



NEW ZEALAND
GOVERNMENT GAZETTE

(PROVINCE OF TARANAKI).

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Superintendent's Office,

New Plymouth, 3rd September, 1861.

IT is notified for general information that a Writ for the Election of a member of the Provincial Council for the Omata district, in the room of Tom Newsham, Esq., resigned, having been issued in accordance with the provisions of "An Act to grant a Representative Constitution to the Colony of New Zealand," the Returning Officer for the said district has returned the said Writ with a certificate to the effect that

THEOPHILUS WHITE, Esquire

has been duly elected to serve as a member of the Provincial Council for the Omata district.

CHARLES BROWN,
Superintendent.

Superintendent's Office,

New Plymouth, 3rd September, 1861.

THE following Report of the Committee on Harbour Improvements is published for general information:—

CHARLES BROWN,
Superintendent.

REPORT OF THE COMMITTEE ON
HARBOUR IMPROVEMENTS.

THE Committee, by the examination of various persons who have directed their attention to the subject of Harbour Improvements, has endeavoured to collect as much evidence as could be readily procured in this place, and although, as was to be anticipated, there is a wide difference of opinion on some points, yet, on some material questions, important information is believed to have been obtained.

On the desirability of taking some steps to do away with the existing system of landing and shipping all are agreed, for the combined reasons that it is expensive to the consumer and producer; that the nature of the labour imposed upon the boatmen is injurious to their bodily health; and that it is important that the Provincial Government should relinquish to individual competition that which nothing but the necessity of our position has hitherto justified it in carrying on.

The efficiency of the present boating establishment, under existing circumstances,

is highly creditable to those concerned in its management, and the facts that during a period of 20 years no loss of life has occurred through it, and scarcely an accident even threatening dangerous consequences, are very remarkable; and it would appear, further, that loss and injury to property is not, to any material extent, greater than must necessarily occur in landing and shipping, even under more favourable circumstances.

But the admission that our present system is carried out with as much utility, and with as few drawbacks as it admits of, is quite consistent with a conviction that a better arrangement should supersede it, as soon as the position of the Province can justify active steps in that direction.

The Committee has found a general testimony from persons acquainted with the English, Scotch, Irish, and French coasts, that, although at a considerable distance out to sea, the force of the waves is fully equal here to what it is in other parts of the world, yet that near shore, and within such limits as would include any works that are likely ever to be constructed here, such structures would not have to contend with seas at all to be compared with those which have so severely tested the stability of marine works in Europe, particularly on the coasts of the Mother Country.

In corroboration of this, it would appear, from careful observation, that on the reefs of rock which lie along our shore no displacement of stone is ever observed, while on parts of the English coast masses of considerable size are moved long distances by the force of the waves. This fact alone is of great importance, and must tend to give confidence in the practicability of erecting durable structures of one kind or other.

The Committee has had a variety of plans suggested for effecting improvements, differing in the site where they are proposed to be carried out, in materials, mode of construction, and other particulars; and, with regard to most of them, instances have been referred to where works of a similar kind have been found to stand uninjured, against a more violent sea than they would have to contend with here.

They may be briefly divided into works principally of stone, and those constructed mainly of piles.

Of the former, the feasibility of a plan for the construction of a groin or break-water of loose stone, extending along the long reef (to the S.W. of the present landing place), and carried out as far as to the

outhaul buoy, was supported by evidence showing the great durability and perfect efficiency of such works at Cherbourg and Kingstown; and it is believed they have also been found to succeed at Madras.

In connection with this, it was proposed, by piling the lee side and constructing a tramway, to afford facilities for discharging small vessels and cargo boats in smooth water, and in conjunction with it, a plan brought forward for the reclamation of a piece of land, which would be of considerable value for building purposes.

Of the projects, in the carrying out of which timber would form the most important material, several have been suggested, both as piers or jetties, as well as different modes of improving the mouth of the Huatoki river by groins and other works; some embodying a deepening of the stream itself inland, and others mainly directed to the obtaining smooth water and convenience for discharging at all times of tide between high and low water mark. Connected with some of these, also, it was clearly shown, that much valuable land would be easily reclaimed. Floating breakwaters have also been proposed, and an ingenious plan for a tramway, constructed in sections, to rise and fall with the tide, and extend from low-water mark to the present boatshed; the estimate of the expense of completing this latter being calculated at a very small amount.

The Committee, in alluding to the various suggestions which have been made, does so, however, rather with a view to show the amount of interest that is taken in the subject, and the attention that has evidently been paid to it, than to express any opinion for or against any particular plan. That constructive ability will not be wanting in the Province, whenever one or other of the proposals, or any modification of them, is to be carried out, there is every reason to believe.

But the inquiry, while satisfactory in these points, has led the Committee to the conclusion that *practical local data* are much needed for the guidance of those who may propose to carry out either of these plans, and it is to this point that the attention of the Council is particularly directed.

Into every scheme piles enter to a greater or less extent, and no sufficient experiments have yet been made as to the nature of the ground, or the depth to which they would need to be driven. It is a matter merely of opinion, and not ascertained by satisfactory trials, whether they can be

driven; and if so what would be the best form and dimensions; if sheathing of any kind would be requisite; what description of timber among the many with which our forest abounds would best stand in sea water, and what would be the mode of planking and strengthening best adapted to the nature of the seas, and the material of which our beach is composed.

It appears to the Committee of great importance, and necessarily preparatory to undertaking any work of the kind, that careful observations should be made, and a series of experiments tried, in order to accumulate such practical data as alone could enable a qualified engineer to pronounce a decided opinion upon a plan, or render it possible to estimate with any accuracy the cost of executing a work. Some of these experiments might be made in such a manner as, if found successful, to form the commencement of a contemplated improvement, and possibly, by one and the same trial, throw light upon a variety of points which need to be cleared up.

The Committee is well aware that the present circumstances of the Province are not such as to admit of any large outlay, and that in the uncertainty as to our future it would not be prudent to commence improvements of any magnitude. Yet the hope is indulged that after twenty years of trial the turning point has been reached, and that with the anticipated termination of the Native difficulties a better future is before us, and that we are about to enter upon an era of prosperity.

That we should be prepared by a systematic collection of the data on which to found the needed alterations in our roadstead, so that we may commence a course of improvement in this direction, and remove to some extent the prejudice existing against New Plymouth on account of our roadstead, seems but ordinary prudence; and it is with this view that the Committee recommends for the consideration of the Council the advisability of appointing some competent and practical persons to prosecute experiments and enquiries.

That improvements can be effected in a manner which shall be to a great extent self-paying, and which will, at the least, materially diminish the expenses of the present boating establishment there can be but little doubt; it would therefore, in the opinion of this Committee, be a judicious expenditure of Public money to vote a sum for the purposes named in this report.

GEORGE RUTT BURTON,
Chairman of Committee.

PROVINCE OF TARANAKI.

A RETURN of the SALE of CROWN LANDS and of RECEIPTS from the 1st to the 31st August, 1861, inclusive.

No. of Allotment.	Contents.		Bidding per acre.	Price.	Purchaser.	Cash.	Government Scrip.	Provincial Scrip.	N.Z. Co.'s Land Orders.	Naval and Military Land Orders.	
	a.	p.								a.	p.
17	80	0 0			Tararutangi Block. George Richardson					80	0 0
18	60	0 0			James Hicks Deeks					60	0 0

W. HALSE,
Commissioner of Crown Lands.

