



NEW ZEALAND
GOVERNMENT GAZETTE,
(PROVINCE OF WELLINGTON.)

Published by Authority.

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WILLIAM HICKSON,
PROVINCIAL SECRETARY.

VOL. XV.

THURSDAY, MAY 28, 1868.

No. 18.

Speech of His Honor the Superintendent on opening the Sixteenth Session of the Provincial Council.

MR SPEAKER AND GENTLEMEN OF THE PROVINCIAL COUNCIL.

My desire to arrange sundry matters left in abeyance when I last prorogued the Council, and which threatened to involve the province in protracted and most costly litigation, coupled with my repeated absences from Wellington, in attendance on the Native Lands Court at Otaki, must be my excuse for having postponed the present session to a later period than usual.

Although this delay has not been unattended with some inconveniences to the public service, still it enables me to lay before you a far more complete and I trust satisfactory statement of the affairs of the Province than I otherwise could have done, and will also enable you to judge more correctly of its present position and future prospects.

It is gratifying to me to announce that all matters of dispute between the Provincial Government and Messrs Kennards in respect of the Wharf, the Patent Slip and the Wanganui Bridge have within the last few weeks been finally adjusted—all causes of action removed on terms which I venture to think will not be deemed by you either disadvantageous or unsatisfactory.

Knowing as I do that serious differences of opinion existed last session in the Council in regard to these matters, and to the course pursued by the Government in their transactions with Messrs Kennards, and recognising that it could serve no useful purpose to rake up those differences, I believe I shall best discharge my duty and most fully meet your wishes, by simply stating in a few words the conditions upon which each one of the questions to which I refer has been settled.

After the trial of the action brought by Messrs Kennards in the Supreme Court for the recovery of the balance of the Contract price (£3288) of

the wharf, and of a large amount for damages and extras, had lasted five days, and just before the Attorney General was about to address the Court, sundry compromises were proposed by the Counsel for the Plaintiffs, but rejected by the Government. Ultimately, the Plaintiffs, rather than allow the case to go to the jury, so completely had they failed to establish their claims, agreed to accept the offer made by me, viz., that the Government should pay Messrs Kennards the balance of the Contract, less two thousand Pounds for non-completion of the work, each party paying their own costs—being almost precisely the very terms which you will see by a reference to the correspondence in your last Sessional papers were proposed by the Government as far back as the 27th March, 1867. His Honor the Judge expressed his gratification that the case had been withdrawn, and at the same time his opinion that the arrangement was a fair and equitable compromise.

Shortly after this settlement of the Wharf question, overtures were made to the Government to arrange the Patent Slip dispute, and after some negotiations conducted in a most amicable spirit, and with an earnest desire on both sides to bring them to a successful issue, it was agreed that in consideration of the Government entering into a contract with another party for the erection of the slip, on the basis of their proposed agreement with Messrs Kennards, the latter should give a release in full of all claims against the Government in respect of either the Slip or the Wanganui Bridge.

A contract accordingly has been entered into with Mr Owen for the erection of the Slip within a period of twelve months from the date of their being put in possession of the site, on conditions not very materially different from those embodied in the memorandum of agreement between Messrs Kennards and Mr John Morrison of the 25th January, 1865. The principal differences are that 7 per cent interest is to be guaranteed

on £40,000 instead of £37,000, and that the Contractors are to receive in cash £3500—£2000 on completion of the work, and £1500 twelve months after.

When it is remembered that for the purpose of arranging this matter, the Government offered Mr. H. Kennard, in December, 1866, to increase the amount on which interest was to be guaranteed to £43,000 and to pay £1500 in cash, it will scarcely be contended that the Government has granted more favorable terms to Mr. Owen, or that they have failed to justify the confidence placed in them by the Council last Session, when it decided to leave the matter entirely in their hands.

As the Patent Slip Act of 1864 declares that the interest guaranteed shall be not on any specific sum, but on the amount actually outlaid or expended in the erection of the Slip, I shall have in order to carry out the present contract to ask you so far to amend the Act as to declare that the sum of £40,000 shall be considered as the amount upon which seven per cent is to be payable or guaranteed, notwithstanding the contractors may have expended more or less on the construction.

You are aware that in September last, one of the steamers of the Panama Company ran into the iron extension of the Queen's Wharf, and inflicted very serious damage. To repair this injury in iron, will, according to the estimate of the engineers who were employed on the survey, entail an expense of £5,500, whereas by substituting wood for iron, and which would in the opinion of those most competent to judge, render the structure quite as strong if not stronger than it was before the accident, the cost will be reduced to about £2000.

Although the Government had no doubt, that the Company was legally liable for whatever sum might be required to replace the Wharf, in as good a condition as it was before the collision, still they felt that there were higher considerations than the mere money question. The benefits conferred upon this port in being the head quarters of the Company and the centre of steam communication for the whole Colony, the difficulties the Company have already had and may still have to encounter in establishing a service which is recognised as the boldest experiment yet tried in steam—the knowledge that the shareholders have as yet received no return on their large outlay,—the desire ever manifested by all classes of the community that the service may prove a success—these and other considerations which will readily suggest themselves to you, led the Government to the conclusion that they would best consult the interests of the Province by not unduly pressing upon the Company, by not attempting to extract the full amount which they might have recovered by law,—by in short consenting on behalf of the Province to bear one moiety of the expense of the repairs. I have therefore accepted from Captain Benson, the Head Manager, the sum of one thousand pounds in full satisfaction of all claims against the Company, and I confidently rely upon your approving and endorsing this compromise.

The vexed question of the Manawatu purchase unfortunately again crops up and requires a few words of explanation.

By the Native Lands Act of last session, the Governor was empowered to refer the claims of the dissentients to the Native Land Court, and some ten claims were so referred. After sitting about six weeks at Otaki the Court have recently given their judgment in one case—that of Parakaia and twenty-six other claimants to the small block of 12,000 acres, known as the Himatangi block. The decision of the Court on the question of the tribal title is entirely satisfactory. It most fully establishes the propriety of the course pursued by me in negotiating with the several tribes as joint owners of the district, and it particularly corroborates my action in giving to the claims of the Ngatiapa and Rangitane the weight

which I attributed to them. It also most completely refutes the case so industriously circulated through the Colony by Mr Williams, the Editor of the *Canterbury Press*, and the Missionary body, who entirely ignored the title of the Ngatiapa and Rangitane, and asserted the exclusive ownership of the resident and non-resident Ngatiraukawa.

In these respects the decision of the Court is the most triumphant and complete vindication of the course pursued by me, and the most absolute refutation of the assertions of those who have so long thwarted and impeded the settlement of the question. Had I been permitted without their interference to continue my attempts to bring the matter to a final adjustment, on the principle on which the Court now puts it, I have no doubt it would have long ago been arranged to the satisfaction of all parties who had any real interest in the question. So far then I repeat the decision of the Court on the tribal question is entirely satisfactory to myself, and I understand also to the whole of the natives who sold their rights to the Crown.

But when I examine the manner in which the Judges of the Land Court have applied the principle laid down by them to the particular case of Parakaia's claim, I cannot but regard their decision as illogical, inconsequential, and in its practical operation unjust. Affecting to carry out the principle of divided tribal ownership, they award one half of the small block under consideration to the Ngatiapa tribe as a whole, while they award the other half not to the Ngatiraukawa tribe as a whole, but only to twenty-seven members of that tribe. The true application of the principle to the facts proved would have been to subdivide that moiety of the block which was awarded to the Ngatiraukawa into two parts, one of which being the quantity actually occupied by Parakaia and his hapu should have been given to them as resident claimants, the other being the balance of unoccupied and uncultivated land, should have been given to the entire Ngatiraukawa tribe resident on the Rangitikei-Manawatu block. Three-fourths of these having sold their claims to the Crown their share would have passed to it under the purchase deed, and Parakaia and his co-claimants would have received a portion less grossly disproportionate to or rather less absolutely exclusive of, the rights of the whole resident tribe.

I have further to complain of the very unfair manner in which the block has been divided, nearly all the available land within it being given to Parakaia, while the Crown is put off with the part remote from the river, and consisting of little else than swamp and sandhills. I still further complain of the Court having ignored the thoroughly proved claim of Matene Matuku to the specific holding of the Himatangi Bush; the long established residence of Ngatiteupokure on the river bank, and their refusal to recognise the claim of Ihakara and Pati Kohuru, while they admit that of Parakaia, whose personal participation in the block was at least as weak as that of Ihakara. Nor do I think it creditable to the moral sense of the Court, that it should not only have passed over without comment the perjury alleged to have been committed by Parakaia, but notwithstanding the very convincing evidence on that point should have awarded to him a share of the block without so much as a word of censure, for what from the most charitable point of view they must have regarded as very loose and very hard swearing.

Notwithstanding, however, my objection to the decision of the Court as far as the particular claim of Parakaia was concerned, I felt it my duty to bow to that decision, and to instruct my Counsel to attend the adjourned sitting of the Court at Rangitikei, there to oppose the cases of the other claimants in the same legitimate manner as that of Parakaia's had been resisted. On the sitting of the Court, however, it appeared that the gentleman who had undertaken the cases of the claimants (Mr T. C. Williams) had aban-

done their cause, and without any excuse offered to the Court, absented himself from it, a course for which he was very severely and most justly censured by the Court. Under these circumstances the claimants in each case as it was called on declined to proceed, and the whole of the remaining cases were either dismissed by the Court or withdrawn by the claimants: The Court then closed its session and adjourned *sine die*.

While it is to be regretted that all the cases were not adjudicated on and finally disposed of, it will now I presume rest with the advisers of His Excellency to decide what further action they will take in the matter; for it is quite certain that the sellers whose rights have been so fully admitted by the Court, will not brook further delay; but will insist upon the Crown being put into immediate possession of the block, and upon their rents which have been impounded since 1863, and which now must amount to nearly £3000 being at once paid up by the squatters. The Ngatiapas have in fact, I understand, already commenced to mark off the boundaries.

It is unnecessary for me to acknowledge the important services rendered by Mr Fox to the Province, in undertaking to conduct this case through the Land Court, for I know full well that those services will be most warmly recognised and appreciated by you.

Assuming that the Block will be at the disposal of the Province in the course of a very few months, I am anxious both with a view to allay the very natural impatience and irritation of the members of the Small Farm Association at the long delay that has already taken place, and also with reference to the financial requirements of the Government, that no time should be lost in laying the whole Block open for settlement. I propose, therefore, that as soon as the thirty thousand acres promised to the Small Farm Association have been selected, and there is no reason why the selection should not be made at once, subject to reserves to be made for the sellers and rich sellers, that at one and the same time the lines of road should be marked out and a trigonometrical survey of the whole district made—a work which I am given to understand can be executed in three months; and that then all the members of the various associations who shall, on a day to be fixed, and the sooner it is fixed the better, have paid up the full purchase money of the allotments they have applied for, shall be called upon to make their selections without waiting for detailed surveys; priority of selection to be determined by ballot. To this proposal I am satisfied no objection will be made on the part of the small farmers who really intend settling upon their land, while the advantage to the Government will be, that they will not be called upon to waste the public funds in executing a detailed survey, not required for the purposes either of selection or settlement. To illustrate the absurdity and reckless waste of public money by requiring these detailed surveys I may mention that while the Government has gone to the expense of surveying some 6000 acres in the Moroa Block, in allotments varying from 45 to 55 acres a block of over 1000 acres has been bought by one individual.

But in addition to this proposal I would again press upon your consideration, both on the ground of justice and in a financial point of view, the expediency of conceding to the six or seven squatters on the block, a pre-emptive right over their homesteads at £1 an acre to the extent of 640 acres.

Turning now to a far less satisfactory topic I need not tell you that the general depression under which the Colony has for some time past been staggering, has been felt in this Province almost as severely as in other parts—that consequently my last year's estimate of revenue has fallen miserably short—that few of the various sources of revenue have yielded the amount I calculated upon, and further

that in order to carry out those public works which were absolutely essential or to which the public faith was solemnly pledged, it has been necessary to have recourse to an overdraft at the bank, which amounted on the 31st of March last, the end of our financial year, to in round numbers £12,000.

The principal deficiency is in the Land Sales' Receipts, which, estimated at £35,000 only, amounted to £14,000. This falling off is attributable to the diminution of the purchasing power of the settlers—to the delay in the settlement of the Manawatu dispute—and also in a very great degree to so much native land being brought into the market under the system of direct purchase. The ordinary revenue was diminished to the extent of £6000, by the Colonial Treasurer succeeding last session in carrying a proposal that Nelson and Wellington should each pay a moiety of the debt of £12,000, due to the General Government by the Province of Marlborough, under the plea that part of the Customs' Duties which ought or might have been paid in Marlborough, had been paid in Nelson and Wellington. Had it not been for this act of spoliation—for I can designate it by no other term—seeing that the principle upon which it was perpetrated while applicable to all Provinces was applied only to Nelson and Wellington, the falling off in your territorial revenue, large as it is, would not have been of any serious importance. At any rate your Bank overdraft at the end of the financial year would not have exceeded £6000.

Nevertheless the financial difficulty under which we are at present laboring can only be deemed a temporary one; for the census returns recently taken show that the Province has made greater strides—has made a more rapid and substantial progress in all the elements of wealth and prosperity during the last three years, than it has ever made during any previous period of eight or ten years.

The result of these returns, for which I am indebted to Mr Woodward, are so striking that I cannot refrain from bringing them under your notice.

Taking first the population returns, you will find that the increase of population between December 1864 and December 1867 has been in the city of Wellington 2807 persons, or 60·3 per cent; in the district of Porirua 539 or 24·2 per cent; in the Rangitikei, 1239 or 97·4 per cent; in Wanganui 1519 or 62·8 per cent; in the Hutt 113 or 5·4 per cent; in the Wairarapa 897 or 41·2 per cent. and in the whole province 7114 or 47·95 per cent.

Or to place these population returns in another form, you find that the population of the City of Wellington was in December 1867, 7460, as against 4653 in December 1864; of Porirua 2762 as against 2223; of Rangitikei, 2511 as against 1272; of Wanganui 3938 as against 2419; of the Hutt 2207 as against 2094; of the Wairarapa 3072 as against 2175, and of the whole Province 21,950 as against 14,987 in 1864.

The other returns show equally satisfactory results. The increase of houses since 1864 is 4299, or 109·7 per cent, the total number being 7304; the total number of acres fenced in is 366,388 as against 127,350; of acres under crop 134,888 as against 95,415. The increase in the number of horses is 3241 or 40 per cent; in cattle (in spite of the large export to the neighboring Provinces) 7011 or 14 per cent; in sheep 342,524 or 83·2 per cent—the total number of horses being 10,597, of cattle 56,211, and of sheep 754,026.

The state of Education of each thousand is—persons who cannot read 242; can read only 80; can read and write 676, but as Mr Woodward justly observes, although from the return it appears that there are 242 persons out of every thousand who cannot read, there are 175 out of every thousand who are under five years of age.

With such evidence of steady and substantial progress, I see no ground for despondency as to

the future, or for doubting that the present depression and stagnation will soon disappear.

Without the slightest desire to damp the ardor of the promoters of the projected railway between Wellington and Masterton, I feel bound to reiterate my opinion that the scheme if not wholly impracticable is at any rate one which the Province is not at present in a position to entertain. The promoters have not complied with any one of those conditions which every Legislature insists upon before it gives its sanction to any such enterprise. No approximate estimate, nay not even a rough guess of its cost has been vouchsafed. Now we know that the average cost per mile of the railway over the plains of Canterbury has not been less than £6000, (exclusive of rolling stock) and I scruple not to say that no engineer who is acquainted with the country between the Hutt and Masterton and the engineering difficulties it presents would estimate the cost of the line between those two places (exclusive of the cost of the tunnel through the Rimutaka) at less than £10,000 a mile. And most undoubtedly he would be a bold contractor who would undertake to construct a line of railway on a permanent causeway in the sea between Wellington and the Hutt, a distance of some eight miles at less than from £20,000 to £30,000 a mile. In other words, at the very lowest estimate the line from Wellington to Masterton would cost £750,000.

Then with respect to the traffic, the promoters have not even pretended to show, as they were clearly bound to do, both to the Province whose guarantee they seek and to the capitalists whose money they desire to see invested in the undertaking, that the line could under any possibility pay its working or anything like its working expenses. What really are the facts. The population of the Wairarapa and the East Coast sparsely spread over an extensive area is 3000 souls. The chief export is wool—of this at least one half will be always shipped from the coast, of the other half the greatest part will come into Wellington on the drays upon which it has been placed. The only other exports are timber and dairy produce. A daily coach which does the distance between Wellington and Masterton in some ten hours, suffices for the passenger traffic. As far as the Hutt is concerned, the line what with the expense of repeated loadings and reloadings and unloadings would scarcely be used for the transport of produce. From a return made to me it appears that less than one fourth of the tolls taken at Kaiwarra toll-bar is received from the traffic over the Rimutaka.

From the report recently published of the promoters, it would appear that the settlers in the Wairarapa have come to pretty much the same conclusion as I have, for they say, "The settlers in the Wairarapa district in particular would appear to be very lukewarm in the matter, the whole subscription from them (towards the preliminary survey) amounting to £11."

In the utter absence then of any data furnished by the promoters, and in the face of such facts as I have briefly put before you, I think you will scarcely feel yourself justified in agreeing to the proposal that you should guarantee 7 per cent on £750,000, or it may be £1,000,000 for the construction of a railroad between Wellington and Masterton, or in incurring any expense whatever in respect of it. I also feel assured that before giving any such legislative guarantee you will satisfy yourselves that the Province is and will be in a position to pay it. And in considering this matter you will not fail to bear in mind that your ordinary sources of revenue are already sufficiently burdened—that land revenue is ever a most precarious source of income and that yearly your landed estate is being alienated. And here I cannot help recording my opinion that any system of finance based upon land sales receipts is inherently rotten.

But further, assuming that you gave such guarantee, can you for one moment believe that

any capitalist would after turning over any one year's estimates of your Provincial Revenue and Expenditure, after taking the most cursory glance of your assets and liabilities deem the guarantee you offered sufficient or worth the paper on which it was written.

I shall lay before you a memorial numerously signed by the inhabitants of the Wanganui district, praying you to undertake sundry public works, such as roads and bridges, between the Waitotara river (where the purchased land of the Crown terminates) and the Patea river. This memorial forces upon your consideration the important question whether this Province can legitimately be called upon to make roads, or construct other public works, either to or through districts, the lands of which are entirely withdrawn from their control, and from which you have derived no benefit. My own opinion is that you will commit an act of very great injustice towards the rest of the Province, if you even contribute a single farthing towards opening up districts in which the lands have been either confiscated, given away, or acquired from the natives by direct purchase.

Should the Public Debts Act of last session be assented to by the Imperial Government, I purpose requesting his Excellency's Ministers to offer the holders of the loan of £50,000 known as Gladstone's Loan to exchange our 8 per cent bonds for Colonial 6 per cents, thereby effecting an annual saving in interest of £1000. Failing their acceptance, then I shall, as I am empowered to do, give notice that the loan will be redeemed at the expiration of twelve months from the date of such notice.

When I mention that during the past year fifty-three miles have been added to the roads, and that of these forty-nine have been made by the District Boards, I am sure that you will contemplate with regret the possibility of your being unable to continue the grants in aid at the same rate as hitherto. As one means of enabling you to do so I have to suggest that the Town Boards of Wellington and Wanganui should consent to a reduction on this year's grants to one half.

While I make this proposal with reluctance still I cannot regard it as either unfair or unreasonable, for the Town Boards have undoubtedly during the last few years received a more liberal assistance than the District Highways Boards.

The rates levied last year on the City of Wellington amounted, I understand, to about £3000. They received from the Provincial chest £3750, from rents £600, and they had at their disposal on the average some forty prisoners—the value of whose labor can scarcely be estimated at less than £2000. In other words they received grants in aid of their rates to the amount of £6350, and this not merely for the construction but also for the repairs of their streets, whereas the District Highway Boards have never received more than an equivalent on the rates raised for repairs.

The same remarks are applicable to the Town Board of Wanganui. Their rates last year amounted to £1160, their rents to £107, their grants in aid to £1160, and they also had the labor, I believe of some ten or twelve prisoners.

I trust, therefore, that my present proposal will meet with the acceptance both of the Council and the Town Boards, more especially as it is not intended that it should apply beyond the current financial year. And after all what does its adoption involve?—simply the postponement to another year of certain improvements not absolutely or even urgently required, for the funds at the disposal of these two boards will still be amply sufficient to keep their thoroughfares in good and substantial repair.

If agreed to I believe that the two equivalents can be continued to District Boards during the whole year. The Government has, however, while guaranteeing the two equivalents in respect of the existing contracts, warned the Boards not to cal-

culate upon the same, or indeed any assistance whatever in carrying out fresh contracts. My hope is that with this warning before them the Boards will see the necessity of restricting their operations during the present year to within the narrowest possible limits, and thereby enable the Government to pay off the present overdraft, and to restore the equilibrium between expenditure and revenue.

Coming now to the question of finance. I have already told you that the estimate of Revenue for the last year has not been realised. The receipts estimated at £135,323 have only amounted to £105,293, while the expenditure has been £117,293, the excess of expenditure over Revenue having been provided for by the overdraft at the Bank. I have also explained that the deficiency in the estimated receipts mainly arises from the land sales having only (from causes specified) amounted to some £14,000 instead of (as estimated) £35,000, and from the Province being forced to pay £6000 of the Marlborough debt to the General Government.

With regard to the Revenue for the current year, I estimate one half of the consolidated revenue, after deducting provincial charges paid by the General Government at £42,000; licenses, £3700; pilotage, £1800; sheep assessment, £1400; hospital and lunatic asylum, £200; incidental receipts, £3000; toll bar, £2000; Queen's warehouse and wharf, £4000; rates on land £4000; making a total under the head of Ordinary revenue of £62,100; from special sources, reclaimed land, £8000; Hawke's Bay interest, £2500; balances due from General Government, £3600; Panama Company £1000; and land sales and pasture licenses, £20,000; giving a total estimated revenue of £97,200; but in submitting this estimate it is right to mention that it is based on the assumption that within a short time the Manawatu block will be open for settlement, and that the suggestions I have made in regard to the Small Farm Association and the squatters will be adopted. Should such not be the case, then my estimate of land revenue must be reduced by some five thousand pounds.

Taking the ordinary expenses of Government at £22,349; Permanent appropriations, that is interest and sinking fund on Loans, £23,151; Land-Purchase Department, £1200; Land Department, £1804; Surveys, £6000; Engineers' Department, £1969. Under the head of sundry undertakings, the chief items being for Education, Queen's Wharf, &c., £7692; for Roads, £15,500. For sundry works—the principal votes being for Wanganui Bridge, Contingencies, Queen's Wharf, Balance of Contract, Repairs, &c., £18,865, giving an estimated expenditure of £98,590, to meet which there is an estimated revenue of £97,200. But in addition to this deficiency (and you will find it difficult to materially reduce the expenditure) no provision is made for paying off, or even reducing the Bank overdraft below the amount at which it stood on the 31st March—nor do I see my way clear to do so out of current revenue. What I propose is, therefore, that as the excess of expenditure over revenue has been mainly caused by the large sums paid on account of the wharf and the reclaimed land, amounting in the aggregate to £34,000, that we should at once recoup to the Province a portion of this outlay by exercising the power of borrowing given by the "Harbor Re-

serves Amendment Act," Session 3, No. 14. By that Act the Superintendent is authorised from time to time to raise by mortgage on the security of the Harbor Reserves, any sums of money that may be required, either for the purpose of reclamation, or for the erection of the Wharf. This power has already, you are aware, been exercised to the extent of £35,000—but as the Mutual Investment Society, from which the money was borrowed, receive by arrangement, one half of the proceeds from the sale of the Reclaimed Land, it is calculated that by the end of the present financial year our debt to the Society will be reduced to £25,000. So that even should we raise upon the security of the land still unreclaimed a further sum of £15,000, the present mortgage would only be increased by £5000. Nor must it be forgotten that the value of the unsold portion of the land already reclaimed is estimated at £56,000, and of the frontage of the Reserve still unreclaimed with a depth of 100 feet at £18,750. Should this proposal meet with your sanction, it will enable us to tide over our present difficulties, to pay off the overdraft, to continue the two equivalents to the District Boards, and to meet the expenditure now submitted to you.

I have gone into these financial questions thus fully, because I am anxious to disabuse your minds of the impression that the Province is laboring under permanent financial embarrassment, and also because I am equally anxious to impress upon you the necessity of postponing the execution of sundry public works to a more convenient season.

As the term for which the Superintendent and Provincial Council were elected will expire in May next, it will be necessary that I should convene you together some time in March, in order that the usual provision may be made for carrying on the public service. And now I may be permitted only to add that I shall be grievously disappointed, if by that time I am unable to congratulate you upon the cessation of the present depression—upon the entire re-establishment of our finances, and upon our being in a position to hand over the province to our successors in a more healthy and prosperous state than it has ever attained to.

In conclusion, it would be no less unbecoming than contrary to those sentiments of loyalty which animate myself in common with the rest of this community, if I did not avail myself of the first public opportunity I have had, to express my regret that an imperative attendance on the Native Land Court at Otaki prevented my taking part in those demonstrations, which the news of the attempted assassination of H.R.H. the Duke of Edinburgh at Sydney called forth. In common with yourselves I deeply regret that the pleasure with which we had long looked forward to his Royal Highness' visit to this Colony and Province, should have been destroyed by so cruel and cowardly a deed, and I trust you will permit me the satisfaction of joining with you in an address of congratulation to her Majesty, on the happy prospect there now is of her welcoming home his Royal Highness in safety.

I. E. FEATHERSTON,
Superintendent.

Superintendent's Office,
May 19th, 1868.

Tenders.

Provincial Secretary's Office,
Wellington, May 15th, 1868.

THE following Tenders are published for general information:—

W. HICKSON,
Provincial Secretary,

METALLING AND CLEARING PORTION OF
240 CHAINS OF ROAD ON THE WEST
TARATAHI.

The Whole.

Bennett & Maynard...	£192	15	0	Accepted
R. Fairbrother	195	10	0	Declined
J. W. Bennington	234	10	0	
J. Udy, (per chain)...	17	3		

52 CHAINS OF FRANCIS' LINE.

J. Carrington...	£110	5	0	Accepted
R. Fairbrother	111	9	0	Declined
E. Brightwell..	150	0	0	"
Bennett & Maynard	133	10	0	"
O'Riley and Driscoll	200	0	0	"

13 CHAINS OF PRESTON'S LINE.

O'Riley	£51	10	0	Accepted
J. Udy	62	17	0	Declined
Bennett and Maynard	68	10	0	"

22 CHAINS CARTER'S LINE.

R. Fairbrother...	£49	17	0	Accepted
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REPAIRS TO SURVEY OFFICE.

Owen Daly	£15	10	0	Accepted
W. Wise	18	14	0	Declined
Chas. Simmonds	19	10	0	"
E. Whiting	25	0	0	"

FORMING AND METALLING 20 CHAINS OF ROAD, PAHAUTANUI (MAIN LINE.)

Per Chain				
John Galloway	£2	12	0	Accepted
H. Harris	3	18	0	Declined
The Whole.				
S. Flighty	£67	0	0	Declined
J. Howell	69	0	0	"
B. Draper	75	0	0	"

FORMING AND METALLING 13 CHAINS OF No. 1 BRANCH LINE, PAHAUTANUI.

Per Chain				
John Galloway	£2	17	0	Accepted
H. Burgess	3	5	0	Declined
H. Harris	4	8	0	"
The Whole.				
J. Howell	£39	0	0	Declined
S. Flighty	39	0	0	"
B. Draper	44	10	0	"

Slaughter House Return for March.

RETURN of the number of Cattle, Sheep, Calves, and Swine slaughtered in Wellington City District during the month of March in the year 1868.

By whom slaughtered.	Swine.	Calves.	Sheep.	Beeves.	Total
Messrs. J. & H. Barber	17	8	323	65	1167
Ling & Co.	10	2	253	40	
C. E. Luxford	6	4	122	6	
J. Gear	21	3	197	27	
F. Tetley	9	1	112	12	
R. Barber	1	1	81	3	
E. Wilton	4	0	32	3	
W. Nicholas	9	0	97	9	
Carnont & Haigh	11	1			

W. N. LUXFORD,
Inspector of Slaughter Houses.