system as may provide against interference with the labour market, to the prejudice of the ordinary productive industries of the country.

I am of opinion that these works, if they are to have their full influence for good upon the well-being of the country, should be carried on simultaneously with the introduction of a stream of immigration. If this be done the evil to which I have alluded will be prevented. I have had estimates prepared of the cost of continuing the Railway over ground such as that over which the Southern Railway passes, and I see no reason to doubt that the Railway can, with present facilities, be constructed at a cost not to exceed £3000 a mile, including fencing and a certain amount of station accommodation. Works of this kind, involving no great engineering skill, may, I think, readily be carried on as funds accrue, in such a manner as to adapt their rate of progress to the variations of supply and demand in the labour market.

The promise of certain employment to newly landed immigrants would be a great inducement to them to leave their own country, and a correlative advantage to the Government of their employment in this manner would be that the moneys due by them to this Province might be recovered in instalments during the period for which they were engaged, and be devoted at a shorter interval than is usually the case, to the introduction of fresh labour.

Above all things, I would impress upon you the evils which would ensue from entering upon large contracts, involving the anticipation of revenue, and entailing an additional charge on the revenue for payment of interest, which, as will be seen from a consideration of the Estimates now submitted to you, the Province would be unable to bear.

The sum of £15,000, added to the portion of the loan already appropriated to the Northern Railway, will make a total of £45,000 devoted to this purpose. If the land, through which the line of railway passes, can be purchased at a reasonable rate, say at a cost not exceeding £15,000, should you consider it advisable to proceed with the work, you may direct that the necessary steps should be taken, preliminary to putting the work in hand.

It will be desirable that the cost at which the land can be purchased should be at once ascertained. The line as at present surveyed and laid off on the ground, passes through a number of very valuable sections, and the cost of purchase, both on account of the value of the land and the severance of sections, would be very considerable.

It will be for you to consider whether an alternative line could with advantage be adopted. A line has been suggested, which might be taken by way of the Canal Reserve, which would join in with the line, as at present laid out, at a point following the Canal

Reserve eight miles fifteen chains from the Christchurch Station. The land to be bought in this case will be twenty-one acres two roods, as against sixty-six acres unpurchased on the Western line. The total distance from Christchurch, following the surveyed line to the same point is nine miles and sixty chains. Should it be found possible to purchase the land on either line for such a sum as would leave a sufficient balance to justify proceeding with the line, it would be my duty at once to call you together to obtain your authority to initiate the work on such plan as may be determined by you.

With regard to the appropriation of £15,000 towards the continuance of the Southern Line, I may observe that there are no difficulties in the way of proceeding with the work on the principle I have indicated, at such a rate of progress as will secure the opening of the line to the Rakaia simultaneously with the completion of the bridge over that river.

The appropriation for the present year will suffice to complete at least one-half of the work, which might be advantageously put in hand during the five months preceding the month of October next year.

With regard to the Tramway from Selwyn to Southbridge, I may state that the district which it is proposed to connect with the Railway by this means is one which considering the large amount of land sold within it and the extent of its grain products, and the comparatively small expenditure which has taken place in it, deserves your most careful and favourable consideration in the appropriation of the funds at your disposal. Should you accede to the appropriations I have recommended, I am led to believe that there will be little difficulty in inducing private capital to embark on the construction of the Tramway on a similar principle to that adopted in the contract for the Rakaia Bridge. The Tramway would be constructed with iron rails on the side of the highway and the Tramway Reserve, and tenders for its construction would be invited, offering to the contractors the sum of £5000, and guaranteeing to them the receipt of the Tolls for a period of years at a fixed rate. It is believed that this and other similar works would act as feeders to the Railway and largely increase its traffic, and it is reasonable to expect that the Province will be able year by year to devote a considerable proportion of profits arising from its Railways to the gradual extension of our Railway system.

In speaking of railway profits I may state that hitherto this term has signified the difference between receipts and working expenses. This, however, is not what should properly be understood by profits. No account has been taken of the fact that the stock of plant will ultimately require renewal, and accordingly it is proposed to set aside annually 5 per cent. on the gross earnings as a fund which will provide for renewal of rolling stock and plant as they become necessary. The receipts from the railway are estimated at £49,043 6s. 8d., and the expenditure, including £2450 to the credit of the Renewal Fund, and a sum necessary to carry on repairs in the tunnel, which have been put in hand, at £37,681 2s. 10d, shewing a nett profit of £11,362 3s. 10d. On the completion of the sheds now in progress, the capital account of the present lines may be deemed to be closed, and all expenses incident to working the lines will henceforth be charged on earnings. A sum of £1920 appears on the Estimates for new works, including additional shed-room at Templeton and North Selwyn.

By an Act of the General Assembly, passed during its last session, the right of the Provinces has been recognised to what has been termed the released portion of the Sinking Funds of their loans.

Correspondence, including a letter from Mr Selfe to Lord Granville, with the remarks upon it by the Comptroller of Public Accounts and by the Colonial Secretary, as laid upon the table of the General Assembly, will be placed before you. My letter to Mr Selfe of

the 2nd of last month, will inform you of the action I have taken, since the rising of the Assembly, to promote the decision of the amount which will belong to the province of Canterbury. As you are aware, the County of Westland will have a claim upon a portion of these funds. I have not thought it advisable to count with certainty upon the receipt of any considerable portion of them during the current year, and, unless further conversions take place, it would not be safe to calculate upon ultimately receiving more than £15,000.

Of the £10,000 which you will be asked to appropriate to immigration, it is proposed to take £2500 from this source. I shall be glad if you see fit to authorise further engagements under this head, contingent upon larger receipts, to secure a steady flow of immigration during the next two years. It is necessary to know beforehand, with tolerable precision, the amounts which will be available for the purpose, in order that engagements may be entered into with certainty of their being carried out. With this view, I am of opinion that you would do wisely to decide upon the appropriation of the whole of this fund, as it accrues, to the introduction of population. It appears to me that there is no fairer way of appropriating funds in which all parts of the Province are alike interested. The fact that the securities in which the funds are invested could be realised in London from time to time as they were required, is an additional reason for adopting this course.

It is unnecessary for me to express my hopes that nothing will induce the Province to forego the continuance of the introduction of population. The stoppage of immigration would entail absolute stagnation in the various industries of the Province, and prevent the healthy maintenance of the revenue alike from Customs, Land Sales, and Railways.

I cannot forbear expressing my satisfaction with the pains which have been taken in the selection and despatch of immigrants during the past year by Mr. Ottywell, under direction of Mr. Selfe.

You will be asked to authorise the construction of a female gaol, part of which I should propose to devote to the purpose of carrying out the provisions of "The Contagious Diseases Act" passed during last session of the General Assembly.

My views on the subject of the representation of the province were placed before you during the last session.

I have already too far exceeded the ordinary limits of an address to admit of my entering on the present occasion upon this and other subjects of interest which will probably engage your attention during the present session.

I now declare this Council open for the despatch of business.

W. ROLLESTON,  
Superintendent.

IN THE SUPREME COURT OF NEW ZEALAND,  
CANTERBURY DISTRICT.

LANE v. FRANKS.

WRIT OF *Fieri Facias*.

**W**HEREAS I the undersigned Alexander Back Sheriff of the Canterbury District of New Zealand have taken in execution and levied upon the real estate and lands hereinafter described of Francis William Franks of the City of Christchurch in the Province of Canterbury in the Canterbury District of the Colony of New Zealand Baker under and by virtue of writ of *Fieri Facias* for the sum of Seventy-three Pounds Seventeen Shillings and Ninepence Halfpenny with the interest upon the said sum at the rate of Eight Pounds for every One Hundred Pounds by the year from the Twenty-eighth day of June One thousand eight hundred and sixty-nine besides Sheriff's Poundage Officer's Fees and all other incidental expenses and costs issued out of the said Supreme Court of New Zealand in pursuance of the provisions of "The Execution of Judgments against Real Estates Act, 1867" upon and in respect of a judgment recovered by William Hannibal Lane of the City of Christchurch in the Canterbury District of the Colony of New Zealand against Francis William Franks of the City of Christchurch aforesaid Baker Now I do hereby give notice that it is my intention to cause all the estate and interest (being the equity of redemption upon payment of One Hundred and Fifty Pounds and interest thereon at the rate of Eleven Pounds per centum per annum) of the said Francis William Franks of and in all that parcel of land containing by

admeasurement half an acre be the same more or less being lot 37 on the sale plan of rural section 33 on the plan of the Chief Surveyor setting out the rural lands in the said Province of Canterbury and which parcel of land commences at a point on the Town Belt of Christchurch eighteen chains and seventy links from the north-west corner of said section 33 thence due south one hundred links thence easterly five hundred links so as to form a rectangular block And also all that parcel of land situate in the Lincoln District of the Province of Canterbury aforesaid and containing by admeasurement forty acres or thereabouts statute measure having a frontage of about ten chains to the continuation of the road between sections numbered respectively 2800 and 3040 and running back easterly a distance on the average of forty chains to of and adjoining the before-mentioned section 2800 and numbered 5555 on the map of the Chief Surveyor setting out and describing the rural lands in the Lincoln District of the said Province to be sold by Public Auction at Christchurch on the Seventh day of December next at noon at my office Armagh street in the City of Christchurch in the said Province of Canterbury unless the above-mentioned debt and costs be sooner paid.

And I do hereby also give notice that William Patten Cowlshaw of Cathedral Square in the City of Christchurch aforesaid is the Solicitor of the said William Hannibal Lane the Execution Creditor.

Given under the authority of me the undersigned Alexander Back Sheriff of the Canterbury District of New Zealand this twenty-sixth day of August One thousand eight hundred and sixty-nine.

ALEXANDER BACK.

Sheriff.

CHRISTCHURCH:

Printed under the authority of the Provincial Government of the Province of Canterbury, at the Press Office, Cashel Street, by JOHN STEELE GUTHRIE, Christchurch, Official Printer for the time being to the said Government.