



THE
GOVERNMENT GAZETTE

PROVINCE OF MARLBOROUGH.

Published by Authority.

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

WILLIAM ADAMS,
Superintendent.

Vol. II.]

FRIDAY, APRIL 19, 1861.

[No. 15.]

PROVINCE OF MARLBOROUGH.

Superintendent's Office, Picton,
April 15, 1861.

I HEREBY direct that the following notifications be published for general information, at the desire of the Honourable the Commissioner of Customs.

WILLIAM ADAMS,
Superintendent.

[Customs.—Governor's Order.—No. 9.]

By his Excellency Colonel THOMAS GORE BROWNE, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its dependencies, and Vice-Admiral of the same, &c., &c., &c.

IN exercise of the power in me for this purpose vested by "The Customs Regulation Act, 1858," I, Thomas Gore Browne, the Governor of the Colony of New Zealand, do hereby appoint that on and from the day of the date hereof there shall be, within the Province of Marlborough, a Port to be called the Port of Picton, the limits whereof shall be as follows:—The waters of Queen Charlotte's Sound, inside of a straight line drawn due North from Point Dieffenbach, or Koutunui, at the Western entrance of Tory Channel, to the opposite shore of the Sound, together with the Town Site of Picton.

Given under my hand this Fifth day

of April, one thousand eight hundred and sixty-one.

(Signed) T. GORE BROWNE.

[Customs.—Commissioner's Order.—No. 7.]

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, the Commissioner of Customs, do hereby appoint that the following shall be a legal Quay, or Landing Place for the Port of Picton—

The frontage of the Town of Picton, on Newton or Waitohi Bay.

Given under my hand at Auckland, this Sixth day of April, one thousand eight hundred and sixty-one.

(Signed) C. W. RICHMOND.

MARLBOROUGH PROVINCIAL COUNCIL.

The following address was delivered by His Honour the Superintendent, at the opening of the session of the Marlborough Provincial Council, on the 17th day of April, 1861:—

Mr. Speaker, and Gentlemen of the Provincial Council:—

I am happy to meet you again, and to have the pleasure of doing so in our own Provincial Hall. I trust the plan and erection of this Hall, and the Public Offices and Goal, will meet with your approval: they have been constructed upon the system

laid down for the rule of our province, viz., economy, simplicity, and efficiency. We have thirteen rooms in our public hall, and they will, I believe, be found amply sufficient for all our present requirements, in the departments for which they were constructed. The contract for the building was £1000, and it has been very honourably fulfilled: a further sum will be required to enclose the grounds round the government offices and goal, and for erecting some needful out-offices, and furnishing the whole of them. This will, I hope, make them both as complete and efficient, for their size, as any buildings of the kind in New Zealand.

One of the principal matters that made me call you together thus early was the necessity of conferring with you on the construction of a Railway from Picton to the Wairau, to take complete advantage of benefit that nature has given this province, viz., one of the finest ports in New Zealand, which, since the 5th of April, has been a port of entry. It is necessary to make the transit of goods, &c., as easy and speedy as possible between the main producing parts and this port, and that can only be done efficiently by a railway.

By constructing a railway from Picton to the Wairau, you bring the harbour of Picton to the centre of the district, and make it nearly as available as if it abutted on the **Wairau Plains**. I look upon the construction of the railway to be one of the most important works for the prosperity of the Province that can possibly be undertaken, and will give us a certain outlet for our produce, by opening to our producers the advantages of a foreign market, instead of being, as at the present time, wholly dependent upon home consumption or local dealers. The farmers at present cannot reap the full benefits of the rise in the prices at foreign markets, being truly at the mercy of the local traders, and in case of a large produce there would really be no sale at all. And, again, in the commodities required for clothing, and for use, at present we pay in nearly all instances 50, and in many 100 per cent., more than we shall have to do when goods are imported direct to our own port, and transmitted at the small cost they can be by rail. At present, foreign goods, in most cases, cost as much in transmitment to us, after they arrive in the colony, as the freight of them from England or elsewhere; and add to that the profits required by the hands they pass through before they reach the consumer, the cost becomes such that the farmer cannot afford to supply himself with efficient machinery. If he does, he has to purchase it at a ruinous price. This, if not remedied must check most materially the prosperity of the agricultural part of this province.

And another of the many and great ad-

vantages to accrue from a railway from Picton to the Wairau, will be the delivery of stock, coal, sawn and fencing timber, and firewood. The almost entire absence of timber in the Wairau plains and Awatere, which has long been felt, and the cost of transit of the same, is one of the most costly items in the expenditure of the householder, farmer, and others. By the railway this, to a great extent, will be remedied; and hereafter, by lengthening the railway (which can be done at a comparatively small cost), over the levels of the Wairau to the very centre of the requirements, goods, timber, &c., can be brought nearly to every man's door. I shall be prepared with evidence, (that you can call before you) carefully founded upon data, to prove to you what the estimated cost of the railway, stations, rolling stock, &c., will be, and the probable amount of capital required to be borrowed. Also the probable amount of passenger and goods traffic, and the estimated cost of working and keeping the railway, &c., in order, with the necessary working staff, showing the probable revenue to be derived and the expenditure required. I am happy to be able to state to you that the cursory calculation already made, shows a very favourable result; and we must bear in mind the great increase of traffic railway communication will cause, the established rule being, that a railway increases the passenger traffic fourfold, the goods traffic twofold. And, again, with the advantage we shall then possess, our trade and cultivations will multiply enormously. If farmers can live and prosper with the great incubus of paying so highly for all they consume and require, possessing only a home market for their goods, besides having to deliver them at an immense cost of labour. For instance, every ton of produce, before shipment, either by the labour of their own teams or by the payment of freight, costs the producer, on an average, at least £2 per ton for delivery alone. This is a dead loss to him, and as long as this lasts the disadvantages to the producer places him in such a dependent and losing situation that agriculture, unless assisted, can never flourish in the province.

Look at the other side: take a comprehensive view, by looking forward to what this province may be, with the advantages of railway transit, and I feel convinced the gentlemen of this Council, having the prosperity of this province so much at heart, will use their best endeavours to give to the settlers here all the encouragement and advantages they are justified in granting. The progress that has been made in this province during the last nine months, has, I trust, proved to the most sceptical, that separation has already been a great benefit to us. When dependent upon Nelson

(unless we except the miserable attempts at road-making from Picton and a small portion at the Kaituna and Taylor's-pass) not a single yard of dray-road was ever attempted to be formed, at the Government expense in this province, and none properly made. The communications of our province were nearly all impassable. What has been already done is but small, still every exertion has been used to do the works efficiently, and no part of the province has been neglected. The roads and works have been attended to in every district, as far as time and funds would allow.

We have now a good dray-road from the Wairau to Picton, and a tolerable one from the Wairau River to the Wairau Valley and the Awatere, but much yet requires to be done to make these two trunk lines good and efficient.

The road along the East Coast will, in two months, be completed, and with a horse ferry over the Waipapa river, there will be a good bridle track through the length of our province, and the only obstacle to a bridle track throughout to Canterbury will be in the Nelson province; from the Conway to Mr. Lees' station: the road there is very hilly and bad.

The following bridges have been erected, viz:—

A cart bridge over the Tua Marina, opening from Picton and the north side of the Wairau to the other parts of the province.

Two cart bridges over Spring Creek, giving free communication to that fine agricultural district.

A cart bridge over the creek near Blenheim on the Awatere road

A cart bridge over the Sandhill Creek opening the communication from thence to Blenheim.

And other smaller bridges on the different roads.

Tenders have been accepted for erecting bridges over the Pelorus, Tinline, and Omaka rivers, and they will be erected with all dispatch.

The road between the Wairau and Picton has for some time been in a good travelling state, and is improving every day; and with the dray-punt, which has been placed over the Wairau river (which answers admirably), the road from Picton, both by the way of Blenheim and the Wairau Plain, may now be fairly stated to be in good travelling order, in proof of which the traffic with drays is very fast increasing.

I hope, by the end of another year, with your assistance, to have most of the main lines of road formed, and as far as the state will allow, metalled.

The school-house at Blenheim has been altered and fitted up to accommodate girls as well as boys, with rooms to enable the

master to take boarders. New schools have been opened at Picton and Renwick, and a Government subsidy of £50 per annum has been granted to each; these schools are being well conducted.

I shall lay before you a statement of the disbursements, and I hope you will approve of the manner in which the money you have voted has been expended. I shall also have prepared, and lay before you, the estimates for the following year.

The important subject of steam communication with this province will also be submitted to your consideration.

The principal bills I have prepared for your consideration are three, that were passed by you last session, viz:—

"The Cattle Branding Act," which was returned by His Excellency, with a message to insert a clause, limiting the penalties under £100.

"The Dog Nuisance Abatement Act," which was not allowed because native dogs were made amenable. This has been corrected by striking out all the parts of the bill, relating to Maories.

"The Alteration of Roads Act," which I have been requested by the Honourable the Colonial Secretary to have amended in a few clauses, and have done so accordingly, and now lay it before you in its amended shape.

The new bills I shall lay before you, are:—

"A Bill for Improving the Town of Picton" and if you authorise me to proceed with a Railway, a bill to enable me to borrow the required capital.

Any other measures that you may require, or that I may deem advisable, I shall be happy to have prepared and brought before you as early as possible.

On the 18th April, 1861, the following reply to the address of His Honour the Superintendent, was unanimously adopted by the Council:—

To His Honour William Adams, Esquire, Superintendent of the Province of Marlborough—

We, the members of the Provincial Council of Marlborough, in Council assembled, beg to tender our thanks to you for the clear and able statement you have given us as regards the conduct of public affairs in this province since we last met in Council, and we heartily coincide with you in your expression of pleasure at meeting in this our new and commodious Council Chamber, and we agree with you that the Public Offices and Gaol have been constructed with the greatest care and

economy, and a due attention to the wants of each department, and are in every respect fitted for the regular and efficient dispatch of business.

We hold ourselves ever ready to attend to your call, when matters of importance should induce you to refer to our assistance, and shall gladly give the subject of a Railway from Picton to the Wairau our most favourable and earnest consideration, fully agreeing with you in the advantages which will accrue to the province, in providing the cheapest and most efficient communication from the port to the interior, placing it thereby in the power of our agriculturists

and others to compete with other parts of the colony.

We regard the progress the Province has made since last we met, the public works, whether in roads, bridges, or otherwise, as highly satisfactory, and indicating a sure and rapid growth in wealth and prosperity, which has exceeded our most sanguine anticipations; and we beg to tender our most sincere thanks to you for the care and attention you have ever bestowed in the expenditure of the votes passed at our last session, and your able supervision and conduct of the public affairs of this province.

CYRUS GOULTER, Speaker.