

## PROVINCE OF TARANAKI.



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A D D R E S S

OF

HIS HONOR THE SUPERINTENDENT

ON OPENING THE TWENTY-THIRD SESSION OF THE PROVINCIAL  
COUNCIL OF TARANAKI.

GENTLEMEN OF THE PROVINCIAL COUNCIL—

I deferred calling you together until the present time, in order that I might be able to make known to you the amount of money that will be available for you to appropriate, and the extent and character of the land which the General Government are about to place in our hands for administration. It was not until my arrival in Wellington, the early part of last month, that I learned from the Government their intentions in regard to the matters I have named.

You will remember gentlemen that as we are not allowed to have any share in the confiscated lands or any portion of the money derived from its sale, the whole of the proceeds being appropriated for the use and benefit of the Colony, I, on the 6th of August last, moved in the Assembly that provision be made for the constructing of roads and bridges in Taranaki. The reply given on that occasion by a member of the Ministry was that "The Government would ask the sanction of the House to enter into this expenditure, &c." On

the 13th of the same month, just one week after this promise was made, Messrs. Atkinson, Kelly, and myself were requested to meet the Honorable the Native Minister in his office, when he told us that the Cabinet had decided to give £5,000 for roads in Taranaki; and on the 29th September the House passed a vote to that effect. But, it was not until my arrival in Wellington last month that I could learn when and through what authority this money would be appropriated and disbursed. I have now pleasure in telling you that, at an interview with the Honorable Mr. Vogel on the 3rd of February last, I was informed by that honorable gentleman, that the £5,000 will be placed at the disposal of the Provincial Government of Taranaki for roads and bridges in that Province, so soon as the Appropriation Bill be passed showing that that amount is so appropriated. Gentlemen, my views with regard to the apportionment of this money shall be placed before you.

I may here also state that aid will be given to the Road Commission, for roads passing through Native lands, so soon as my letter addressed to the Honorable the Native Minister, dated 12th February, 1874, is reported upon by the Civil Commissioner, Mr. Parris. A copy of this letter shall be laid before you.

Now, as regards the extent and character of the land which the General Government are about to place in our hands for administration, the official letter making this announcement, together with the tracing which accompanied it, shall be placed on the table; also my replies to the same, dated the 6th and 11th February, 1874, and the response since then received from the Government dated 6th March, 1874. In my letter of the 6th February, you will see what I have written respecting Mr. Commissioner Hamilton's Award in the case of the Waitara land, and in my letter of the 11th February, what I have stated respecting the holders of Taranaki Militia and Volunteer Scrip. I will now, gentlemen, briefly remark upon these newly acquired blocks of land which the Government are about to hand over to us, the area of which is 48,470 acres. It is all bush land, and so far as I can learn the majority of it is of excellent quality. I did not fail to point out to the Honorable Mr. Vogel the impossibility of our administering this land to advantage through our want of funds, and I told him that I feared there would be difficulty in dealing with it in any other way than by raising money on it or by forming special settlements on deferred payments, in which latter case Mr. Vogel told me the Government would help us in the cost of making the necessary surveys and in utilising the forest; the money so advanced to be refunded to the Government as the land from time to time be paid for. Mr. Vogel would not consent to give any portion of the money about to be derived from the sale of confiscated land in our Province to aid in the surveying and laying out of this newly acquired bush land, as the money was all required for Colonial purposes. But, he told me that so soon as the open land on the coast be acquired, it shall be handed over to us for administration; and this I have reason to believe will shortly be done.

From what I have now stated, it will be for you, gentlemen, to consider what better can be done with this newly acquired forest land beyond that which I have named, viz., the peopling of it by means of borrowed money or by special settlements on deferred payments, and utilising the forest for a timber trade,

which last proposition, if it be adopted, the Government will help us. At all events I may truly say that it is of vital importance that this land, the Moa Block and onwards through the forest to Hawera, should be occupied without delay. By referring to the map of the Province, and aided by your knowledge of the country, you will at once perceive that this "Moa Block" is the key and strategic land of Taranaki and should be settled upon forthwith. In my opinion it would be both politic and wise to encourage the *rapid judicious clearing* of this land and not to husband it for a timber trade, seeing that we have vast tracts of forest with equally good and more variety of timber advantageously located. Our present peculiar position and circumstances demand, in my opinion, what I have advanced and call upon us, or the General Government or the Colony if we have not the means, to open up the country between this and the Hawera district as speedily as possible. It is fallacious to think that a mere line of road will effect the object to which I allude.

Gentlemen, as regards our want of Immigrants in this Province I have written and personally stated all that I consider right and proper to induce the Government to give us a reasonable proportion, or at least some, of the people who arrived, but hitherto we have not received any, beyond a few who were nominated, why they are not sent here I cannot tell, neither could I find any valid reason given, but it was alleged that the Agent-General could not get a vessel to go direct to New Plymouth, yet in the early days of the Colony the immigrant ships came direct here, and will, I am satisfied, do so again if proper steps be taken, which I will endeavor to have done. Notwithstanding, we have not been favored with a supply of immigrants the same as other provinces, it is gratifying to know that we have increased since the last census was taken, 3 years ago, twenty-one per cent. I was also told that in regard to vessels coming direct from England to New Plymouth they will not do so until a light-house be erected at Cape Egmont, this the Government have determined shall be done immediately on the site being acquired from the natives. I was likewise informed that every effort shall be made to accomplish this work as soon as possible. Meanwhile it has been suggested to Ministers to erect a light on the high land at Opunake, this the Government decline to do as coasters and vessels would at all times be anxious to make the light and know their position, more particularly in thick and bad weather, which even then

may be done safely, provided the light be at the extreme bend of the Cape, in which case let the wind be from what quarter it may vessels close to the light can clear the land, this, however, will not hold good should the light be erected at any other place along the coast than the apex or bend of the Cape, as vessels might through endeavoring to make it out get embayed and not able to work off a lee-shore; therefore the Government have determined that the light-house shall be erected at the proper place and that place is the apex or extreme bend of Cape Egmont. Moreover, the removing of a light when once erected and known to mariners may lead to trouble.

Gentlemen, I have named to the Hon. Mr. Vogel the great inconvenience and loss occasioned through the Telegraph wire not passing over the so-called Native land between Stony River and Opunake, a distance of some 22 miles, and I have endeavored to impress upon that Honorable gentleman our desire for "reply telegrams" the same day; also, that we may be notified of the arrival and departure of English ships and business matters the same as other provinces. Mr. Vogel has assured me that efforts shall be made to get the wire joined on the present line, and if that cannot be done orders will be given for it to be taken inland of the Mountain. The arrival and departure of English ships shall be made known to us, and we are promised full consideration in this Telegraph matter. In the interval, before the wire is joined, we are to have "reply telegrams" if it can be consistently done.

In reference to the extension of the Waitara and New Plymouth Railway, and the survey of the line inland of Mount Egmont, as authorised by the last session of the General Assembly, I find on enquiry that a number of Natives and other people *under responsible persons* have been, and several now are, employed on this work as directed by the General Government, and I am told that the progress made is satisfactory. I have in no way lost sight of the importance of connecting this place with Auckland by means of a railway, and had not circumstances prevented me from getting the necessary information for a general report on this Auckland line of country, I should have done so. I trust, however, that it will shortly be accomplished.

Respecting the making of a Harbor and giving facilities for our trading on a more equal footing with other ports, I would refer you to a copy of my letter addressed to the Honorable Julius Vogel, Premier of New Zealand, dated 29th December, 1873, No. 80. By perusing it you will, I hope, see that great facilities exist for making a

first-class harbor at New Plymouth at comparatively small cost, nature having already done the greatest portion of the work. At all events, it is clear that until we can give protection to shipping and more convenient accommodation for the landing of passengers and goods, we shall continue much as we are—a poor and small community with tardy progress, disregarded by men of capital and enterprise, and debarred the freedom of trade. Moreover, until our facilities for trading be improved, we must remain subservient to harbor communities. I, for my part, shall use my best endeavors to remedy this evil, and I trust that in so doing, I shall receive your earnest support which you can conscientiously give, knowing that we are backed by a valuable district of country, "The Garden of New Zealand." I will now only add that in my opinion the land of Taranaki and its natural concomitants, warrant the constructing of this harbor work at once.

Gentlemen, I shall not this session bring before you any Bills other than those which demand immediate action, one of which, the "Education Rate Ordinance," it is imperative that we should pass or meet the case in some other way, otherwise, I fear there will be a large number of children who will continue to grow up in this Province without the rudiments of Education.

With desire that differences of opinion and objections to propositions may be avoided as much as possible, it is proposed by the Bill to increase our School funds, so urgently needed, from one additional source only. A more matured Bill can be brought forward next session should it be required.

Now that I have mentioned the depressed condition of our school funds, it occurs to me that I may very briefly observe upon the remarks which I see at times in reference to this Province and the little progress it has made when compared with the prosperous communities in the South. Here, we all know that we are in no way to blame for the humiliating position we occupy, and I think it right that the people of the South should also know the same, and that we have had to contend for many years with a Native difficulty (happily disappearing), over which we had no control. Also, that the Colonial Legislature have thought proper to deprive Taranaki of the funds derived from the sale of the Confiscated land, almost, the only open and easily worked land we have. Were it not that the General Government have from time to time assisted the Province in some of its road works our case would have been sad indeed.

To deprive a province of the proceeds of its land sales, is to keep it in difficulties and to perplex its Government.

I may now mention that the road from this place via Opunake to Patea is progressing in parts, and most of the troublesome river crossings are bridged. The bridge now erecting over the Patea River at Carlyle will be of immense benefit to that part of the country. The main line of road and bridges which have been made in the Patea and Hawera districts by the General Government, out of the money voted by the House for roads in the North Island, are a very great advantage to that part of the Province, and has no doubt greatly enhanced the value of land in that locality.

Portions of the Turnpike Road between Okato, this place, and the Waitara demand that I should propose for your consideration how best to effect the carrying out of this particular work.

Gentlemen, I am happy to inform you that a company has been formed in the Colony for the purpose of working the Iron Sand; the works are now in course of erection, and in a few months' time will be completed. So soon as the building is sufficiently set and dry, the smelting will be commenced, which, I trust, will be successful in every respect.

The Estimates shall be laid before you, which, I hope, will meet your approval.

With reference to my taking a seat in the Council as permitted under "The Superintendent's of Taranaki Empowering Act, 1873," I beg to say that I shall have much pleasure in meeting you upon all occasions whenever you desire to see me, but if you consult my feeling in this matter I would much rather conduct the business of my office as I have done heretofore, with this difference, that whereas I was my own executive I would desire for the future that other members of the Council, say two, act and be responsible with me, and I should wish that you would make provision accordingly. By continuing the duties of my office as I have named I am satisfied that I can render greater service to the Province in every respect: but, as this question was put to me previous to my election and I replied that I would take a seat at the Council table if you requested me to do so, I cannot do otherwise than leave this matter in your hands.

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

FRED. A. CARRINGTON,  
Superintendent.

New Plymouth, Taranaki,  
16th March, 1874.

TO THE HON. MR. VOGEL FROM HIS HONOR THE SUPERINTENDENT.

Superintendent's Office,  
New Plymouth, December 29, 1873.

SIR,—Your letter respecting Immigration, "such as you addressed to other Superintendents" in October last, was duly received, and I did myself the honor of replying to it on the 5th instant. Since then I have more thoughtfully considered this immigration question, and the great advantages the other Provinces are deriving from it, while, at the same time, we remain almost excluded from its benefits. Knowing as I do that unless we get a fair proportion of the people who are brought into the Colony, there will be but little chance of our progressing as we ought to do in this district, which is truly and proverbially known as the "Garden of New Zealand," I beg leave to solicit the attention of the Colonial Government to that which I am about to state.

To me it is a matter of surprise and regret to find that the General Government consider "in present circumstances Taranaki is unable to take advantage of the immigration scheme to the extent designed." I now, therefore, submit for their consideration and regard certain observations and remarks which, if aided

and acted upon, will quickly place Taranaki in the position she should and will hold.

Is it not clear to demonstration that the circumstances of Taranaki are such as should induce special consideration and judicious action, and that until the work which has been advocated for years, for the preservation of life and property, trade and commerce, be carried out, all efforts will avail but little in making this Province what it is ordained to be—a manufacturing, commercial, populous, and wealthy portion of the Colony.

No one is more alive than myself to the value and importance of immigration and railway communication, and I am free to admit all that can be said both for the making of *through lines of railway* and the introduction of immigrants—indeed we are most anxiously expecting the people I so long since applied for, and unless they arrive shortly, we shall be in great straits for the coming harvest and work in hand; and while at the same time I express the great pleasure I feel in learning that all the other Provinces are getting a considerable number of immigrants, I cannot but remark that in all fairness we ought

also to have our due proportion, but that hitherto we have not, yet, nevertheless I say that were this Province fairly peopled and traversed by a railroad at once, it would, in my opinion, be unable to compete in trade and commerce with other of our colonial districts which have a harbor. However bountiful may be our returns and however varied may be our produce so long as our trade and produce be conveyed at railway cost and we be restricted to one market, or be subjected as we now are to a loss of from £2 to £3 per ton on imports and exports, so long shall we remain as we are—a poor and repressed community, excluded, unheeded, and unknown to men of capital and enterprise, and debarred the trade of the world—nothing less than a harbor can obviate this repression. The distance from this place is too great, either to Auckland or Wellington, to meet railway charges on all marketable products and yet compete with people of other districts which have a harbor and who are not restricted to one market but can chose throughout every port in this and the Australian Colonies and other parts of the world where they can best trade and exchange to advantage; hence, from this cause, and from what I have stated, do what you will, people the district as you may, let the resources of the country be developed as much as you like, yet, nevertheless, we cannot thrive as this “garden Province” warrants we ought to do, and why? because we have not a harbor.

To me it is a source of anxiety that the good people of this Province have through the want of harbor facilities been debarred from voyaging, and seeing for themselves other parts of the world, in order that they might know from observation and comparison, that the innate dormant wealth of Taranaki requires but little beyond a combined effort on their part to bring that wealth into use and raise this Province to a position second to no other in New Zealand.

The geographical position of this place in regard to inter-colonial trade and the *special trade* to be had with the Australian Colonies is most commanding, which together with the advantages we possess in soil, wood, water, water-power, and minerals, combined with salubrity of climate and beauty of scenery are such that one cannot but express surprise that our great desideratum should have been neglected for so many years, and persons are naturally led to believe, consequent from such neglect, that a difficulty or unwarrantable cost bars the making of a harbor at Taranaki. So far from this being the case, I know of my own knowledge, from long years of professional

experience and observation on this coast regarding the winds, tides, currents, drifts, and sea, &c., that the opposite is the fact; and that great facilities exist for constructing a first-class harbor off the Town of New Plymouth, which would give protection to maritime life and property, and be a means of peopling this Province to a large extent without cost to the Colony.\* Moreover, it would add immensely to our trade, encourage cultivation and factories, enhance the value of land, and increase the revenue. All this could be effected at a cost less than our present restrictive system and boating establishment entails upon the community. In this opinion I am fully borne out in the report made on this New Plymouth harbor question by Messrs. Doyne and Balfour, marine engineers. I will here briefly extract a few statements made in their said report, viz. :—

“That, in our opinion, the most suitable site for the proposed harbor is that opposite the Town of New Plymouth.

“Our examination of the locality, and the evidence we have collected on the spot, have satisfied us that there are no insurmountable difficulties in the way of constructing a first-class harbor at New Plymouth; but, on the contrary, remarkable and rare facilities which promise to reduce very considerably the cost of the work.

“The direct pecuniary loss to the community resulting from the want of a proper harbor is estimated by Mr. Chilman, the Collector of Customs, to have been upwards of £15,000 during the year 1864.”

Looking at this harbor question in a common sense and business point of view, one is naturally led to ask “will it pay” if it be constructed, my reply is that it will pay progressively and immensely, and to those who have travelled and observed and who have knowledge of such matters, I will add that they cannot but have noticed the marvellous activity and busy life which is always to be seen in a harbor community. When the harbor is environed with good land as is New Plymouth, when compared with coastal roadstead towns, where the dull trade is carried on at broken and uncertain intervals attended with risk, loss, and

\* I have good and reliable authority for stating that if a harbor were made at Taranaki there are a large number of people and families with means, varying from three or four hundred to three or four thousand pounds each, who would at once come and settle here, but, without a harbor, they will not venture, as they object to the landing as now carried on, and the want of facilities for trading.—FRED. A. CARRINGTON, The Hon. Julius Vogel, C.M.G., Premier of New Zealand, &c., &c.

additional cost to the mercantile community.

If for the carrying on of our now small trade without a harbor, (and while we have but a fractional portion of our land occupied), we sink and sacrifice yearly an amount of money sufficient to pay interest and sinking fund for a sum that would enable us to construct so desirable a work; is it not right to direct attention to what most assuredly will be our returns if the salubrious and fertile district of Taranaki be peopled and brought into use. Truly our harbor returns would be immense, and for the following reasons, as well as for that which I have already adduced, viz., The town of New Plymouth is located in a position most commanding and convenient for trading with the Australian Colonies without the inconvenience of going north or south about, or making the passage of "Cook's Strait"—it has a good roadstead perfectly free from shoals, with remarkable barrier land marks, which bound the anchorage to the west, and a convenient depth of water near shore with a fourteen feet rise of tide, at "full and change," and no impediment exists for shipping or landing passengers and cargo at any time of tide, save stormy weather, and as "remarkable and rare facilities exist for the constructing of a first-class harbor at New Plymouth," would it not be politic and wise to have it made at once, seeing that to the windward and exposed part of the town a reef of unquestionable strength and durability exists for the foundation and basis of the said harbor, "which promise to reduce very considerably the cost of the work." Moreover, the proposed harbor and town of New Plymouth are so centrally situate with regard to the whole of this province that it would be impossible to select a more judicious position for carrying on the trade of the country, added to which there is not another place upon the coast of Taranaki, or indeed, upon this west coast for hundreds of miles, where a like harbor can be made to rival it, and as the province of Taranaki is larger by sixty thousand acres, than the four English Counties of Kent, Surrey, Middlesex and Hertford, and with the exception of the snow capped heights of the beauteous and far-famed Mount Egmont and other small amount of picturesque "ranges," the whole of the land

of the province is available for either agricultural or pastoral farms of a first-class order, which being brought into use and fructified will necessarily create a trade which will centre at the most convenient harbor—and that harbor, sooner or later, will be at New Plymouth.

I will now only add that where the geographical position of a place is so commanding and convenient, and where the country is so extensive and good, and where the natural facilities for making a harbor for refuge and trade are so advantageous and inviting, and where such an amount of good can be effected at comparatively small cost with a certainty of large returns, as is the case at New Plymouth, it is the duty of those who have the well-being and prosperity of the community entrusted to them that they use every proper means in their power to cause so desirable a work as a harbor for refuge and trade off the town of New Plymouth to be carried out; and this, I think, may be done by the General Government aiding in the way they have already promised,† and by giving a concession of the proposed harbor site to a corporate body, who would undertake to construct and keep the harbor work, subject to receiving the land to be given by the Government, and the harbor dues and tolls to be agreed upon by the Government and Parliament; at the same time, the Government to have the right to purchase at a just valuation on terms to be stated.

In closing this letter, I beg leave to say that I am urged on all sides to use my best endeavors with the General Government for the carrying out of this harbor work, and that I have more than once brought the same question before the House of Representatives, supported by a unanimous resolution of the Provincial Council, which was favorably received, and what I now ask is that the promise which was made to me on the floor of the "House" on the 14th November, 1871, "*be faithfully adhered to,*" together with such other aid as the Government may think a colonial work, such as I now desire to be carried out, should receive.

I have the honor to be, Sir,

Your most obedient servant,

FRED. A. CARRINGTON,  
Superintendent.

† *Vide* Parliamentary Debates, 4th September, 1873, pages, 899, 900, 901, 902, 903.