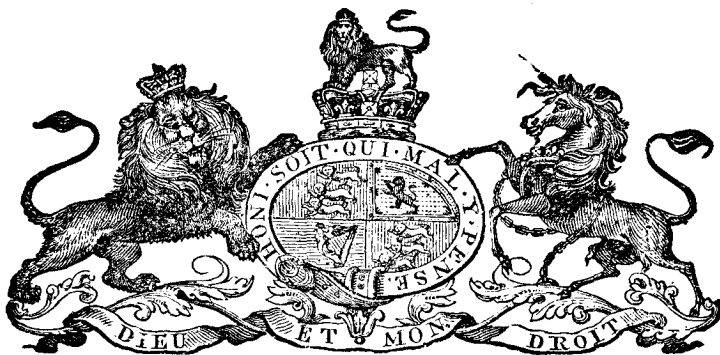


PROVINCE OF TARANAKI.



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REPORT OF A COMMITTEE FORMED TO COLLECT INFORMATION AND  
TO CONCERT MEASURES TO FORWARD THE FORMATION OF A  
HARBOR AT NEW PLYMOUTH.

New Plymouth, 19th May, 1874.

SIR,—

A number of gentlemen having formed themselves into an open Committee to collect information and concert measures to forward the formation of a Harbor at New Plymouth, having adopted the enclosed Report as the result of their enquiries and deliberations; which I have the honor to forward for the respectful consideration of the Provincial Council.

I have the honor to be,

Sir,

Your most obedient servant,

RICHD. CHILMAN,

Chairman.

The Speaker of the Provincial Council,  
New Plymouth,

## R E P O R T.

In considering the question of Harbor accommodation, the Committee wish especially to guard against the assumption that they are at all antagonistic to the formation of the Railway between Wellington, New Plymouth and Auckland. So far from this, they believe that the two works should proceed simultaneously, and that each will materially assist the other not only in developing the resources of the Province, but in making both undertakings reproductive. With this explanation, they proceed to give their reasons,—

Why increased facilities for shipping are necessary for promoting the development of the resources of the Province, and the successful occupation of its Waste Lands.

Why the proposed Railway will not of itself attain the above objects.

And to suggest what financial arrangements should be made to defray the cost of the undertaking.

The rate of freight to New Plymouth from England and Australia, is about double that to ports where vessels can trade direct to those places. In addition to this must be added the higher rate of Insurance, the extra cost of landing and shipping, the detention of goods, and the additional risk of damage of transhipment and landing. It will be within the mark to say, that on all goods from England there is an extra cost of from 50s to 60s per ton, from Australia 30s to 40s per ton, and from Colonial ports 10s to 15s per ton—a loss that falls upon the consumer, and is especially a very great impediment to the importation of machinery for agricultural and other purposes, without which farm produce cannot be grown here at the same rate as in other provinces. With these additional charges, it would be useless for our merchants to attempt to carry on business with the small ports to the North and South of New Plymouth, in competition with merchants who receive their goods direct from England or Australia.

An equal loss to the producer occurs in our exports. Upon wool, for instance, the extra cost to a port of shipment is from 17s to 18s a bale; and upon grass seed the cost is fully double. Upon bulky and low-priced articles, such as timber, potatoes, &c., this extra cost is prohibitory, and, as a consequence, potatoes are never grown here for shipment.

With respect to Immigration, upon which the successful settlement of the Waste Lands of the Province mainly depends, it is evident that this Province is at the greatest possible disadvantage. Whilst all other provinces are receiving large numbers of immigrants, Taranaki has been excluded, on the plea that vessels would not come to our roadstead. The Province has been shut out from the benefits of receiving laborers, at a time when it is difficult for the employers of labor to carry on their operations for the want of them, and also from settlers with means to purchase and cultivate the land; the difficulties and dangers of the roadstead being dwelt upon to divert people from coming to the district.

That the Railway will not meet the difficulty under which the Province suffers, has been very clearly shewn by Mr. T. Kelly, M.H.R., who states that one hundred miles is the probable limit for the transmission of grain by rail—for bulky and low-priced articles a much less distance would be the limit. Estimating the Colonial charges as double those of English rates—which, probably, is far too low for this district—grain would cost 8d per bushel for 100 miles, exclusive of the cost of cartage to and from the station. From the southern boundary of the Province, the distance to Wellington would be about 150 miles, and from the northern boundary to Auckland about 170 miles, so that the Railway will practically be useless for the conveyance of the bulk of farm produce, even from the extremities of the Province, much less from the central portion of it. But as a means of settling people on the district it traverses, the Railway would be most valuable; and with this facility, and the prospect of being able to ship produce on equal terms with other parts of the Colony, there is no doubt that the lands of the Province would be rapidly occupied, and the price obtained for them considerably increased.

The plan generally approved of for the Harbor is that of Messrs. Balfour and Doyne, opposite the Town of New Plymouth, the first portion of which is complete in itself and provides a Jetty about 1,800 feet in length, with a maximum depth of 25 feet at high water, at which vessels could lie alongside in fine weather. The estimated cost of this portion of the work is £80,000. Owing to the improvements in the mode of constructing Marine works since this plan was made, modifications in the mode of erection which would tend to decrease the cost, might probably be effected without altering the design of the work.

It is proposed that a Harbor Board should be established, to consist of nine members, four to be appointed by the General Government, four by the Provincial Council, and the Superintendent for the time being. Mr. Balfour states in his Report, that the construction of a Harbor at New Plymouth may be viewed as a National work, from the absence of any natural Harbor of Refuge on the whole extent of the West Coast of New Zealand for a distance of 700 nautical miles. This circumstance justifies an appeal to the General Government for assistance, and it is therefore proposed that application should be made to the Government to guarantee a loan for the required works, the amount for the first portion being £100,000; and to hand over to the Board the remaining portion of the Mount Eliot Reserve, after providing for the requirements of the Railway, and also any other General Government Reserves in the Town and neighborhood, not required for other Public purposes.

“That all the unsold Town Sections and Waste Lands seaward of St. Aubyn-street and Gill-street be handed over to the Board.

“That one-third of the gross proceeds received by the Provincial Government for land, be made over to the Board.

“That in the event of the proceeds from this latter source and from any rents accruing to the Board, not being sufficient to meet the Interest and Sinking Fund and any expenses connected with the Board during the progress of the work, the deficiency to be taken from the Principal.

“That if the proceeds from all the before named sources and from the future Harbor and Wharf dues, should be in excess of the amount required for Interest and Sinking Fund, Maintenance Fund, and Contingent Expenses, the surplus to be invested to provide Interest and Sinking Fund for the completion of the entire Harbor as projected by Messrs. Balfour and Doyne, and for other Public Works.

“That the works be let by contract, and that they be executed under the inspection of a competent Resident Marine Engineer, whose services would also be available for the improvement of the Bar Harbors of the Province. And that if a duly qualified person cannot be obtained in the Colony, the General Government should be requested to obtain one from England, at the cost of, and to be defrayed from, the funds of the Board.”

During the construction of the first portion of the work, it may be necessary to add the Interest to the Principal, as in the case of Railways; but after this work is completed, the Wharfage and Harbor dues, and the rents from the valuable Harbor Reserves, will materially contribute towards the payment of the Interest and Sinking Fund, leaving the one-third of the Land Fund nearly intact, to complete the entire Harbor projected by Messrs. Balfour and Doyne, and for other Public Works.

The area of the Province is estimated at 2,200,000 acres, of which 200,000 acres have as yet been sold. Assuming that of the remainder one-half will shortly be in the hands of the Government, and that an additional price of 10s per acre will be realised in consequence of the Harbor works; considerably more than the entire cost will accrue from the additional value of the land in consequence of those works. There can be no question, therefore, that the Province is fully justified in carrying out an undertaking which will be of immediate benefit to the District, and will pay for itself in the addition to the Land Fund; and that it is a work of absolute necessity, if the District is to emerge from its present position, and progress at the same rate as other parts of the Colony.

New Plymouth, 19th May, 1874.

RICHD. CHILMAN,  
Chairman.

## MEMORANDUM FROM HIS HONOR THE SUPERINTENDENT.

“The Superintendent has the honor to draw the attention of the Provincial Council to the observations and remarks contained in his last address, and to the copy of his letter to the Honorable the Premier, of the 29th December, 1873, in reference to the necessity, importance, and policy of making a Harbor of Refuge and trade off the Town of New Plymouth, on the plan proposed by Messrs. Doyne and Balfour, at a cost of £300,000; and he begs to suggest as a means for the constructing and carrying out this desirable, life, and treasure protecting, work, that a concession be made of the Sugarloaf Island, and from thence of the stones, boulders, rocks, and reefs along the shore to the eastern boundary line off the Town of New Plymouth, together with a block of land, and the tolls and dues that may be leviable consequent on the making and utilising of the said Harbor, such tolls and dues to be decided and agreed to by the Government and party undertaking the work, and to be sanctioned by the Assembly, the Government to have the right to purchase the Harbor at a just and fair valuation on terms to be arranged.

“The Superintendent begs to state that he has reason to believe that a first-class Harbor, safe and accessible at *all times and seasons* may, by the means he has suggested, be constructed without one farthing of tax or charge upon the people of the Province or the Colony; and he would further observe, that whatever land may be given for the carrying out this Harbor work, that it should be borne in mind that the land cannot be taken away, but that it will remain in its place, and be in the hands and management of men of capital and enterprise, who will rapidly utilise it, and cause it to be peopled without one iota of cost to the Province or Colony. Otherwise, if the work be paid for with money, there is no certainty of the money being invested or retained here, and very likely it will leave the Colony.

“FRED. A. CARRINGTON,  
“Superintendent.”

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RESOLUTIONS ON MEMORANDUM OF HIS HONOR THE SUPERINTENDENT RELATIVE TO THE CONSTRUCTION OF HARBOR WORKS AT NEW PLYMOUTH.

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The following Resolutions were passed in the Provincial Council, with but one dissentient :—

Council Chamber, New Plymouth, 22nd May, 1874.

BY MR. STANDISH—

1. That in the opinion of this Council, there exists an urgent necessity, both on Colonial and Provincial grounds, for constructing a Harbor of Refuge off the Town of New Plymouth, and that the same should be built on a principle similar to that recommended by Messrs. Balfour and Doyne; that these works should be erected in accordance with the best modern improvements, both as regards material and mode of construction for undertakings of this nature, and upon an approved plan, to be determined upon by competent engineers, as most suitable to the circumstances of this place.
2. That this Council approves of a loan, not exceeding £350,000, being obtained for this purpose, upon the following securities and conditions :—
3. That the loan be for 15 or 20 years, without Sinking Fund.
4. That the Interest accruing upon the principal sum borrowed be paid out of principal until the first portion of the work, as recommended by Messrs Balfour and Doyne, be completed.
5. That the security given for the principal money borrowed be made in the following manner :—

1. On what may be considered primary securities, viz.: The Harbor dues, Wharfage dues, tolls and fees, &c. The lands now held by the Province upon trust for the construction of Harbor Works at New Plymouth, including the sea beach, the land that may be reclaimed from the sea, and such other lands within or near the Town of New Plymouth as are or may be made available for Harbor purposes.
2. On what may be considered collateral securities, viz.: So much of the land revenue of the Province (not exceeding one-fourth) to be deducted out of the proceeds of the sale of the Waste Lands annually as may be necessary in each year to meet the deficiency (if any) in the payment of the Interest upon the capital borrowed not covered by the funds derivable from the primary securities before mentioned.

And in the event of all the above mentioned securities failing to provide sufficient funds wherewith to pay the Interest on the principal sum borrowed, then a tax sufficient to make up such deficiency to be levied upon the whole of the acquired lands of the Province, including Town lands within a radius of 40 miles of the said Harbor, such rate to be a proportionate rate on the intrinsic value of the land, exclusive of the improvements thereon; that the above security be held liable as security for the principal money borrowed.

6. That the before mentioned securities and rating powers be vested in a Board of Trustees, or in such a manner for the above purposes, and in accordance with the before mentioned scheme, as may be agreed upon by his Honor the Superintendent, and the other members of the Assembly for this Province, and the General Government.

7. That this Council is of opinion that the above undertaking being of Colonial importance as a Harbor of Refuge, the General Government should guarantee the money required to be borrowed for this purpose; and that his Honor the Superintendent, with the co-operation of the other members of the Assembly for this Province, should make such arrangements as they think advisable with regard to the General Government guarantee.

8. That in order to secure the efficient carrying out of a work of such paramount importance, his Honor the Superintendent be empowered, with the advice and consent of the Executive Council, to engage the services of a first-class and experienced Engineer to draw out the necessary plans and specifications, and to superintend the construction of the works, and generally to assist and advise as to the mode of completing the undertaking, &c.

9. That his Honor the Superintendent be also empowered to advertise for tenders for the construction of the above works in any part of the United Kingdom, and with the advice and consent of his Executive Council, and upon the recommendation of such Engineer, to accept or reject any tender for the whole or any part of the said work, and enter into and execute all the necessary agreements or contracts in accordance therewith.

10. That his Honor the Superintendent be requested to use his utmost endeavors to obtain from the General Assembly the necessary powers for carrying into effect the above resolutions, and to assist him in so doing, to invite the aid and co-operation of the other members of the Assembly for this Province in promoting a work of such vital importance and urgent necessity as the construction of a Harbor of Refuge off the Town of New Plymouth, by the completion of which this Province is likely to rise from its present unimportance to a flourishing, populous, and important District.

11. That in the event of his Honor the Superintendent, with the aid and support of the other members of the Assembly for this Province, failing to induce the General Government to sanction the carrying out of the above scheme for raising the necessary funds for the construction of the Harbor Works. That this Council approves of their endeavoring to obtain the requisite powers for carrying into effect the scheme as suggested by his Honor the Superintendent, or such modifications as they may consider expedient.

Extract from Government Gazette, dated 26th June, 1865.

*Preliminary Report to his Honor the Superintendent and Provincial Government of Taranaki on the proposed Refuge Harbor at New Plymouth, by Messrs. Balfour and Doyne, Civil Engineers.*

HAVING visited New Plymouth and made a careful examination of the Roadstead, and collected a mass of information from those of the inhabitants who, from their callings and long residence seemed best qualified to form opinions, we are now in a position to make a preliminary report.

On the whole of the West Coast of New Zealand, from Milford Sound to the extreme north of the North Island, being a distance of about seven hundred miles, there is not a single port in which a vessel can with security ride out a westerly gale, with the sole exception of the anchorages in Cook's Strait. These anchorages are very valuable, doubtless; but they are all to leeward, and a vessel compelled to run for any of them might take days to recover her former position.

These considerations give to the construction of artificial Harbors at any point of the West Coast a very much greater national importance than it would otherwise be entitled to, and will justify, if not necessitate, the interference and support of the General Government in order to ensure that the proposed works shall be adapted for colonial wants.

Even in England, where the rule prevails of leaving all great works to be carried out by private enterprise, lighthouses and harbors of refuge are made exceptions, and in the cause of humanity and the interests of commerce, are constructed at the national cost whenever required.

The Province of Taranaki is naturally entirely destitute of Harbor accommodation, and its progress has certainly been greatly retarded in consequence, as the difficulties of settling a population and of establishing and developing an import and export trade are thus greatly increased. 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, and while the indirect loss arising from retardation of the progress of the Province cannot be estimated, it is certain that the outlay entailed by the Native wars, not on Taranaki alone, but on the Colony, is enormous, and would probably have been saved had the Province been more thickly peopled and had the material prosperity of the natives been enhanced by more extended trade.

The construction of a safe and commodious Harbor in the Roadstead of New Plymouth is therefore not only essential to the prosperity, perhaps even to the continued existence of the Province, but it is also a question of national importance, as tending to protect the shipping and develop the resources of the Colony; and hence it seems reasonable to expect that the General Government should render all the assistance in its power to promote such an undertaking by, in the first place, defraying the expense of the engineering investigation which we have recommended to be undertaken, and afterwards by aiding the Province in carrying out the works, should the result be as satisfactory as our preliminary examination would lead us to expect.

Our examination of the locality and the evidence we have collected on the spot have satisfied us that there are not only 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 and justify the outlay necessary to procure a thorough examination and survey of the Roadstead, upon the completion of which we hope to be able to bring forward a practicable scheme for the construction of the requisite works by a moderate expenditure extending over many years; and until such survey be completed, we consider that it would be imprudent to enter upon any expenditure on works, or to attempt to mature any scheme for the supply of Harbor accommodation for the West Coast of New Zealand.

Dunedin, 17th May, 1865.

(Signed) JAMES M. BALFOUR,  
W. J. DOYNE.