



NEW ZEALAND
GOVERNMENT GAZETTE,
(PROVINCE OF WELLINGTON).

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HENRY BUNNY,
PROVINCIAL SECRETARY.

VOL. XX.

MONDAY, MAY 5, 1873.

No. 10.

Speech of His Honor the Superintendent on opening the Twenty-fourth Session of the Wellington Provincial Council.

MR SPEAKER AND GENTLEMEN OF THE PROVINCIAL COUNCIL.

The opening of the first Session of newly-elected Council presents a suitable opportunity for reviewing the past policy and instituting a calm enquiry as to whether the results obtained constitute an encouragement to persevere in the line of conduct hitherto pursued, or whether they suggest alteration in the future course. After making due allowance for the bias to which every kind of self-examination is liable, it will, I believe, be generally admitted that a large measure of success has been secured, and that, if success is to be the criterion, there appears to be no reason why we should vary our course or hesitate to trust the future.

Self-reliance was the chief characteristic of the policy pursued. By means of direct taxation funds have been provided for elementary education throughout the Province and the maintenance of district roads, and these funds are locally administered by persons elected by the ratepayers. By means, also, of direct taxation the Provincial Executive is now furnished with the necessary funds for the maintenance of the roads and bridges along the main trunk lines on the East and West of the Province. The prudence of such a course is best illustrated by considering what would have been our position in respect of these three indispensable services, which must in any case be annually provided for, unless, indeed, we should be prepared to acquiesce in a relapse into decivilization in the event of our land revenue having fallen off. During a period of fifteen years the contribution to Provincial revenue out of Colonial revenue averaged in the Province nearly £10,000 a year nett, after deducting the amount reserved for payment of interest and sinking fund on Provincial loans. This year it has become, so far as I can ascertain, not only what it has

been frequently described—a vanishing quantity; it has actually vanished, so far as the Province is concerned, at any rate. I have not deemed it prudent to place any sum on the Estimates of this year as available for appropriation out of Capitation money, after making allowance for the payment of interest and sinking fund on our borrowed money. Now, had this state of things occurred in a year when the land revenue had happened to be small and no other provision had previously been made, the progress of the Province would have been absolutely arrested; for it would have been a violation of all prudent finance to borrow money for daily services such as I have indicated. Nor is a considerable fluctuation in the land receipts from year to year an imaginary event. Land revenue cannot be treated as a constant quantity; whereas the sources of revenue to which I have referred are reliable, and on an average tend to increase nearly in the same proportion as the requirements of the services for which they are specially raised. As an example of this, I refer you to a return in reference to the revenue derivable from the Kaiwarra tollbar during the last four years, from which it appears that there has been an increment of at the rate of more than 36 per cent. in four years on this branch of income which has accrued annually by an increasing series. (Appendix A.)

A fortunate foresight has guarded the Province against the disaster which might have occurred from the collapse of available contributions out of Colonial revenue. The extent of the self-reliance exhibited by the Province may best be tested when I state that the sum authorised to be raised this year is—

By Education Rate	...	...	...	...	£6,000
By District Road Rate	...	...	...	...	8,298
By Tolls	...	...	...	...	6,850
Making a total of	...	...	...	...	£21,148

Here you have the key to the policy which has extricated this Province from its difficulties and placed its affairs on a firm basis. Without it, your recent loans would probably not have been conceded; with it, you are enabled to face the collapse of a long accustomed source of revenue. These self-imposed burthens may sometimes be thought heavy; but the effort has fostered self-respect and an independent spirit of local autonomy, which are invaluable possessions to any community; and it has, moreover, been marked by practical success.

Having adverted to the general principle underlying the policy pursued in this Province, I pass on to a review of the practical administration during the past year. Appended to my speech you will find annual reports from the Commissioner of Crown Lands, Chief Surveyor, Provincial Engineer, Provincial Surgeon, Officer in charge of the Asylum, Inspector of Police, and Warden of the Gaol. (Appendices B, C, D, E.)

These reports are more than usually voluminous, accurate, and painstaking, and will furnish you with the best possible account which could be rendered of the results of the administration in the departments over which the respective officers severally preside. I may unaffectedly state that the members of the Executive Government believe that success in administration depends upon constant earnest attention; that they set an example of this, and that it is gratifying to be able to state that their efforts are seconded (in the main) by a diligent and loyal staff of civil servants.

Although the recent sale of public land, by auction occurred in the present financial year, yet, as the preparations for it were chiefly made during the past year, its success may fairly be claimed amongst the results of the past year's administration. This success was most marked; the proceeds of the sale accruing to revenue on the day of auction and subsequent days amounting, as I am informed, to £24,984. Without detracting in any way from the credit due to the officers engaged in the preparation for sale and final disposal of the land in question, results so favorable to the Province, as I have been able to record, could not have been obtained had not a sound principle of disposal, previously initiated, been adopted and followed out. The credit of initiating this system belongs to the period of the administration of my predecessor, who referred to it in his speech to the Provincial Council in 1865, where he says, speaking of the commencement of the surveys of the Manawata land, "that in conformity with the resolution of the Council, no land will be sold until it has been marked and numbered and the main district lines of road laid off." Had the old system of disposal of the land been adopted, according to which, land could be purchased before survey by a system of free selection in quantities, restricted only in a minimum direction, it is true that we might still have had to congratulate ourselves on effecting a large sale; but the tendency of such a system would have been to limit, instead of expand, the settlement of the land by a population, which must be regarded as the true object in the disposal of public lands. You will observe, therefore, that I do not consider it would have been so

much a subject of congratulation if we had sold £24,984 worth of land to an individual, as I do now that we have disposed of the same amount to a number of persons, who, owing to the present improved mode of disposal of the land, will be able to occupy beneficially and without delay. One of the returns attached to the report of the Commissioner of Crown Lands shows the total revenue receipts from sales of land in the Manawatu to have amounted, from the time of its cession by the natives to date, to £52,660 (exclusive of Colonel Feilding's contract). Now we must guard ourselves from concluding that there has been a realised profit to the Province of anything like that amount. Quite the reverse. The late Superintendent, in his speech to the Council on the 2nd June, 1866, referring to the Manawatu District, says: "This estate (if you include expenses of survey) will, before a single acre has been brought into the market, have cost you at least sixty thousand pounds." This was said six years ago, and if the interest the Province has been paying since then be taken into account a much more sombre tint will be imparted to the view of the profits accruing to the Provincial Treasury on the purchase. There is a return attached to the report of the Commissioner of Crown Lands which I commend to your attention. It appears that during the past year nearly the same amount has been realized from the sales of land in the Manawatu District as in the Wairarapa and East Coast District, viz., about £10,000 in each; and that whilst in the Wellington District the sales of land realised £423 10s., the sales in the Wanganui and Turakina Districts together only reached the sum of £140 10s.

Whilst the report of the Commissioner of Crown Lands shows that considerable progress has been made last year in the disposal of the arrears of survey; a glance at the lithographed map of the Eastern half of the Province shows the work to be that of men accomplished in their profession.

The detailed statement of the public works, completed or in course of construction, during the past year, under the careful direction of the Provincial Engineer, cannot be regarded as otherwise than very satisfactory, and gives encouragement to believe that the large increase which has become necessary in that department will lead to corresponding results in the ensuing year.

The reports from the Hospital and the Asylum are interesting, and when the new Asylum is occupied, and should a new Hospital be built, as proposed, the administration of these institutions will not be attended with the drawbacks and difficulties with which they have had to contend for many years past. I may here mention that the building at present occupied by the Wellington College, and situated on the reserve intended for the new Hospital, has been purchased at a valuation for £800, which valuation has been paid for in land. I may also inform you that, acting on the authority vested in me on that behalf, I have reserved for the endowment of common schools in the Province a number of sections situated in different districts, the schedule of which appears in the Provincial *Gazette* of 28th October, 1872.

The report of the Warden of the Gaol exhibits a result which is most satisfactory in an economical point of view, and both it and that of the Inspector of Police are highly interesting, as bearing a united testimony to the diminution of crime during the past year.

Although I am not prepared to lay before you any reports connected with the Land Purchase Department, yet you must not therefore conclude that no efforts have been made in that direction. You are aware that negotiations of this kind are tedious, and that in dealings with the natives it is above all things necessary to be patient. Whilst, therefore, I am unwilling to raise expectations, the realization of which might be delayed from the nature of the case, I may nevertheless state that for several months past most important negotiations have been going on in different parts of the Province. That a Native Land Court has been sitting, under Judges Rogan and Smith, at Foxton, and that the length of time over which those sittings have extended, and the large concourse of natives in attendance, and the number of witnesses examined, bear testimony to the surprising patience which must have been exercised in the investigation of titles, which have been a source of contention between the native tribes in this Province for at least one generation. Further, that Mr. Grindell has been for some time engaged (with the consent of the Hon. Donald McLean) in preliminary negotiations respecting several blocks of land, negotiations which have required the exercise of great patience and perseverance. Although, therefore, I refrain from anticipating the final result, you will nevertheless be asked to give your conditional sanction to the raising of money to enable roads and bridges to be constructed along the new territory when acquired; for you will, I believe, agree with me that so long as native territory remains in the hands of the native owners, unalienated and untaxed, we should not be justified in taxing ourselves to construct roads through it and to build bridges over its rivers.

I may here mention that during a recent official visit which, accompanied by the Provincial Secretary, I made on the West Coast, I attended a large meeting of natives at Foxton. About 700 or 800 natives were present, and the meeting was remarkable for the submission to the law, which all the chiefs present publicly declared they would observe. This act of allegiance was valuable, because it was entirely volunteered. I have appended a condensed but correct report of this interesting meeting (Appendix J.)

I may mention that during the recess the Provincial Executive leased the Toll-gates by auction so soon as they had ascertained their probable value, instead of keeping them in the hands of the Government. In pursuance of the same line of conduct, and in compliance with a frequently expressed wish of the Council, the Government has let by contract (and when not let it has been on account of the tenders being excessive in amount) the maintenance of the main lines of road, and it is satisfactory to be able to state that the system has answered well, where the contractor has understood his work.

It is a great satisfaction to be able to state that the buildings for the new Asylum are now all but complete, and that it is expected that possession will be given within a fortnight. The cost has greatly exceeded the estimates; but the buildings reflect great credit on the architect and the contractors.

You will be gratified to learn that I have received official intimation from the Directors of the Wellington Patent Slip Company that they have completely finished a work of the greatest importance to this harbour: I refer to the Patent Slip in Evans' Bay. It is not necessary that I should propose any provision on the Estimates of this year for the item of guaranteed interest; and I express a hope that the operations of the Company will have been so successful in the interim as to render it unnecessary that any provision on that behalf should be made next year.

I will now refer to the progress of Provincial business through the Colonial Parliament last session. After considerable delay, the Wanganui Bridge Bill became law; and you will, I hope, admit that no time has been lost in undertaking the works authorised in the schedule. These have been all undertaken, and although the amount set down in the schedule will be exceeded, you will be asked to make provision for the excess.

The Wanganui Bridge and Hospital, together with its endowments, have already been handed over by the Provincial authorities to the Mayor and Council of the Borough of Wanganui.

I made persevering efforts to obtain the sanction of Parliament to an enquiry into the claims of the Province for lands given back to the natives in the Manawatu-Rangitikei block by the Hon. D. M'Lean; but I entirely failed. Shortly after the recess, the Government promised that Sir F. D. Bell should be invited to examine into the claims. The month of February was, as I understood, fixed for the investigation; but the enquiry has not yet been entered upon. There is one lesson which the inhabitants of the North Island have, it is to be hoped, learnt from their intercourse with the native race, viz.:—that patience is a great virtue. Correspondence on the subject of the proposed arbitration is appended. (Appendix K.)

I was not more successful in my efforts to obtain redress for the Province in respect of arrears to the amount of £7438 due for fees and fines under the Native Lands Acts. The case is briefly this, viz.:—The Acts referred to create an account (styled the Native Land Court Fund), which is to be debited with all the charges of the Lands Court, &c., and credited with the fees, fines, &c., and declare that the balance, if any, shall be Provincial revenue. They also authorize the Colonial Treasurer to collect the sums thus made receivable by law. The Treasurer neglects to collect the revenue, but does not fail to charge the Province. My contention is that he ought to have charged the account and not the Province. But mark the contrivance. The annual Appropriation Act, amidst the chaos of its figures, affixes the charge on the Province: that is, a permanent appropriation deliberately passed into law with the consent of both branches of the Legislature is set aside by an annual appropriation, in deciding upon which one branch of the Legislature claims the sole voice. By such a process the Province is a serious loser; contrary, as I maintain, to the real intention of Parliament. It is my duty to you, as representative of Provincial constituencies, to bring the circumstance under your attention.

Neither have I been more fortunate, since the session closed, in obtaining a sum of £9541 10s for land taken two years ago by the Colonial Government for Scandinavian immigrants and laborers employed by the General Government on their public works. A distinct promise was made by the Minister for Public Works in Mr Fox's Government that

this sum should be paid in February, 1873. I have applied for payment, and have been refused. The Province is told to have recourse to the Scandinavian immigrants themselves; and during my late visit to Palmerston I was informed (unofficially, but I believe correctly) that about one-third of the immigrants had disappeared, some of them having migrated to America.

You will naturally expect to be informed whether I have made any representations to Government respecting the works on the Hutt line of railway. Appended to my speech you will find correspondence on the subject which will explain my views. (Appendix L.) The work is close at hand, and can be viewed any day by yourselves. I cannot think that the inspection will prove satisfactory under any point of view; but when you consider that the tender for this work was accepted on the 6th July, 1872, *i.e.*, ten months ago, and when you consider the character of the work, and when you recollect that this Province is to be charged with the cost of the same, the gravest considerations must present themselves to your minds as representatives. I do not impute blame to persons, I blame the system. If it be really intended to charge the several Provinces as is provided by law, with the cost of the railways constructed within their respective boundaries, then I contend that the only course which ought to be adopted is that proposed by Mr. Curtis in the last session, *viz.*—“That it is expedient that the Colonial Government, without divesting itself of responsibility for the proper conduct of works authorised by the General Assembly, or of the sole control over all moneys voted by Parliament, shall avail itself of the services of the existing Provincial organisations, and that the duties of Resident Ministers and General Agents of the Colonial Government shall in their respective Provinces devolve upon the Superintendents and Executives as Agents of the Colonial Government, unless otherwise determined by the Colonial Government upon its responsibility;” I can only express my regret that Parliament thought fit to ignore it at that time; for reasons, the wisdom of which is best known to itself. Suffice it to state a fact, *viz.*, that many leading men of both political parties declared themselves in favor of the principle laid down in that resolution.

With regard to the Foxton tramway I may state that it was let by tender on the 22nd February, 1872, *i.e.*, fourteen months ago, and that it is now very far from completion, whilst owing to the plan of construction adopted the main line of road has been seriously interfered with. This is in some measure being remedied, but not to the extent requisite for the public convenience, and representations to that effect have been made to the General Government.

The Provincial authorities during the recess, in reply to a Circular from the Colonial Secretary, urged upon the Government the importance of increasing the number of immigrants to be sent to the Province during the year 1873, not only with a view to the supply of labor, but also for the purpose of settlement, and in connection therewith pressed on their consideration the importance of opening up the line of road from Masterton to the Manawatu Gorge, a distance of sixty miles, and placing three or four settlements of immigrants along the line, for which purpose the land in that district is very favorable, and asked for the superintendence of the work to be placed in their hands. The latter proposal was declined, but it is satisfactory to be able to state that their representation had the effect of inducing the Government to promise to expend £10,000 on the line. I am informed that these works are progressing favorably. What effect their representation on the subject of increasing the number of immigrants may have had, time will best show. (Appendix M).

You will see that in the correspondence to which I have referred I renewed the proposal which I made first last year that the Province should take over the administration of certain confiscated lands. I received no response to this renewed application, and when I ascertained that the Whenuakura lands were to be sold by auction, I appealed to the General Government to erect bridges over the Waitotara and Whenuakura rivers, because an undertaking on the part of the Province to erect those bridges formed an essential part of the proposal to take the confiscated lands made by the Provincial Government. I am happy to be able to inform you that the General Government in reply informed me that those bridges would be erected. And considering the high prices realized by the sale of the Whenuakura lands, it is satisfactory to know that the old maxim, *Qui sentit comodum, sentire et onus debet*, has not been disregarded in this case.

With regard to special immigration, I regret to inform you that the provisional arrangements entered into with Mr M'Leod for the introduction of Canadians have fallen through. With reference to the arrangements made with Mr Engels for the introduction of a select body of immigrants from Holland, to be located in the township of Fitzherbert, I am unable to report any progress. I have received no communication from Mr Engels since he left for Europe, and I can only express a hope that this apparent neglect has arisen from circumstances over which Mr Engels had no control.

I am unable to render any more satisfactory account of the progress of another attempt to form special settlements, known as the Feilding contract. The correspondence which is appended will place you in possession of the circumstances of the case (Appendix N). You will see that the payment of £5000 in the month of February last was made a *sine qua non* in the proposed modification. The official intimation contained in the correspondence referred to, to the effect that no advice has been received in the Colony of the remittance of this sum is very unsatisfactory. I have had no opportunity of conferring with the General Government on the subject since the receipt of the last communication; and it would therefore be premature for me now to indicate to you any particular course of action.

It is however, satisfactory, to be able to record a case where land has been set apart under the Special Settlements Act which promises to be successfully carried out. The block contains 8000 acres and is known as the Moota block. The object proposed is the promotion of the growth and manufacture of *phormium tenax*, and an instalment of one half of the purchase money has been paid and the conditions for the occupation and purchase of the block are set forth in the Provincial *Gazette* of 2nd December, 1872.

In order to complete the retrospect of the past year's administration it is only necessary for me to inform you of the extent to which your intentions, as expressed in last year's appropriation act, have been carried out by the Provincial Executive. The return prepared by the Assistant Treasurer, and appended to my speech (Appendix O) will exhibit for each vote the sum appropriated in contrast with the sum actually expended, the balance unexpended, and the expenditure in excess. The power to expend in excess of votes authorized by law to the extent of one-twentieth of the preceeding year's revenue has only been exercised to the extent of £1303. The items on which the largest amount of expenditure in excess of votes has occurred are "Miscellaneous" and "Native land purchase." The votes for both these services were quite inadequate; and you will accordingly be asked to make a more ample provision for them in this year's estimates.

I now invite your attention to the proposals for the future, which the Executive is prepared to submit for your consideration during the present session.

The following Bills and Resolutions will be introduced, viz:—

1. A Bill intituled "An Act to amend The Diseased Sheep Act, 1872."
2. A Bill intituled "An Act to further amend The Act of the Superintendent and Provincial Council relating to Toll Gates."
3. A Bill intituled "An Act to amend the Highways Act, 1871."
4. A Bill intituled "An Act to amend the Wellington Education Act, 1871."
5. A Bill intituled "An Act to establish Local Boards in the Province of Wellington."
6. A resolution in favor of a Bill intituled "An Act to authorize the raising of a loan of two hundred and ten thousand pounds for the purpose of constructing certain works of public utility in the Province of Wellington, and for charging the sum so borrowed against the said Province."

The two first Bills are of a technical character and require no particular comment from me.

The Highways Bill is also chiefly of a technical character; but it also confers additional power on the Boards; which I think is desirable.

With reference to the Education Bill I would only observe that clause 13 is in accordance with the spirit in which the original act was framed and introduced. I venture to say that the Central Board of Education for this Province has a noble opportunity afforded to it of laying the foundation of a Common School Education throughout the Province on an acceptable and secure basis.

I regard the Bill to establish Local Boards throughout the Province as one of very great interest and importance. It goes entirely in a direction consonant with the views of the Provincial Executive, viz:—That of decentralizing the exercise of power, and offering to groups of people, if they desire to be governed satisfactorily, to assume the privileges and the responsibilities of managing their local affairs immediately; instead of leaving those affairs to be managed for them mediately, by the Central Government under which they live. The want of a law of incorporation of this sort has been much felt lately in the case of Kaiwarra-warra. With a considerable population for the size of the place, it has been without the organization requisite to enable the inhabitants to take the steps necessary in the typhoid fever which broke out amongst them. It is true that the General Assembly

passed a Public Health Bill for the Colony. But when I remind you that the Road Boards were thereby constituted local boards of health, you will not be surprised to learn that the members of the Road Board, within whose limits Kaiwarra-warra is situated, declined to act. They had as much to do as they could manage, to look after the business for which they were specially elected; and even if they were fitted for the discharge of the duties of a Board of Health, and had had the time, it is scarcely to be expected that the owners of property at Pahautanui or the Upper Hutt could fairly be taxed for the purpose of cleansing a distant hamlet like Kaiwarra-warra.

The bill to authorise a loan of two hundred and ten thousand pounds will probably be regarded as the most important of the measures submitted to your consideration. The details of the works proposed and the relative bearing of those works as they affect different portions of the province, will be better explained to you by the Provincial Secretary, to whom indeed is chiefly due the preparation of this measure. I wish however to point out to you, that the Provincial Council is not in a position to pass a loan bill; it can only proceed by way of resolution in favor of a bill. The bill itself must afterwards pass through the ordeal of the General Assembly. Now provincial bills frequently encounter many dangers in their passage through Parliament; and should it be your desire that a bill of the kind should pass, I would venture to suggest the wisdom of presenting as few points of attack as possible. If the members for the province in the Provincial Council cannot agree amongst themselves with tolerable unanimity, as to the allocation of the works; opposition in the Assembly cannot but be strengthened and encouraged by such a course. It is proposed in this bill that the province should give a special security in land. I need not detain you by attempting to show that the security offered is ample; because you are well acquainted with the character and value of the land in question, and are fully aware of your own knowledge that the security is sufficient. But I shall be prepared in my place in the Assembly to satisfy those who come from other Provinces of the ample nature of the security. I shall also, at the same time, be prepared to show that the Province may reasonably be expected to be able to provide annually for the interest and sinking fund. The Assembly will have a right to be satisfied on these two points before granting its assent to a loan; but, if they can be established, I see no reason why the wishes of the Province, if expressed with sufficient unanimity, should not be acceded to by the Assembly.

I now refer to the estimates of income and outlay for the financial year ending 31st March, 1874. The estimates of income, including the balance to credit on the 1st instant, I place at £85,942, which is thus made up, viz. :—

	Balance on 1st April, 1873	...	...	£10,987	6	3
<i>Ordinary Income—</i>							
	Licenses	...	...	4500	0	0
	Pilotage	...	...	2100	0	0
	Sheep Assessment	...	...	1750	0	0
	Incidental Receipts	...	...	3500	0	0
	Toll Bars	...	...	6850	0	0
					18,700	0	0
<i>Territorial</i>	Land Sales		45,000	0	0
<i>Special</i>	Loan to recoup Revenue for advances on account of Lunatic Asylum	...	...	3000	0	0
	Mortgages	...	...	200	0	0
	Amount to be received under Wellington Debts Act, 1871			8055	0	0	
					11,255	0	0
	TOTAL		£85,942	6	3

You will perceive that the estimate of ordinary revenue is placed at nearly the same amount as that of last year, if all receipts from capitation be eliminated. The territorial income, which was estimated last year at £28,000, actually amounted to £26,748 14s 9d. It is estimated this year to amount to a much larger sum, viz., £45,000; and, inasmuch as a very considerable amount has already been received during the present financial year, there is little doubt that the estimated sum will be realized. I may here state that during the past financial year the Provincial Treasury has at no time had an overdrawn account.

The proposed expenditure may be thus stated, viz. :—For the ordinary departments of the Provincial service, £24,353 10s 8d, as against £24,194 2s for last year, being a proposed increase of £159 8s 8d. For public works and undertakings, £54,968 7s 3d, as against £48,520 16s 2d. That is, it is proposed to expend this year £6400 more than last

year on public works, and only to increase the cost of the ordinary services of the Provincial Government by the sum of £159 8s 8d. Instead of a contingent vote of £15,000 for public works and undertakings, as was proposed last year, it is only proposed this year to ask for £6,000. The total proposed expenditure for the year ending 31st March, 1874, may be stated at £85,321 17s 11d, as against a total proposed expenditure last year of £90,714 18s 2d. To meet which proposed expenditure there is an estimated income of £85,942 6s 3d.

Estimates of the expenditure in detail will be sent down to you by message in a few days. I may indeed state that the business to be submitted to you by the Executive is ready for your consideration, and only awaits your convenience.

Having laid before you a full statement in reference to the past year's administration, and adverted to the leading points of the proposals of the Government for the present year, it only remains for me to express an earnest hope that your deliberations may assist in promoting the welfare of the Province.

There are signs of prosperity on all sides; laborers and mechanics have abundant employment at full wages; country settlers obtain remunerative prices; and consequently those in business are doing well. There is only one cry of distress to be heard, and it arises from those who have money to lend and cannot obtain the ancient rate of interest. But prosperity, as you are well aware, is not as a general rule an inheritance: in the long run it belongs to those who have striven after it. The inhabitants of this Province have had a long struggle, gallantly maintained under many difficulties; they are now attaining a leading position; and if it should happen from want of unanimity or any mischance of ours, that we should fail to take advantage of the favoring breeze, it will be easier for us to regret a lost opportunity than to regain our position.

I now declare this Council to be open for the despatch of business.

WILLIAM FITZHERBERT.

Superintendent.

APPENDIX.

A.

RETURN showing RATE of INCREMENT of REVENUE receivable from the TOLL GATE,
Kaiwarrawarra during the last four years.

1st May, 1870, to 31st May, 1871, let at per annum	...	...	£1650 0 0
1st June, 1871, to 31st May, 1872, let at per annum	...	...	1775 0 0
1st June, 1872, to 28th February, 1873, let at per annum	...	...	2000 0 0
1st March, 1873, to 28th February, 1874	...	...	2250 0 0

CHAS. P. POWLES,
Assistant Provincial Treasurer.

Provincial Treasury,
Wellington, 26th April, 1873.

B.

REPORT OF CROWN LANDS COMMISSIONER.

Crown Lands Office,
Wellington, 8th April, 1873.

SIR,—

I have the honor to furnish for the information of your Honor, the following report relative to the working of my department, during the financial year ending 31st March, 1873.

LAND SALES.

The land sales of town, rural, and suburban sections for the financial year, ending 31st March, 1873, amounted to 61,310 acres 1 rood 37 perches, which realized the sum of £23,748 14s 9d. The enclosed schedule will supply detailed particulars.

In addition to the foregoing sales, a block of 4000 acres in the Wairarapa District, in the Seventy Mile Bush, has been purchased by the General Government, for occupation by the Scandinavian Immigrants. For this Block the sum of £3000 has been paid to the Provincial Treasurer, and will be brought to account by the Receiver of Land Revenue, whenever the General Government have decided in whose name the application shall be registered.

SPECIAL SETTLEMENTS.

During the past year the General Government at the request of your Honor and Executive, have sanctioned the setting apart of three blocks of land in the Manawatu District, as Special Settlements, viz:—

1. A block of about 8000 acres situated at Foxton, for the members of an association formed in England, the objects of which are "the growth, cultivation, and manufacture of New Zealand Phormium Tenax" upon a large scale. The price of the land is one pound per acre, ten shillings per acre of which was paid at the time of application. The balance is to be paid by annual instalments extending over a period of

five years, or earlier, at the option of the Association. The Provincial Government undertake to expend a sum equivalent to ten shillings per acre in the construction of drains and roads.

2. Two blocks of land at Palmerston, Manawatu District, have also been set apart as Special Settlements for Scandinavian Immigrants and Road Labourers, who had previously been placed on the land by the General Government. These blocks have been surveyed into sections of from twenty to fifty acres, and are occupied under a system of Deferred Payments.

LAND ON DEFERRED PAYMENTS.

On 19th November, 1872, 18,098 acres of surveyed Crown Land, situated in the Townships of Sandon, Carnarvon and Palmerston, Manawatu District, were thrown open for selection on Deferred payments, under Part I, of "The Wellington Special Settlements Act 1871." Up to 31st, March, 1873, 4,495½ acres have been applied for, the applications having been, with but few exceptions, for the open lands. Out of those applications, a total of 2,701 acres was selected at the upset price of two pounds per acre.

The continued and protracted delays which have occurred in the construction of the Tramway from Palmerston to Foxton, and the absence of a road through the bush from Palmerston to Rangitikei, are the chief, amongst other causes, to which may be attributed the non-selling of the bush lands set apart under this system. As soon however as the Road and Tramway have been completed, it is very probable that the Bush Land will also be applied for.

CROWN GRANTS AND ARREARS OF SURVEY.

During the period extending from 1st April, 1872, to 31st March, 1873, there have been prepared in this Office and forwarded to the Secretary of Crown Lands for the Signature of His Excellency the Governor, viz :—

	A.	B.	P.
462 Crown Grants including an acreage of	...108,776	1	19
While the Sales for the same period have amounted to	61,310	1	37
Thus reducing the arrears of survey by	... 47,465	3	22

It was anticipated that the work of the year would have resulted in a greater reduction of these "arrears," but the adjustment of the old surveys has presented greater difficulties than were expected, and thus necessitated a larger amount of Field work. As yet little more than field work has been accomplished in connection with the matter, but it may fairly be assumed that during the current year correct Plot Maps of many parts of the Province will be completed, and as a consequence, a large number of Crown Grants prepared and issued.

MANAWATU DISTRICT.

In the Manawatu District, including the Rangitikei-Manawatu Block, the road lines have all been explored and determined prior to the sections being surveyed, while during the last two years all lands sold in these districts have been surveyed and pegged on the ground before being offered for sale. Prior to all such sales Lithographed Maps, shewing the numbers, contents, and position of the sections, have been prepared, thus affording the fullest information to intending purchasers and the general public.

WAIARAPA AND EAST COAST.

In the Wairarapa and East Coast Districts there is a large extent of Unsurveyed Crown Lands, estimated at 500,000 acres, which only requires to be made accessible by roads to ensure its sale. The land is well timbered and the soil of excellent quality. The road now in course of formation from Opaki to the Manawatu Gorge, will, when completed, do much to open up the District through which it passes, but in addition to this main line, it is of great importance that the Country between

Masterton and Alfredtown :

Alfredtown and the Manawatu Gorge :

Alfredtown and Castle Point :

should have lines of road opened up, even should the work done in the meantime consist only of falling the bush on the road lines one chain in width, and constructing log bridges over the worst creeks.

PARAEKARETU BLOCK.

On the West Coast, a valuable block of unsurveyed Crown Lands containing 47,000 acres, situated between the Turakina River and the Porewa Valley, remains unsold and unoccupied entirely owing to the want of any roads to it. This block could be reached from Wanganui—distant about nineteen miles—by an excellent road line crossing the lowest saddle between the Wangaehu and Turakina Rivers, thence passing up by the Turakina River, through the Mangahowhi Valley and thence to the opposite side of the block. A road could also be made to the block, from the Rangitikei side, without much difficulty. The block in question is reported to contain valuable sawing timber, including Totara, while the land being rich in quality and well drained, a large number of settlers could be located thereon with the certainty of securing abundant means of support.

BLOCKS YET UNPURCHASED BETWEEN WAIKANAĒ AND MANAWATU RIVERS.

Should the efforts which are now being made by the Government to purchase from the Native Owners, that extensive and valuable tract of Country situated between Waikanae and the southern boundary of the Manawatu River, prove successful, a most important acquisition will be made to the Landed Estate of the Province. But before this addition of territory could be rendered available as a source of Land Revenue, it would be indispensable that a sufficient sum should be appropriated and expended in defraying the cost of exploration, surveys, and the formation and metalling of at least one inland line of road from Paikakariki through Fitzherbert, to Palmerston. And should this be done, it may confidently be anticipated that when the lands contained in these blocks are thrown open for sale a large number of intending settlers would be found both willing and ready to purchase. But in this case, as in all others of an analogous kind, large land sales to intending settlers are only possible when the work of opening up the Country by roads has been previously accomplished.

The returns enclosed herewith viz:—

(A.) "Return of Lands sold from the 1st of April, 1872, to the 31st March, 1873," (Specifying Description, &c.)

(A. 1) "Return of Lands sold from the 1st April, 1872, to the 31st March, 1873," (Specifying Districts, &c.)

(B.) "Return of lands sold in the Manawatu District from the 7th of November, 1866, to the 31st March, 1873," will convey to your Honor detailed information relative to the amount of Crown Lands disposed of during the periods to which they refer; while the "Report by Henry Jackson Esq., Chief Surveyor, of amount of work executed and in progress in his department, with a return of expenditure under the heads of Current Work, Arrears, and Native Land Purchase, during the past Financial Year," will complete the mass of *data* which it is necessary should be placed in your Honor's hands.

I have, &c.,

His Honor the Superintendent,
Wellington.

JOS. G. HOLDSWORTH,
Commissioner of Crown Lands.

(A). RETURN of LANDS SOLD from the 1st April, 1872, to the 31st March, 1873.

Description of Land.	Contents.			Payments.					
				Cash.			Scrip.		
	A.	R.	P.	£	s.	d.	£	s.	d.
Pastoral... ..	40,597	0	0	10,450	0	0	390	0	0
Town, Suburban, and Rural...	20,713	1	37	10,868	14	9	2040	0	0
Totals	61,310	1	37	21,318	14	9	2430	0	0

Crown Lands Office,
Wellington, April, 1873.

JOS. G. HOLDSWORTH,
Commissioner Crown Lands.

(A. 1.) RETURN of LANDS SOLD from the 1st April to the 31st March, 1873.

District.	Contents.		Payment.					
			Cash.		Scrip.			
	A	B. P.	£	s.	d.	£	s.	d.
Wellington	1,715	0 0	423	10	0	30	0	0
Manawatu	16,872	3 0	10,147	4	9	990	0	0
Turakina	57	0 0	28	10	0	...		
Wanganui	5	1 37	112	0	0	180	0	0
Wairarapa and East Coast ...	42,860	1 0	10,607	10	0	1230	0	0
Totals	61,310	1 37	21,318	14	9	2430	0	0

JOS. G. HOLDSWORTH,

Commissioner Crown Lands.

Crown Lands Office,

Wellington, 9th April, 1873.

(B.) RETURN of LANDS SOLD in the MANAWATU DISTRICT from the 7th November, 1866 to the 31st March, 1873.

Township or Block.				Cash.		Scrip.			
				£	s.	d.	£	s.	d.
Township of Foxton	...	..	...	13,921	2	6	1,382	0	0
Motoa Block	...	...	...	3,495	15	0	90	0	0
Township of Palmerston	...	...	...	8,522	7	6	3,216	5	0
Karere Block	...	..	...	3,481	15	0	1,244	0	0
Township of Fitzherbert	...	...	...	1,078	15	0	30	0	0
„ Carnarvon	...	...	...	18,619	9	4	...		
„ Sandon	...	...	...	3,541	10	9	...		
Totals	...	...	...	52,660	15	1	5,962	5	0

JOS. G. HOLDSWORTH,

Commissioner Crown Lands.

Crown Lands Office,

Wellington, 9th April, 1873.

RETURN of EXPENDITURE of LAND OFFICE and SURVEYS during the Year ending
March 31st, 1873.

LAND OFFICE—				£	s.	d.	£	s.	d.
Current Expenditure	...	...	...	700	17	4			
Arrears	...	...	...	650	0	0			
							1350	17	4
SURVEYS—				£	s.	d.	£	s.	d.
Current Work	...	...	...	6078	9	7			
Arrears	...	...	...	3869	0	0			
							9947	10	4
* Native Land Surveys	...	...	...	2148	2	3			
							2148	2	3

* Paid by the General Government and charged against Immigration and Public Works Loan.

JOS. G. HOLDSWORTH,

Commissioner Crown Lands.

Crown Lands Office,

Wellington, 21st April, 1873.

C.

REPORT OF CHIEF SURVEYOR ON PROGRESS OF SURVEYS, &c.

Survey Office,

Wellington, 15th April, 1873.

SIR,—

I have the honor to forward a Report on the progress made in the surveys of this Province during the past financial year.

There have been fifteen sectional survey parties (including those of two Cadets) continually employed in the field, which were distributed in the several districts, as follows:—

Arrears of Survey,	Wanganui and Rangitikei Districts	...	2	parties
"	Wellington Districts	...	3	"
"	" for 3 months	...	1	"
"	Wairarapa District	...	1	"
"	East Coast District	...	1	"
New Surveys—	Manawatu District	...	4	"
"	" for 9 months	...	2	"
"	Forty Mile Bush District	...	1	"
"	Wairarapa District	...	1	"

The areas surveyed in the several districts by the above mentioned parties:—

Arrears of Survey,	Wanganui District	...	8,813	acres
"	Rangitikei District	...	2,400	"
"	Wellington District	...	33,000	"
"	Wairarapa District	...	40,363	"
"	East Coast District	...	12,280	"
New Surveys—	Rangitikei Manawatu District	...	40,275	"
"	Manawatu District	...	9,623	"
"	Forty Mile Bush District	...	600	"
"	Wairarapa	...	1,400	"

148,759 acres

In the Wanganui District the 8,818 acres comprise, 8,813 acres of Rural sections and twenty quarter acre allotments in the Town of Wanganui. These surveys have been completed in Field work, calculations, and plots.

In the Rangitikei District the plots of 1800 acres have been completed, but of the remaining 600 acres the plotting has yet to be done.

In the Rangitikei-Manawatu and the Manawatu Districts surveys are almost completed both in Field work and plot.

In the Wellington Districts the whole of the 33,000 acres above stated, comprise arrears of New Zealand Company's surveys; of this area only 3,600 acres have been completed in field work and plot. The remainder may be said to be, as yet in progress only, that is, the preliminary traverses properly referred to Trig., amounting to some 70 miles in length and mostly running through bushed valleys, and all the original survey lines, marks, &c., which could be found have been correctly tied to these traverses, so that the fitting in of the sections becomes now merely a matter of office work. It may yet employ the time of the several surveyors who have been employed on these works, some 6 months more to complete the pegging of the sections. It was found on working that the adjustment of these old surveys occupied more time than was contemplated (having reference to the area surveyed), but it must be borne in mind that these districts have undergone piecemeal survey many times during the past 30 years, and that consequently the confliction of boundaries in several cases, cause delays which are not met with in other surveys.

In the Wairarapa District, in the area above stated as surveyed, 27,363 acres arrears of survey, have been completed in field work and calculation but which still require plotting; and 13,000 acres, also arrears of survey, have been completed in field work only.

These surveys will occupy some two months more of the time of the Surveyor to complete. Of the new surveys, 1400 acres, the whole is completed in field work and plots.

In the East Coast District, the field work only of the 12,280 acres has been completed, but there is only about a fortnight's work to complete the calculations and plots. In this district, a triangulation which is nearly completed, has been thrown over an area of some 100,000 acres.

On the West Coast of the Province between the Waikanae and Manawatu Rivers, surveys have been executed over 314,800 acres of Native Lands. Plans of these surveys have been forwarded to the Native Lands Court now sitting at Foxton. Surveys also of various blocks of Native Lands consisting of about 7000 acres, have been executed in the Wairarapa District, of which the plots are not yet completed. For the performance of the above surveys, four survey parties have been specially employed.

As the plotting of the various surveys performed in the field during the fine weather season of the year, is usually done in the Survey Office during the winter months, I estimate that the total amount, 148,759 acres, as before stated, in more or less a forward state of completion, may probably occupy the staff some three months of the present year to finally complete.

The Major Triangulation, for connecting the East and West Coasts of the Province, has been progressed with as fast as circumstances permitted. There are still two stations to erect on the Tararua Ranges. A minor triangulation was also commenced simultaneously with the surveys of Native Lands between the Waikanae and Manawatu Rivers, but I fear that many of the stations, which cost much time and labor to erect, have since been destroyed by the Natives.

In the Survey Office, Crown Grants for 108,000 acres have been drafted, reductions and compilations of several surveys into District maps have been effected, and lithograph maps of the various newly surveyed blocks of land offered for sale during the year have been executed. The Geographical Map of the Province is now about one-half completed. The usual amount of tracing work for the information of the public has been performed, and at times this latter duty has been very onerous owing to the several copies and tracings of the West Coast surveys which have been demanded. I must also mention, that the change to the new offices now occupied by the Survey Department, interrupted for some considerable period the usual routine work of the office.

In the Lithographic Department, the map of the eastern portion of the Province, scale 80 chains to an inch, has been completed and also a map exhibiting the principal triangulation of the Province.

Having now reviewed all the works which have been executed in this Department during the past year, I will refer briefly to those which are proposed to be undertaken during the current year:—

Arrears of Survey, Wanganui District	...	...	15,000 acres
" Rangitikei District	...	...	20,000 "
" Wellington District	...	...	15,000 "
" Wairarapa District	...	...	50,000 "
" East Coast District	...	...	60,000 "
New Surveys—Forty Mile Bush	...	...	7,000 "
" Wairarapa	...	...	3,000 "
Total	...	...	170,000 acres.

On arrears of survey, I am able to state with confidence the area that will become surveyed during the current year, provided that the present parties employed in the several districts are not taken away elsewhere. But on new surveys, I can only state those works which are now or shortly will become undertaken. The acquisition of new territory and the employment in such a case of a larger survey staff, are contingencies upon which I cannot at present form an opinion as to what may be done on new surveys this year.

I have, &c.,

HENRY JACKSON,
Chief Surveyor.

J. G. Holdsworth, Esq.,
Commissioner Crown Lands.

D.

REPORT BY THE PROVINCIAL ENGINEER UPON THE VARIOUS PUBLIC WORKS.

Provincial Engineer's Office,
Wellington, 14th April, 1873.

SIR,—

I have the honor to forward for your information a report upon the various public works undertaken by the Provincial Government during the last financial year. I will first report upon those works which were in progress, and not completed, when I wrote my last annual report.

The Tauherenikau bridge, contracted for by Messrs. Barry & Co., has been completed, and in use for some time. The contract provided for 999 feet of bridging, but during the progress of the work it was found advisable to increase the length by one span of thirty feet, and to construct four wings at the two ends, approach piers, to keep up the embankment. The appropriation of the Council provided for the exact contract amount, viz., £3,450, this sum has been exceeded by £233 13s., caused by the above extra work and cost of supervision. The contractors claim a further sum of £140, which was withheld from them as penalty for not finishing the work at the specified time; for particulars of this claim I beg to refer you to my reports to the Provincial Secretary, Nos. 20 and 21, 1872. The work has been completed by the contractors in a thoroughly satisfactory manner. The banks of the river will require constant attention; there is a supply of facines and stakes on the ground, ready for service, should the river at any time threaten the approaches.

The Waingawa bridge has been completed, and in use since June last. The appropriation of the Council, viz., £1,539, has been exceeded by the sum of £63 11s., incurred by constructing wings to approach piers, and supervision of work which was unprovided for in the contract or appropriation of the Council. The work has been completed by the contractor, Mr. Francis, in a very creditable manner.

The contracts of Messrs. Burgess & Co., and George Peek, for formation and metalling of portions of the Great North Eastern Road on the Taratahi, 143½ chains in extent, have been completed in a satisfactory manner. This work completes the Great North Eastern Road through to the Waipoua River at Masterton.

The contract of Mr. Bull for the formation of one mile from Bull's to the Rangitikei River has been completed and paid for. Your Honor will remember this work was entered into by the late Executive upon a guarantee of ten per cent. interest on £400, the principal to be paid when the Government were in a position to do so. The agreement was very loosely drawn up, and the work was not carried out in such a manner as I should have liked to have seen it. This finished the works in progress when I last reported.

I will now report upon the works undertaken since, commencing with the bridges in the order in which they were let.

The Ruamahunga bridge crosses the Ruamahunga River about a mile above the old ford at *Waihenga*. The site was fixed after a very careful survey and inspection of the river. It had always been thought by myself, as a resident in the district, and also by numerous other settlers, that whenever a bridge was erected over the Ruamahunga, the best site would be near the pa, below the lower ford; but during the last year the river has been cutting into Mr. Bidwell's land, and shows every indication of cutting through the point upon which the present ferry exists, and the protection of which would be very costly, and even then uncertain. Under these circumstances I determined to look for a site above the point where the river was washing away the banks, and the result of which was the selection of the present site.

The principle of the bridge is a Howe truss of eight spans of 77 feet centres, with three approach spans of 24 feet centres on each side, or a total length of 760 feet of bridging. The cost of the bridge itself is £5,490, Messrs. Barry & Co. are the contractors, and Mr. J. B. Wallace, clerk of works. All the piles are in position, the approach spans on the Greytown end completed, and the first span of girders in position. The weather has been highly favourable for the work. The approach to the bridge from the present formed road will be across the backwater over the land known as the racecourse, on the Greytown side, and through Mr. Waterhouse's land, known as the big bend, on the lower valley side. The approaches are pegged off, and will be advertised for tender in the course of a week or so.

The bridge over the road flooded by the Waiohine River, near Greytown. The necessity for this bridge was caused by the continued overflow of the Waiohine River near *Kempton's Creek*, which for the last six or seven years has been the cause of continual annoyance to the public, and expense to the Government. When I made my last yearly report the aspect of the river, through the action of the floods, had much improved, and some slight work we intended doing was unnecessary. Since then, however, it has gradually been getting worse and worse, so that now very little, if any, water flows down the old course, and the road is constantly covered with water. After a careful inspection of the river, and weighing all the circumstances connected with the matter, I reported to the Government that, in my opinion, the cheapest and best way of keeping the road open for traffic was to build a low bridge or platform over the flooded part of the road, leaving the river to find its own outlet. Upon this recommendation the Government instructed me to prepare plans and specifications and call for tenders for the work. Tenders were received, and one from Mr. J. A. Petherick, for the sum of £780, was accepted. The bridge is of the most inexpensive kind, of course equal to the requirements of the case. It is built upon piles, 45 spans, each 20 feet centres, with hand-rail, and everything necessary for the safety of the large and increasing traffic existing on this road. Public opinion has been very strong with reference to this work, and at the suggestion of an influential section of the community at Greytown the Assistant Engineer-in-Chief of the Colony was requested to inspect and report upon the river. I accompanied him, and saw additional reason to confirm me in my previous opinion with reference to this river. His able report is already before your Honor, and I trust the matter has now received that amount of attention and examination, that whatever is done in future will be in the direction indicated by the Assistant-Engineer-in-Chief, and no more money wasted in trying to do impossibilities. I anticipate that Mr. Petherick's contract will be completed in three weeks' time. I estimate the cost of approaches and other slight alterations and additions to the contract at £60.

The Waipoua bridge is similar in construction to the Tauherenikan and Waingawa bridges; it is six spans of 30 feet each. Mr. Petherick is the contractor at £570. There is great difficulty in driving the piles to the specified depth, in fact, it is found impossible to do so, and I have instructed the clerk of works to cease driving when the piles reach a bed of conglomerated shingle, which is found at about eight feet under the river bed. It will be two months before this work is completed.

The bridge over the Rangitikei River is a Howe truss girder bridge, of six spans, each 77 feet with two approach spans of 20 feet on Bull's side of the river, and two wings on the Manawatu-Rangitikei side, or a total length of 502 feet. Messrs. C. & E. Millar, of Victoria, are the contractors, at £3,987.

The great difficulty with reference to the construction of this bridge was the timber supply. At the request of several of the intending contractors, and upon my recommendation, the Government gave the contractor the right of cutting timber reserves which they had a right to select under the agreement with Col. Feilding, and

which were very judiciously selected by Mr. W. A. Fitzherbert, and an officer appointed on behalf of the Colonial Government. It is now well in hand, and there appears to be no reason why it should not be completed within the specified time. Mr. Vine is clerk of works.

The bridges on the line of road from Bull's to Palmerston are fifteen in number, and are being built under a schedule of quantities, two of them by Messrs. J. & C. Bull, and the rest by Mr. H. M'Neill; they are all plain pile and stringer bridges of an aggregate length of 320 feet, at the estimated cost of £800.

The construction of a bridge over the Awahou Creek, at Foxton, has been let to Mr. Cook at £140, and is to be completed in two months. It has been long required, and will be of great benefit to the township.

The Second River bridge, near Mr. Jackson's residence, Lower Hutt, is now being renewed at a cost of £140. Mr. S. Brown is the contractor.

The bridge over the Wainuiomata is being built under a grant in aid, the Government providing £150, and the settlers the balance. Mr. Crowther is the contractor, at £330. It is a piled bridge of two spans, each 35 feet long.

All other bridges have been carefully overhauled during the year, and hand-rails fixed on those most requiring them. The Pakuratahi bridge has been strengthened, and a new top-rail fixed.

The Hutt River bank protective works have been completed and answer well; willows have been planted on the banks, and in the course of a year or two will completely protect the banks from the action of the river.

ROAD WORKS.

The whole of the line of road from Bull's to the clearing at Palmerston, with the exception of 215 chains from Sandon towards Mount Stewart, has been either completed or contracted for. I attach a schedule showing the length of each contract, together with the cost. The 215 chains before-mentioned were tendered for, and the tender of Messrs. Campbell & Co. accepted conditionally; since then a difficulty has arisen, and I think it would be better to call for other tenders. On the line of road from Foxton to Bull's the bush near Campion's has been felled to a width of 99 feet, and cleared to a width of 33 feet, ready for formation; temporary bridges have been erected over creeks for present traffic. The whole of this line has been pegged off, and the levels taken by Mr. W. A. Fitzherbert from the junction of the Palmerston tramway to the road in course of construction at Sandon; it is 13 miles 28 chains long, and could be let at any time. There is an appropriation made for it.

Contracts have been entered into for the formation and metalling of about two miles from Waipoua River towards the Forty-Mile Bush Road. Particulars will be furnished in Schedule.

On the Taueru road a strong party has been employed renewing the bridges and culverts preparatory to metalling; they have also completed the whole of the formation and widened the road at all through cuttings. If the weather had only been at all favourable the whole would have been metalled before the winter; as it is, contracts have been let from Mr. Collins' gate, Te Ore Ore, to the Taueru River; that entered into with O'Malley & Saunders cannot be proceeded with this winter on account of the breaking up of the road through the constant rain. Mr. Gillard, who has the part from Otahua to Te Ore Ore, will be able to complete his contract, the road being more open and exposed to sun and wind, so that it dries up much quicker. Tenders were invited for metalling the Kaumingi end of the same road, but no tender received; the work is now put off until the spring, as it would be useless attempting to do it while the road is in its present state.

The approach to Wanganui town from the Waitotara and Patea district is being much improved by the formation and metalling of 190 chains of road from Westmere Gate to St. John's Wood; this work is being executed under the superintendence of Mr. Hales, the General Government advancing £750, which the Provincial Government will refund. It has not yet been completed.

Three toll gates and houses have been erected at the following places:—Foot of Rimutaka Hill, Featherston; St. John's Wood, Wanganui; and at Waiohine bridge, near Greytown; tolls are being collected at the two former; upon the request and urgent solicitations of the Masterton and Carterton settlers no tolls will be collected at the latter gate until such time as the platform and flooded road is put in satisfactory order.

A new punt has been provided for the Manawatu Ferry at a cost of £140.

Tenders were invited for one at Scott's, but no tender received; we are now trying to arrange for its construction privately.

A police station has been built at Masterton at a cost of £120. No tender was accepted for the one at Bull's, the only tender received being excessive. We are also in treaty for the completion of this work.

The main roads of the Province are in excellent repair. The repairs from the Waipoua River to Ray's on the Taratahi, has been let for three years to Mr. W. R. Welch, at £490 per annum. The work was handed over to him on the first day of January last. I have every reason to be satisfied with the manner he is proceeding with his work. From Ray's to Wellington, the repairs are again in the hands of the Government.

Owing to unforeseen difficulties, in connection with the railway contracts interfering with the road, and other matters, the details of which have already been laid before your Honor in a report of mine, No. 30, 1873, we made an arrangement with the late contractor, Mr. Brown, to relieve him of his contracts; his case will probably be the subject of an enquiry in the Council, so that I need not enter into it here. We are taking steps to have the worst part of the road metalled before the winter sets in. I have no hesitation in saying that it will be in better order during the coming winter than it has been for some years. The repairs from Ngahauranga to Paikakariki are being very satisfactorily performed under contract by Mr. James Taylor, at £1,335 per annum. His first year expired on the 3rd instant; he has got out the metal for this winter's distributing, ready for measuring. Tenders have been twice invited for the repairs from Bull's to Wanganui; each time the lowest tender was much in excess of my estimate, consequently, I recommended the Government to retain it in their own hands. It is now being carried out under the immediate superintendence of Mr. W. A. Fitzherbert, who is stationed in the district. A large number of new bridges and culverts have been constructed; both the Turakina and Wangaehu hills have been widened, and the metalling of worn out places is being proceeded with as fast as possible. The Wangaehu bridge will require replanking during the next year. From Wanganui to the boundary of the Province, the repairs are still in the hands of the General Government, who are metalling that already completed, and bridging the Waitotara and Whenuakura rivers; after these works are completed, it is supposed the roads will be handed over to the Provincial Government, and an appropriation should be made for the repairs in view of this being done. While speaking of road repairs, I wish to draw your Honor's attention to the unsatisfactory manner in which nearly all the gravel pits are situated; most of them are upon private land, and enclosed. In many cases, the owners refuse to allow metal to be taken, which necessitates long cartage. Some steps have been taken in Wairarapa and on the Rangitikei block, to purchase or reserve pits wherever practicable; but on the line from Bull's to Wanganui, no such arrangement has yet been made. I have instructed Mr. W. A. Fitzherbert to select the best pits, see the various owners with reference to the same; and trust that such enquiries will lead to their being purchased by the Government.

Surveys have been made for the proposed deviations at the Silver Stream, on the Great North Eastern Roads (the present road is a continual source of annoyance and expense from the flooding of the Hutt River), also at Blackey's, to avoid the Paikakariki hill. Both of these works are included in the schedule of works to be undertaken out of proposed loan, so that I will not now report fully upon them.

According to the instructions of your Honor's Executive, I have done my utmost to forward the surveys of roads for the various Highway District Boards. Two Engineers have been engaged, viz.:—Mr. John Barton and Mr. E. Anderson, and they have commenced the duties; the former in the Castle Point district, and the latter in the Greytown and Masterton. I have been negotiating for the services of a gentleman to proceed to the Rangitikei and Wangaehu district, but no arrangements have yet been concluded. I have experienced great difficulty in procuring the services of gentlemen competent to undertake the duties; partly owing to the smallness of the remuneration offered, and the scarcity of unemployed surveyors. I trust, however, that I shall soon be able to report that the work is being proceeded with in a more satisfactory manner. That your Honor may fully understand the magnitude of this work, I will mention that up to date the survey of over 500 miles of district roads has been requested by the District Boards; some of the lines run through broken country, requiring a considerable amount of time and care in exploration.

Attached to this Report are Schedules of roads and bridges completed, contracted for, and now in course of construction, since March 31st, 1872.

His Honor the Superintendent,
Wellington.

I have, &c.,
J. D. BAIRD,
Provincial Engineer.

SCHEDULE OF ROADS CONSTRUCTED OR CONTRACTED FOR since 31st March, 1872, in chains.

NAME OF ROAD.	NAME OF CONTRACTOR.	DESCRIPTION AND LENGTH OF WORK.				APPROXIMATE COST.	REMARKS.
		Formed and Metalled.	Formed.	Metalled.	Bush Felled.		
Bull's to Palmerston	G. Ames ... ..	...	...	...	552	£ s. d. 700 13 0	Completed
" "	H. M'Neil	354	...	...	...	2400 0 0	Not yet completed; includes cost of bridges, &c.
" "	Gustafsen	198	...	...	...	806 17 0	Not yet completed
" "	A. Stewart	180	...	...	...	806 9 5	Not yet completed
" "	Messrs. Campbell and Co.	108	...	...	...	526 10 0	Completed
" " ... ..	" " ... ..	...	215	...	...	301 0 0	This formation has been let since I wrote my Report
" "	Messrs. J. and C. Bull	405-20	...	...	...	2216 0 4	Let in six contracts, some of which are completed; this sum includes cost of bridges
Bull's to Foxton	J. Ransfield ... ..	...	...	...	128	224 0 0	Completed
Wanganui towards Waitotara	Denby and Vivian	93	...	...	...	832 7 0	Not yet completed
" "	J. M'Manaman	97	...	...	...	534 0 0	Completed
Waipoua towards Forty-Mile Bush	J. Bentley ... ..	...	...	30	...	52 10 0	Completed
" "	C. White	20	17	...	...	63 0 0	By day labour
" "	W. R. Welch ... ..	...	...	45	...	96 17 6	Not yet completed
" "	G. Gillard	79	...	...	...	272 11 0	Not yet completed
Masterton to Castle Point	Saunders and O'Malley ... ..	...	...	240	...	780 0 0	Only partly completed; Contractor allowed to suspend work on account of incessant rain
" "	G. Gillard and Co. ... ..	...	...	200	...	520 0 0	Not yet completed
" "	Road Party ... ..	...	70	...	...	100 0 0	By day labour
Great North-Eastern Road	" "	25	...	...	...	175 0 0	By day labour; approaches to Waingawa and Tauhere-nikau Rivers
" "	Burgess and Peek	143-50	...	...	...	380 8 0	Completed
Road to Lunatic Asylum	Pudney and others	25	...	...	...	130 0 0	Completed, including bridge
Great North-Eastern Road	S. Brown	16	...	...	...	60 0 0	Approach to fordway, Abbott's Creek, near Featherston
Pahautanui to Belmont	W. Ellerm ... ..	...	440	...	...	565 10 0	Bridle track, with bridges
		1743-70	742	515	680	12,543 13 3	

SUMMARY.

21 miles 63-70 chains have been formed or metalled or in course of completion
 9 miles 22 chains have been formed only, or in course of completion
 6 miles 35 chains have been metalled, or in course of completion
 8 miles 40 chains of bush have been felled 99 feet wide, and stumped 33 feet in centre ready for formation.

SCHEDULE OF BRIDGES CONSTRUCTED or in course of CONSTRUCTION since March 31, 1872.

Name of River Bridged.	Name of Contractor.	Description of Bridge.	Total Length.	Total Cost.		
			Feet.	£	s.	d.
Tauherenikan, No. 1	Messrs Barry and Co.	Piled Bridge, 11 spans, 33 feet centres	363	}	*3623	13 0
" No. 2	" "	Piled Bridge, 20 spans, 33 feet centres	660			
Waingaroa† ...	W. Francis ...	Piled Bridge, 13 spans, 33 feet centres	429		1602	11 0
Waipoua‡ ...	J. A. Petherick ...	Piled Bridge, 6 spans, 30 feet centres	180		570	0 0
Bridge over flooded Road, Greytown‡	" ...	Piled Bridge, 45 spans, 20 feet centres	900		840	0 0
Ruamahanga, Waihenga‡	Messrs Barry and Co.	Truss Girder Bridge, 8 spans, 77 feet centres; 6 spans, 24 feet centres	760		5490	0 0
Black Bridge, Lower Hutt‡	Mr. S. Brown ...	Piled Bridge, 2 spans, 19 feet centres	38		140	0 0
Rangitikei‡ ...	Messrs C. & E. Millar	Truss Girder Bridge, 6 spans 77 feet centres; 2 spans, 20 feet centres	502		3987	0 0
Awahou, Foxton‡...	Mr. Cook ...	Piled Bridge, 1 span, 20 feet, with 4 wings	20		140	0 0
Wainuiomat‡ ...	Mr. Crowther ...	Piled Bridge, 2 spans, 35 feet centres	70		330	0 0
Total running feet of Bridging ...			3922		16,783	4 0

* Completed (a claim of £140 yet undecided). † Completed. ‡ Not yet completed.

E.

ANNUAL REPORT UPON THE PROVINCIAL HOSPITAL.

Provincial Hospital,
Wellington, 8th April, 1873.

SIR,—

I have the honor to forward, for your information, the annual report upon the Provincial Hospital. In my last report, dated the 23rd April, 1872, I stated that we had been singularly free from epidemics. This state of the public health lasted until the end of 1872; but the current year, I am sorry to say, has proved to be the reverse. A long stretch of dry calm weather, accompanied by a total want of ordinary sanitary observances in the city, has been followed by the natural result, *fever*. Several severe cases have been admitted into the Hospital during the last two months. I am very glad to say that in all the cases, from the moment of their arrival in the Hospital, the severity of the symptoms was reduced, and after running its due course the fever subsided, being followed in *no* instance by a relapse, thus keeping up the reputation of the natural sanitary advantages possessed by the present Hospital site. During the time of sickness the Hospital has been so short of water as to make it necessary to obtain a supply from without at a cost of great labour and inconvenience, but as there is now good reason to expect, at an early date, a constant supply from the waterworks now in progress before another drought is likely to occur, I need not enlarge upon the necessity of a continuous and liberal allowance of this essential element. By a strict system of disinfectants and deodorants, and the prompt removal of all offensive matter, with hard hand-scrubbing of the floors, very satisfactorily carried out under the personal inspection of Mr. Monteith, I have been able to keep the wards pure, and thus far there has been no case of sickness originated within the Hospital.

Last year, I reported that the buildings generally were in a dilapidated condition, and that the roof especially required repairs and shingling. Nothing has been done in this direction, I believe, in consequence of the intention of the Trustees to build a new Hospital, and I now look forward with serious anxiety to the coming winter,

when I fear every rain will saturate the wards, and every sunny day will draw out unhealthy exhalations from the decayed timber of the structure; but the prospect of a new, and, I trust, well considered and properly constructed building, will be a sure incentive to all the Hospital officials to carry out their duties conscientiously and to the utmost of their ability.

I am looking forward to the opening of the new Lunatic Asylum with great satisfaction. The efficiency of the *female* side of the Hospital has been sadly crippled by the presence of two lunatics, both at times very noisy and troublesome, and as there is only one female ward it is almost impossible to admit cases requiring quiet nursing and care, indeed it is only by turning the dining room into an extra and temporary ward that medical cases can be admitted. At the present time the Hospital is inconveniently crowded, every available bed space is occupied, and the consequence is that the wards at night are close and stuffy, although all possible means of ventilation are put into force; this, in my opinion, is caused by the close animal atmosphere acting upon the decayed vegetable matter of the building.

The accompanying table shows the number of patients admitted into the Hospital during the year ending on the 1st April, 1873, and also the number treated as out patients. This latter class so far exceeds in number any former year that it requires the explanation that about one-third of them were cases of vaccination, brought to the Hospital in accordance with the Vaccination Act of 1872.

Several months ago Captain Edwin Stafford, a gentleman who has upon several occasions presented books and other things to the Hospital for the amusement of the patients, and who has on many occasions been a liberal supporter of our local institutions, presented to me the handsome sum of £50, to be expended in any way I thought fit, for the permanent benefit of the Hospital patients. In fulfilment of this pleasant duty I have ordered from England medical appliances, such as bedsteads and water beds, to the amount, and I hope that the next mail will bring advices of the shipment of them.

Owing to the increased number of patients in the Hospital the housekeeping expenses during the last three months have been greater than at any former time. Hoping that this extra call upon the resources of the institution may only be temporary, and that my estimates for the current year will prove sufficient to cover the expenditure.

I have, &c.,

ALEXANDER JOHNSTON, M.D.,

Provincial Surgeon.

RETURN of PATIENTS admitted into the HOSPITAL during the Year ending
31st March, 1873.

Admitted.		Discharged.		Died.		In Hospital 31st March.			
						1873.		1872.	
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
99	14	80	11	4	2	31	4	19	5

The number of out patients during the past year has been 868 receiving advice and medicine. This branch has nearly doubled during the last year, owing to public vaccination.

ALEXANDER JOHNSTON, M.D.,

Provincial Surgeon.

F.

ANNUAL REPORT OF KARORI LUNATIC ASYLUM.

Wellington, 17th February, 1873.

SIR,—

I have the honor to enclose the annual Report of the Lunatic Asylum, for the past year, including forms of classification and admissions.

I have, &c.,

CHARLES FRANCE,

His Honor the Superintendent.

Medical Attendant Karori Asylum.

OF the twenty-seven patients in the Asylum on 1st January, 1873, the majority are suffering from Dementia, are incurable, and have been inmates for several years.

Of eight admitted during last year, five remain, one of them is suffering from hereditary madness, being sister to another patient; the father died in the Asylum, and the mother also a lunatic, is now in the Hospital.

The other three females appear to be suffering from a natural weakness of intellect just sufficient to prevent their gaining their own living, but I am afraid they will never be much better than at present.

The eighth, a male, has been very quiet and obedient, but being upward of fifty years old, and a case of relapse, is doubtful.

The general health of the patients at the Asylum has for many years been very good. The only epidemic of any kind I have seen, happened last October, nearly all the female patients being attacked with influenza and a few of the males. It resulted in the death of an old patient Mrs. Slow, in the seventh year of her residence. Others have only lately recovered from its effects, and the health generally of the patients is again good in spite of much crowding in the sleeping rooms.

CHARLES FRANCE,
Medical Attendant.

G.

REPORT OF THE INSPECTOR OF POLICE.

Police Office,

Wellington, 8th April, 1873.

SIR,—

I have the honor to report that the strength of the Police Force on the 31st March last, was as follows:

Inspector, two first class sergeants, three second class sergeants, and twenty-five constables. Nine of the constables are stationed in the city, four in Wanganui, and twelve, who are mounted constables, in various up country districts.

A new police station has been erected at Manawatu, during the past year.

Tenders have been accepted for a station at Bull's (Rangitikei).

It is desirable that a station with lock-up attached, should be erected at Foxton without delay. These districts are rapidly growing into importance, and the works now in progress having attracted a large number of people, the necessity of such buildings is becoming more apparent every day. The district of Greytown stands next most in need of a station and lock-up.

The absence of a proper lock-up in the districts above mentioned, is frequently felt, as in the case of a person charged with a serious offence, the constable is obliged to convey the prisoner to his own house, and remain, with him, both night and day, until an opportunity offers of forwarding him to his destination. The constable's whole time is thus occupied, and other duties necessarily suspended.

A lock-up at Wanganui is also much required; should the Government decide to erect a building for this purpose, I would suggest that a site at the back of the Court House might be selected.

The station and lock-up at Te Aro require repairing, and additional accommodation should be provided for the constables stationed there, as the room now set apart for this purpose is altogether inadequate.

A constable (a halfcaste named Ransfield) has recently been appointed to the Otaki district. The appointment, I feel certain, will give satisfaction, as the constable in question can speak both the English and Maori languages, and has an intimate knowledge of the surrounding districts, and the customs of the Natives.

In Wanganui, as I anticipated in my report last year, crime has greatly decreased. The holding of Supreme Court Sittings there and the erection of a proper gaol has conduced to this result in a great measure. The Province is also saved a considerable amount of expense, which in former years was incurred in transmitting prisoners from Wanganui and the surrounding districts for trial to Wellington, together with the accompanying expenses of the necessary constables and witnesses.

The districts of Manawatu and Rangitikei, during the past year have been remarkable for the good order observed by the inhabitants, and the absence of serious offences.

This is a very satisfactory feature, when the large increase to the population is taken into account; and the increase has been unusually great, owing to the initiation of various Public Works, and the increasing prosperity of the districts in question.

The small number of offences recorded in these, as well as in the other country districts, I feel convinced, is in a great measure due to the efficiency of the constables placed in charge of the districts, and the support which they receive from the well disposed settlers.

I would further add that crime of all kinds has during the past year throughout the Province greatly decreased, being less than in any former year since my connection with the Police Force, a period extending over twelve years.

The great demand for all classes of labor which at present exists throughout the Province, has had the effect of rendering it difficult to suitably fill up vacancies in the force. I would therefore (keeping in view the necessity of retaining good and efficient men) respectfully urge upon the Government the desirableness of increasing the rate of pay, as recommended in my return of the estimates for the forthcoming year.

I have, &c.,

FREDERICK ATCHESON,

Inspector of Police.

His Honor the Superintendent,
Wellington.

H.

ANNUAL REPORT OF THE WARDEN OF THE WELLINGTON GAOL.

Gaol Department,

Wellington, 10th April, 1873.

SIR,—

I have the honor to forward, for your information, the following Report relative to this department for the year commencing on the 1st day of April, 1872, and ending on the 31st day of March, 1873.

The general conduct of the prisoners has been very good; they have performed their work in a most satisfactory manner. There has been no organised insubordination, and but very few breaches of the Prison Regulations committed by them; there has been no escape or attempt to escape during the year.

The general health has also been very good.

In April last they were employed for a short time in forming and metalling the roads and footways round and about the new Provincial Buildings; and during the latter end of November, and the early part of December, they were engaged in forming the streets and footways on the Reclaimed Land, and making a road in Buckle street, near the Cricket ground.

During the remainder of the year they have been employed in levelling a site for the new Lunatic Asylum, on the Adelaide Road, and making and metalling the roads leading thereto; they have also erected a very substantial bridge, built sheds, made culverts, and sunk two wells, each of them being six feet in diameter, and about seventy

feet deep; at which depth, water of excellent quality and abundant in quantity has been struck.

When it was first proposed to me to sink these wells by Prison labor, I had grave doubts as to whether any of the men were capable of performing the work. I certainly knew of none. Under these circumstances, I mustered the prisoners, told them what I wanted done, and then asked if any of them understood well sinking, and could undertake to do the work; a sufficient number at once stepped out of the ranks, and volunteered their services.

I have considered this incident worth recording here, as an illustration of the willing manner in which the prisoners undertook the work,—which has since proved of a very arduous and difficult character, and has been very laborious; for a great portion of the distance they have had to cut through hard rock—in one well nearly the whole—and the manner in which the work has been performed, as well as the expedition with which it has been done, reflects great credit on all concerned.

The whole of the interior of the Men's Gaol has been thoroughly painted by prison labor; and a large portion of the corrugated iron fence round the Womens' Gaol. The brick work in the interior of the Gaol has also been repaired; plastering has been done in several places; the whole of the walls, ceilings, cells, corridors, and officers' quarters, have been whitewashed in a superior manner; the *chevaux de frize* round the exercising yards, has also been thoroughly repaired and painted.

The boots worn by both male and female prisoners have, as usual, been made in the Gaol; indeed, nothing has been done by outside labor that could by any possibility be done by the prisoners.

The female prisoners have been employed in picking oakum, and in washing and repairing the clothing and bedding throughout the Gaol.

The whole of the officers have performed their duties most faithfully and efficiently.

The books recently supplied by the Provincial Government, will prove a most valuable addition to the Gaol library, which now consists of upwards of four hundred volumes.

The Provincial Surgeon, and his Assistant, have been most attentive; either one or the other, has visited the Gaol regularly every week,—and on many other occasions when I have had to send for them, they have always paid the most prompt attention.

The Venerable Archdeacon Stock, and the Rev. Father Petit Jean, have performed Divine service regularly throughout the year. The Rev. Father O'Reilly has also paid an occasional visit. Mr. David Hall, City Missionary, has also attended as usual.

The returns for the year ending 31st December, 1872 (forwarded herewith), show a small increase in the total number of committals; but as most of these have been for trifling offences, for which only short terms of imprisonment have been awarded, they have in no way increased the daily average of prisoners, as compared with former years,—for the pleasing fact remains, that, notwithstanding there has been a very large increase in the population, there has been the same steady decrease of crime, which has so happily marked the progress of the Province of late. The daily average (which includes all classes of prisoners) for the last four years being as under:—

In the year 1869	...	...	...	...	57
” 1870	...	...	...	...	53½
” 1871	...	...	...	...	45
” 1872	...	...	...	...	40

The number of debtors committed to gaol has also been unusually small, only giving an average of one for six months, or one half for the whole year.

This is, doubtless, to be attributed in a great measure to the prosperous condition of the Province, and the readiness with which employment can be obtained by all who are able and willing to work.

Another matter of congratulation is to be found in the fact that discharged prisoners can readily obtain employment here. It is not unusual to see discharged prisoners at work in the city of Wellington a day or two after they have left the Gaol, consequently they are not compelled to resort to a life of crime to obtain a living.

In order to obtain a correct estimate of the value of the prison labor, I have consulted with Mr. Toxward, Architect, who has superintended the erection of the Asylum, and is thoroughly acquainted with the nature and amount of work done, and his valuation has been taken.

The greatest economy has been observed throughout the establishment; and notwithstanding the large reduction made in the estimates of last year, as compared with the preceding year, amounting to £755, I have been able to effect a saving of £166 13s 3d.

			£	s.	d.
Appropriation for Gaol	...	...	2,115	7	6
Total expenditure	...	...	1,948	14	3
Expended less appropriation	...	...	£166	13	3

Value of prison labor at Asylum	...	...	1,305	0	0
" " about the Provincial Buildings	...	...	40	0	0
" " on Reclaimed Land and Buckle street	...	...	70	0	0
One Shoemaker, 309 days at 4s.	...	...	61	16	0
One Cook and two Wardsmen, 365 days, at 3s.	...	...	164	5	0
One Wardsman, 365 days, at 1s.	...	...	18	5	0
One Laborer, 365 days, at 3s.	...	...	54	15	0
Sweeping chimneys and emptying cesspools	...	...	6	2	0
Cutting and splitting firewood, 72 cords at 5s.	...	...	18	0	0
Scraping and whitewashing Gaol	...	...	12	0	0
Plastering, and repairs to brickwork	...	...	5	0	0
Painting interior of Men's Gaol, and fence of Women's Gaol	...	...	18	0	0
Repairing and painting <i>chevaux de frize</i>	...	...	5	0	0
Washing and repairing Gaol clothes, bedding, &c.	...	...	170	0	0
Getting metal and metalling road to Gaol, and leveling the yard of Women's Gaol	...	...	10	0	0
Received for picking Oakum	...	...	35	1	11
Received for maintenance of debtors	...	...	14	8	0
Received for rent of Cottage on Gaol acre	...	...	11	15	0
Received for maintenance of prisoners in Gaol	...	...	242	2	2
" " of Naval prisoners in Gaol	...	...	38	13	10
			<hr/>		
			£2,300	3	11
Cost of Gaol	...	...	1,948	14	3
			<hr/>		
Balance in excess of cost of Gaol	...	...	£351	9	8

I have, &c.,

MICAH READ,

Warden of Gaol.

His Honor the Superintendent,
Wellington.

I.

REPORT OF NATIVE MEETING AT FOXTON, 4TH MARCH, 1873.

HIS HONOR the Superintendent and Mr. Bunny having arrived from Palmerston on the previous evening on their way to Wellington, were staying at the Foxton Hotel, where they were visited, shortly after their arrival, by the principal chiefs of both parties—some to prefer sundry requests, and others simply for the purpose of tendering their respects. It had been the intention of his Honor to start for town early in the morning, but at the pressing request of Major Kemp, backed by that of Judge Rogan, he promised to delay his departure for a few hours for the purpose of meeting the natives. Accordingly after the Court had risen on Saturday, Kemp's party assembled in great numbers on the low hill just opposite the Manawatu Hotel, whilst the Ngatiraukawa and their friends mustered immediately in front of the building.

MAJOR KEMP then, addressing his Honor, said he was sorry he was not in a position to receive him in a more befitting manner. Had he been at his own home (Wanganui) he would have entertained him in better style. It had been said by those whose interest it was to defame his character that he was an evil disposed man, and that he was desirous of breaking the peace; but he would assure his Honor, as he had already assured Governor Bowen on the occasion of his visit to Manawatu, at the last sitting of the Court, that he had no such intention; that no troubles of that nature would ever arise from any action which he might still consider it necessary to take with respect to the lands around him—the lands which had been the possession of his fathers, and from them inherited by himself and his people. Those lands had been usurped by the Ngatiraukawas; he had now received back through the Court but a small portion of them; and whatever course he might adopt with respect to the remaining portion would be strictly according to English law—of this his Honor might rest satisfied. It was his (Kemp's) business to uphold

the law, not to break it. It had been said that he was a man of war—a man of the sword; but he would say his sword had been unsheathed against rebels and Hauhaus who sought to disturb the peace of the country and subvert the authority of the Queen. He was still the same Kemp that he had ever been. So far from entertaining hostile intentions against the tribes opposed to him on this land question, he had gone to some considerable expense in providing the treat which he had that day given to them all as a token of his good will and peaceable intentions. He further assured his Honor of the high esteem in which he held him, and the great respect which he entertained for him as the chief magistrate of the province and the worthy successor of Dr Featherston, and reiterated his determination that no act of his should cause trouble to the Government.

PEETI TE AWE, of Rangitane, next spoke. His speech was principally a reiteration of the sentiments expressed by Kemp. He said they had always been opposed to anarchy and strife in the country; they had contended against Hauhaus and Hauhau superstition in defence of the Christian religion, and they were not now going to turn round and pursue an opposite course. He then led off in a song, in which he was accompanied by all the natives present, the burden of which was their respect and love for the Superintendent as the representative of law and order. He then intimated their intention of taking further legal steps in respect of the lands awarded to Ngatiraukawa by the Court.

IHAKARA TUKUMARU, an influential chief of Ngatiraukawa, said they were pleased to see his Honor amongst them; but they were sorely grieved and disappointed at the decision given by the Court respecting the lands of the Whatanui at Horowhenua. However, he would not enter into that question now, but would seriously pledge his word that the Ngatiraukawa on their part, and their allies, would never commit a breach of the peace, whatever else they might decide upon respecting this Horowhenua dispute. The law which they revered was a divine law which came down from Heaven—"Peace and goodwill to men"—and to this they would adhere, as they ever had done. They had a saying amongst themselves that "a servant lived in safety;" and they would be servants of the pakeha—that is, they would submit to their laws.

RAKAEA, sister of Matene te Whiwhi, said she had regarded the Word of God, which says—"If thine enemy hunger, feed him; if he thirst, give him drink; for in so doing thou shalt heap coals of fire on his head." And she had fed them and gave them drink—some two hundred of them—but they had made her no return.

MATENE TE WHIWHI then said that whatever troubles or complications might in future arise the only sword Ngatiraukawa would unsheath would be that of the law, not war. [RAKAEA (his sister), looking askance at Mr. Rogan, here interposed a remark that the sword of the law was much heavier and afflictive to bear than the other.] Matene then went on to say that when he was at Waikato lately, with Mr. McLean (the Hon the Native Minister), he had exhorted the Waikatos to lay aside the sword, and to appeal to the law only for the settlement of all their difficulties, and that he would continue to uphold the same principles among his own people.

His Honor the SUPERINTENDENT, in reply, (through the interpretation of Mr. Grindell) said that it afforded him extreme gratification to hear Major Kemp, who held a commission in her most gracious Majesty's service, and who was known to be a brave and intelligent officer, making so public a declaration of his peaceful intentions. He was much pleased with the conduct of the whole of them throughout this most important business. With all nations of the highest intelligence and civilisation it was an acknowledged principle that submission to established authorities and tribunals was not humiliating, but honorable and commendable. They must, however, bear in mind that in all references to courts of law, both sides could not win, some one must lose. He was sure if Europeans had been contesting a case of so much importance as this in a court of law their conduct would not have been more orderly or submissive (if so much so, indeed) as that of the losers in this case had been. In fact, he considered their example might well be followed by nations and peoples claiming a much higher degree of civilisation and enlightenment. He would assure them that the welfare of both races in the province would meet with an equal degree of attention from him. He was as anxious that the Maori should prosper and become a thriving people as he was that the pakeha should be so; and if at any time it was in his power to forward their interests by the formation of roads and bridges and other public works he would be happy to do so. His only object in desiring to purchase their waste lands was that he might be able to carry out these and other works as a means of encouraging industry and advancing the welfare and prosperity of both races equally. His Honor's address was received with great approbation and applause.

TAMIHANA TE RAUPARAHA then said it was not from fear that the Ngatiraukawa had refrained from burning houses in their turn, as Ngatiapa had done at Horowhenua, but simply for the preservation of peace. He said he had asked the Government to recall the arms with which they had supplied Kemp's party and leave them to fight it out (if fight they must) with their own arms. He said that Kemp, being commissioned to carry a sword, should not have threatened to use it, as at one time he did against the Ngatiraukawas.

These remarks of Tamihana did not please Kemp, who declared he had used his sword against rebels when the Ngatiraukawas rendered no assistance whatever to the Government, but were ready to run in the bush. The dispute between them was here stopped by others: when his Honor rising proposed, "The continuation of the good will and union at present existing between both races in this province, and the happiness, health, and prosperity of both." This toast was drunk with great glee by the natives, who in their turn proposed, "The Queen and Royal Family." And so ended the interview.

K.

CORRESPONDENCE IN REFERENCE TO THE AWARD OF LAND TO THE NATIVES AT MANAWATU.

Colonial Secretary's Office,
Wellington, 25th November, 1872.

SIR,—

With reference to the claim of the Province of Wellington on account of the land awarded to the Natives in Manawatu by the Hon. Mr. M'Lean, I have the honor to inform you that the Government have decided, with your Honor's concurrence, to refer the question upon its merits to the Hon. F. D. Bell for arbitration, his award, if any, to be recommended to Parliament to be paid out of the Land Purchase Fund of the North Island.

I have, &c.,

G. M. WATERHOUSE.

His Honor the Superintendent,
Wellington.

Superintendent's Office,
Wellington, 27th November, 1872.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 25th instant, in which you inform me that the Government is prepared to refer the question upon the merits of the claim of the Province of Wellington, on account of the lands awarded to the Natives in Manawatu by the Hon. Mr. M'Lean, to the Hon. F. D. Bell for arbitration, his award, if any, to be recommended to Parliament to be paid out of the Land Purchase Fund of the North Island.

I beg to express my concurrence in the proposal, on the understanding that I am to be at liberty to bring under the notice of Parliament any reasons which I may consider desirable to urge on behalf of the Province, why Parliament should consent that the amount of award, if any, should be paid out of some other funds, instead of the particular fund indicated.

I have, &c.,

WILLIAM FITZHERBERT,

Superintendent.

The Hon. G. M. Waterhouse, Premier.

Colonial Secretary's Office,
Wellington, 3rd December, 1872.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 27th ultimo, in which your Honor expresses your willingness that the question of the claim of the Province of Wellington against the Colony, on account of lands in the Manawatu-Rangitikei Block, awarded to Natives by the Hon. D. M'Lean, C.M.G., should be referred to Mr. Bell for arbitration; the award, if any, to be submitted to Parliament with a recommendation by Government that it be paid from Funds appropriated out of the Immigration and Public Works Loan, to the purchase of land in the North Island; with the understanding that your Honor should be at liberty to bring under the notice

of Parliament any reasons which you may consider desirable to urge on behalf of the Province, why Parliament should consent that the amount of award, if any, should be paid out of some other funds instead of the particular fund indicated.

I have this day written to Mr. Bell, requesting that he will undertake the arbitration.

I have, &c.,

G. M. WATERHOUSE,

For Hon. Colonial Secretary.

His Honor the Superintendent,
Wellington.

L.

COPY OF CORRESPONDENCE RELATIVE TO THE DEVIATION OF PRESENT LINE
OF RAILWAY TO THE HUTT, AND PROTECTION OF TRAFFIC ALONGSIDE.

Superintendent's Office,
Wellington, 24th January, 1873.

SIR,—

I have the honor to enclose copy of a report I have received from Messrs. Jackson & Baird, relative to an estimate of cost for deviating the present line of railway to the Hutt; and I beg to inform you that, so soon as the traversed lines referred to therein are completed, I will communicate with you further.

I have, &c.,

WILLIAM FITZHERBERT,

Superintendent.

The Hon. the Minister of Public Works,
Wellington.

Wellington, 23rd January, 1873.

SIR.—

We have the honor to inform you that a plot of the Hutt Road, between Kaiwarra and the Korokoro has been prepared in the Survey Office, on a scale of three chains to the inch, expecting that the tracing of the Wellington and Hutt Railroad, which was supplied to us by the Public Works Department, and drawn to the same scale, could be transferred to our plan, so as to show with some degree of accuracy the relative positions of both these roads. We find, however, that the survey of the railroad above-mentioned exhibits so many discrepancies and inaccuracies that it is altogether unfit for the purpose we intended to apply it, viz., an approximate calculation to enable us to form an estimate of cost for deviating the present line of railroad in accordance with your Honor's instructions, dated the 17th instant.

It will therefore be necessary, in order to carry out these instructions, that our traversed lines should be run over again with the chain, and off-sets taken, to determine the position of the centre line of railroad; this work will probably occupy a week.

We have &c.,

HENRY JACKSON,

Chief Surveyor.

His Honor the Superintendent,
Wellington.

J. D. BAIRD,

Provincial Engineer.

Superintendent's Office,
Wellington, 5th February, 1873.

SIR,—

Referring to an interview I had with you, prior to your leaving for Auckland, on the subject of the works in progress on the Hutt line of railway, I have now the honor to address you officially.

I have no comments to make on the section of the line which extends from the Korokoro to the termination of the first contract at the entrance of the Hutt Valley.

The observations which I shall presently make in reference to the width of the road alongside that portion of the line which extends from Kaiwarra to the Korokoro, will also apply to the portion from Pipitea to Kaiwarra.

I will merely observe, further, with reference to the portion of the line from Kaiwarra to Pipitea, that the terminus at Pipitea Point can only be regarded as a provisional arrangement, and that it will be necessary that the line should be continued to the reclaimed land. On this point I hope to be in a position before long to make specific proposals.

With reference, however, to the portion of the line which extends from Kaiwarra to the Korokoro, I remark as follows, viz. :—

1. I had hoped to have been able to have placed my views definitely before you a week ago, but have been disappointed on account of the insufficiency of the information conveyed in the tracing with which I was supplied by the Public Works Department. On this point I refer you to a letter from Messrs. Jackson and Baird. (Copy enclosed.)

2. The width of roadway left between the proposed railway fence and the side drain under the hill is, in my opinion, quite insufficient to secure the safety of the ordinary traffic. There should be a minimum width of thirty feet clear between the railway fence and the side drain under the hill; whereas, in some places, the width of the road has been reduced to ten feet. On this subject I enclose copy of a letter from the Provincial Engineer.

I enclose a tracing of a plan showing the relative positions of the macadamized road and the railway embankment, between the Kaiwarra and the Korokoro Streams.

The centre of the railway embankment is indicated on the plan by a thick red line: the macadamized road is tinted brown; the thick blue line shows the distance back from the centre of the railway embankment required to give thirty feet of cart road inside the railway fencing; and the parts tinted red exhibit the portions of the hill cuttings required to be done in order to widen the cart road to thirty feet.

The material to be taken from the face of the hill should be utilized in filling up the spaces between the present road formation and the railway embankment. I would also observe, in reference to the way in which the material hitherto used from the face of the hill has been procured, that the work has been done in a way calculated to injure the road by slips coming down, instead of benefiting it, as might have been done, if, instead of scooping out holes in the recesses which are mostly filled with loose material, the projecting points of the spurs had been cut off.

3. I am of opinion that the formation of the railway embankment is not sufficiently elevated above high-water mark to insure its permanency, and further, that the embankment for the railway will require to be faced with concrete blocks along the entire distance.

4. If the proposals I have made above should be estimated to entail too large an expenditure, I suggest the advisability of taking the railway inside.

Should this suggestion be admitted, I am willing that the ordinary road should be formed on the outside, in which case I believe a facing of concrete blocks would only be necessary in certain places.

I recommend these suggestions for the following reasons, viz. :—

1. The safety of the traffic on the ordinary road would be guarded as far as practicable.

2. The permanency of the railway construction would be secured.

3. The railway line could be opened at a comparatively short date.

I have, &c.,

WILLIAM FITZHERBERT,
Superintendent.

The Hon. the Minister for Public Works,
Wellington.

Provincial Engineer's Office,
Wellington, January 15th, 1873.

SIR,—

I have the honor to report that the railway works on that part of the Great North Eastern road, between Kaiwarra Warra and Korokoro, very materially interfere with the width of the road at points where it can be least spared.

Herewith I forward the exact measurement at seven places measured on Saturday. I need not point out to your Honor that it is very necessary for the safety and convenience of the large traffic now existing, that where the railway takes away portions of the road, that the road itself should first be made to a suitable width.

During a conversation with Mr. Lows, the Resident Engineer, about the 15th of last month, he informed me that it was the intention of the Public Works Department to increase the width to 16 feet in those places where the railway encroaches. He was

to have written me officially upon the subject, but I have not yet received any communication from him. I most decidedly think sixteen feet far less than the width should be.

Measurements of Road as left after railway formation :—

Between Kaiwarra and Boiling Down Establishment—

						Ft.	In.
No. 1.	...	...	...	...	...	16	6
" 2.	...	...	...	...	...	18	0
" 3.	...	...	...	...	...	16	0
Extending to Koro Koro—							
No. 4.	...	...	...	...	...	10	0
" 5.	...	...	...	...	...	18	6
" 6.	...	...	...	...	...	15	0
" 7.	...	...	...	...	...	17	6

I have, &c.,

J. D. BAIRD,

Provincial Engineer.

His Honor the Superintendent,
Wellington.

Wellington, 1st February, 1873.

SIR,—

We have the honor to forward herewith a plan showing the relative positions of the macadamized road, and the railway embankment, between the Kaiwarra and the Korokoro stream.

The centre of the railway embankment is indicated on the plan by a thick red line; the macadamized road is tinted brown; the thick blue line shows the distance back from the centre of the railway embankment, required to give thirty feet of cart road inside the railway fencing; and the parts tinted red, exhibit the portions of hill cutting required to be done in order to widen the cart road to thirty feet.

We have, &c.,

HENRY JACKSON,

Chief Surveyor.

J. D. BAIRD,

Provincial Engineer.

His Honor the Superintendent.

Colonial Secretary's Office,
Wellington, 12th February, 1873,

SIR,—

I have the honor to acknowledge the receipt of your letter of the 5th instant, together with its enclosures, in reference to a modification of the works now in progress under the Wellington Contract of the Wellington and Masterton Railway; and, in reply, to forward to your Honor the following observations upon your Honor's remarks, made upon them in the order in which they occur by the Hon. the Minister for Public Works:—

1. This paragraph requires no special notice, except that the Government regret that the information supplied to the Provincial authorities was insufficient to enable your Honor to write earlier.

2. Whilst there can be no doubt that it would be very advantageous to the Province to have a road of the uniform width of 30 feet, the Government do not see how they can be asked to make a road of this description, as the road never has been made of this proposed width, and has hitherto answered all purposes of traffic. Although, when the railway is opened, it may be supposed that the traffic on the road will be materially reduced, it has never been intended that the road should be left narrower than it was found to be when the railway was proposed to be constructed; the minimum width being taken at 16 feet.

If the road were constructed to give a width of 30 feet within the railway fence, the cutting required would be of very considerable extent, and involve an expenditure roughly estimated at £31,369, as calculated by careful measurement from the plans supplied by you, with due allowance for slopes required at the spots indicated to be cut away.

There is no doubt it would be better that all the hollows between the railway and the road should be filled up, but on the railway, as proposed to Parliament to be constructed, it was not contemplated to do this work, and it would involve a large additional expenditure.

The Government Engineers report that it has been considered less likely to cause damage by way of slips to pursue the course they have in taking out loose, than by taking away more solid material.

3. The formation of the railway embankment was kept at its present level to prevent expense, and it is considered better to construct the line in this manner than to expend the much larger sum which would have been required had the line been kept as suggested by you to the higher level throughout; and the proposal to face the banks along the entire distance with concrete blocks, would alone cause an estimated expenditure of £4,350, in addition to that already contemplated in the present contract.

4. It is a matter of very grave doubt whether it would be at all advisable to construct the railway inside the road, instead of, as at present proposed, outside. The danger to the public using the road would most probably be very seriously increased instead of diminished; and the cost of protecting the road would not be much less than that now proposed to be incurred for protecting the railway.

From the above it will be seen by your Honor that, although the Government are prepared to give the fullest possible consideration to such suggestions as you may think it desirable to make, they are not able to concur in your Honor's recommendations in the letter now under comment.

I have, &c.,

G. M. WATERHOUSE.

Superintendent's Office,

Wellington, 25th February, 1873.

SIR,—

In reply to your letter of the 12th instant, in answer to mine of the 5th inst. relating to the works on the Hutt Railway, as affecting the road alongside, I abstain from doing more than expressing my regret at the view taken by the Government.

Although much may be said in reply to the several paragraphs of your letter, at the same time, whilst I do not wish to be unduly insisting, the responsibility which I am under with regard to the safety of the traffic, must be my excuse for again bringing the subject under your serious attention.

I enclose a copy of a report from the Provincial Engineer, and I express my opinion that the Province should be authorized to expend the sum of £6,000 for the specific purpose therein named.

I have, &c.,

WILLIAM FITZHERBERT,

Superintendent.

The Hon. G. M. Waterhouse,
Wellington.

Provincial Engineer's Office,

Wellington, 22nd February, 1873.

SIR,—

I have the honor to report, with reference to the Wellington and Hutt Railway, in connection with the public road.

1. That the average width of the road between Wellington and the Korokoro Stream, before the commencement of the railway work, was 24 feet 5 inches, and if there is a minimum width taken it should be this width at least.

2. The railway prevents communication with the beach; all the side approaches thereto have been destroyed, and it will be impossible to obtain the metal for repairs from the places we have been accustomed to; this will cause additional cartage, and of course expense.

3. The metal reserves or points, where metal was stacked, have been cut away, and we are now obliged to make new reserves in consequence thereof at considerable cost.

4. The railway cuts into the road and decreases the width, principally at points projecting out towards the sea; it is at these places that, for the safety of the traffic, we should have a greater width than on other portions of the road, as it is impossible for vehicles meeting to be seen until they are close upon each other, and collision is almost inevitable if there is not plenty of width.

5. For years past we have been gradually increasing the width of the road by the removal of slips and scrapings; through the railway being constructed so close to the road this has been all cut away, and the original width only remains. It will also be impossible to remove any slips or the road scrapings, except in places, without either wheeling them across the railway, or by cartage; this will involve a large additional expense, and the material will be lost for road improvements.

6. The surface of the ground having been broken, and the vegetation removed on the loose banks by the removal of the material required for the railway embankment, will necessarily cause heavy slips directly the wet weather sets in. I certainly cannot agree with the opinion expressed by the Government Engineer, that "the manner adopted for obtaining material was less likely to cause damage by way of slips than if taken from more solid material."

7. If the railway had been kept out further, say for a distance of twelve feet, the extra cost would have been, comparatively speaking, small; then, in the event of the exigencies of the traffic requiring it, a double line could have been constructed on the inside, the same stone or concrete wall serving; it would then probably have been some years before the necessity would have arisen to have interfered with the road at all.

8. The stone protecting wall along the road has been removed in many places, and the stones used for railway work.

9. I would also remark that, unfortunately, Wellington possesses but one outlet, and that along the road in question; and it is only reasonable to suppose that the road will be very largely used even when the railway is constructed.

10. By using longer posts for the railway fence than specified it could be erected at the edge of the road instead of three feet on as intended; this can only cost the difference in length of posts and should at least be attended to.

I attach an estimate, very carefully prepared, for the widening of the road to thirty feet from proposed railway fence, leaving the railway embankment in its present position. If the centre line of railway was altered and extended at the rocky points, and a few other places, this estimate could be very considerably reduced, and in my opinion there can be little difficulty in this. If your Honor should require it I can supply particulars and estimates in detail, that is, for each separate cutting.

This estimate has been prepared, and I believe your Honor asked the Colonial Government for an uniform width of thirty feet throughout. My opinion is that this width need now only be given at the sharpest corners, and the rest of the places could be gradually widened; of course every advantage should be taken in moving these points, and the material utilized as far as possible. I estimate that for the sum of £6,000 this could be done.

I have, &c.,

J. D. BAIRD,

Provincial Engineer.

His Honor the Superintendent,
Wellington.

ESTIMATED cost of widening the Hutt road to a width of 30 feet from Railway fence to foot of slope. The railway embankment remaining in its present line and position throughout.

Description.	Quantities.	Price.	Amount.	
			£	s. d.
Solid rock	30,700 cubic yards	3s. 6d. per yard.	5,372	10 0
Loose rock	26,300 do.	2s. 6d. do.	3,287	10 0
Clay, loose rock, and slips ...	72,300 do.	1s. 3d. do.	4,518	15 0
Metalling	5,300 do.	4s. do.	1,060	0 0
Lengthening culverts ...			300	0 0
Contingencies for slips during progress of work, &c. ...			600	0 0
			£15,138	15 0

J. D. BAIRD,

Provincial Engineer.

Colonial Secretary's Office,
Wellington, 27th March, 1873.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 25th February, in which you enclose copy of a Report from the Provincial Engineer relative to the Hutt road, and express the opinion that the Province should be authorised to expend the sum of six thousand pounds for the specific purpose named in that report, and in reply, to inform you that the Minister for Public Works suggests that, after the explanation he has given to your Honor personally, on the line, it will be advisable to allow the railway works to be proceeded with before arriving at a definite conclusion in reference to your letter. When the line is approaching completion, a better opportunity will be afforded for forming a correct opinion as to the probable effect of those works, and then will be the time to determine what further works the Government, as contractors of the railway, are bound to execute to ensure the greatest safety possible under the circumstances to the travelling public.

I have, &c.,
WILLIAM FOX.

His Honor the Superintendent,
Wellington.

Superintendent's Office,
Wellington, 29th March, 1873.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 27th instant. I recognise the reasonableness of your suggestion to wait until the line is approaching completion, when certainly it may be expected that a more correct opinion as to the probable effect of the railway works may be formed.

I take this opportunity of expressing my thanks to the Minister for Public Works, for the personal explanation which he afforded me when visiting the line together.

I have, &c.,

WILLIAM FITZHERBERT,
Superintendent.

The Hon. W. Fox, Colonial Secretary,
Wellington.

M.

CORRESPONDENCE IN REFERENCE TO IMMIGRATION.

No. 59.

Colonial Secretary's Office,
Wellington, 4th December, 1872.

SIR,—

I have the honor to inform you that instructions have been sent to the Agent-General to ship from Great Britain for New Zealand an aggregate of emigrants equal to eight thousand statute adults during the course of the year 1873. Such number to be exclusive of nominated emigrants and those sent out under arrangements with Messrs. Brogden.

Of the eight thousand he has been directed to send one thousand to the Province of Wellington.

The Government are well aware that from the experience of the past year there will probably be little disposition to rely with confidence upon calculations affecting the future. They cannot, however, but believe that after that experience, and considering the very explicit instructions they have given as to the arrangements for the future carrying on of the service, there will be such an improvement in its conduct as to ensure the anticipations the Government entertain regarding the introduction of immigrants during the ensuing year being realized.

I beg to assure your Honor that any suggestions or observations upon the subject of immigration which you may desire to bring under the notice of the Government shall at all times receive the most careful consideration; and that it is the wish of the Government to co-operate to the extent of their ability with the Provincial authorities in carrying out the great Colonial policy of immigration, more especially as regards the care and distribution of immigrants on arrival, and the charge of the barracks and quarantine buildings.

I have, &c.,
G. M. WATERHOUSE,
For the Colonial Secretary.

His Honor the Superintendent,
Wellington.

Superintendent's Office,

Wellington, 6th December, 1872.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 4th instant relative to immigration.

The establishment and maintenance of a large and continuous stream of immigration to New Zealand for the next few years is, in the opinion of the Provincial Government, of the most vital importance; without it the Public Works Policy cannot be expected to succeed as it otherwise would. If these views are in the main correct with regard to New Zealand generally, they apply with especial force to the North Island. Entertaining these opinions, it would have been satisfactory had you been enabled to inform me that the aggregate number proposed to be sent out during the year 1873 had been at least double that mentioned in your letter—although I readily admit that the number intended for this Province is fully as large as it is proportionately entitled to.

Outside the normal absorption of immigrants in the labour market of this Province, respecting which I am not at this moment sufficiently informed to be able to advise you effectively—in regard to which, however, I will institute early enquiries, and communicate further—I would observe that any advice upon the question of distribution of immigrants will depend on the question of the localities in which railway works may be expected to be carried on, and also on the question of suitable blocks of land for settlement.

On these two points I observe—

1. That the prosecution of the tramway from Masterton to the Manawatu Gorge is of great importance, and that the proposed line passes through land well adapted for settlement.

2. That there is a block of thirty thousand acres north of Waitotara, to which I drew the attention of a former Government, and respecting the settlement of which I believe the views entertained by the Provincial Government were sound; and if I thought that there was a hope that the proposals formerly made would be likely to meet with acceptance I should be glad to have a conference with the Government.

I beg to assure you, on behalf of the Provincial Executive of our sincere desire to co-operate with the Colonial Government in carrying out the great Colonial policy of Immigration and Settlement.

I have, &c.,

The Hon. G. M. Waterhouse,
Premier.

WILLIAM FITZHERBERT,
Superintendent.

No. 407.

Colonial Secretary's Office,

Wellington, 13th December, 1872.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 6th instant on the subject of immigration to the Province of Wellington, and other matters connected therewith.

If your Honor is of opinion that the Province of Wellington can readily absorb a larger amount of immigration than has been allotted to it for the coming year, the Government will be happy to reconsider their decision.

It is the desire of the Government to provide a continuous and steady flow of immigration, not violently affecting the labour market, &c. While desiring to proportion the supply of labour to the demand, they recognise that, not only in the interest of the labourers themselves, but of the Colony, it is better that the supply should be within the demand than that by an overflow of the labour market the unemployed should be led to seek occupation elsewhere; and I have every confidence that in advising as to the number of immigrants to be introduced in the course of the succeeding year similar views will influence your Honor's opinion.

While not controverting the opinion expressed by your Honor as to the desirability of prosecuting the tramway from Manawatu to Masterton, I may state, and probably your Honor will agree with me, that in the present state of public works it seems premature to take any action in the matter.

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I have, &c.,

His Honor the Superintendent,
Wellington.

G. M. WATERHOUSE,
For Hon. Colonial Secretary.

Superintendent's Office,

Wellington, 18th December, 1872.

SIR,—

Referring to our interview with yourself and the Hon. the Minister for Public Works, relative to a road or tramway from Masterton to the Manawatu Gorge, I have now the honor to enclose for the information of your Government the following documents, viz. :—

1. Report of Mr. Blackett, dated 31st July, 1871, contained in the Appendix to Journals of the House of Representatives, vol. I., D. 5, p. ii., section 2.
2. Report of Mr. Kelleher, Provincial Surveyor, 13th December, 1871.
3. Report of Mr. Kelleher, 25th March, 1872.
4. Report of Mr. McLeod, 26th March, 1872.
5. Tracing of country from Masterton to Manawatu Gorge; computed distance, 65 miles.

It will be seen from Mr. Blackett's Report that the idea at the date of that Report was that a line of road should be formed first, with a view to the subsequent construction of a railway.

I know of no more important line in the Province, having regard, 1st. To the completion of inter-communication with several lines of main roads, railway, and tramway, either already constructed or in course of construction. 2nd. To the location of immigrants. And I accordingly urge its immediate construction on the attention of your Government.

It was at one time contemplated that a tramway should be constructed along this line. I am, however, of opinion that the most prudent course would be to make a metalled road, with a view at a future date to the construction of a railway.

I would recommend that three or four sites for settlement should be selected along the line at suitable intervals, each containing five thousand or six thousand acres, surveyed into suitable blocks, to be occupied under provisions to be approved by the Governor in Council, in accordance with the Wellington Special Settlements Act.

The fund which provides the means available for this work is created by "The Immigration and Public Works Act, 1870," Part I., Section 4, "Roads in North Island."

Without in any way wishing or intending to obtrude the services of the Provincial Government, I beg to express our readiness to undertake the administration connected with the execution of this important line of road, subject to the general direction of your Government.

Should you favourably entertain the question of the immediate construction of this line, whether under your direct control, or indirectly through the agency of the Provincial Government, in either case the Provincial Government will render a cordial co-operation; and I should, with such prospects before me, and in special reference to your circular of the 4th instant, be prepared to recommend the introduction of two thousand adults into the Province during the year 1873.

The class of immigrants which I have reason to believe most suitable to the requirements of this Province, is that of young married people and single women.

I have, &c.,

WILLIAM FITZHERBERT,

Superintendent.

The Hon. G. M. Waterhouse,

Premier.

No. 63.

Colonial Secretary's Office,

SIR,—

Wellington, 20th December, 1872.

In reference to my circular of the 4th inst., informing your Honor of the intended action of the Government as regards the amount of immigration proposed to be introduced into the Province of Wellington during the year 1873, I think it advisable to inform your Honor that the Government by no means desire that that letter shall be regarded as conveying the final decision, but that they will be prepared to reconsider the amount of immigration to be supplied to your Province, should your Honor be of opinion that the number may be advantageously altered.

I have, &c.,

His Honor the Superintendent,

G. M. WATERHOUSE,

Wellington.

For the Colonial Secretary.

Superintendent's Office,

SIR,—

Wellington, 23rd December, 1872.

I have the honor to acknowledge the receipt of your circular, No. 63, of the 20th instant, and in reply, I beg to refer you to the last paragraph but one in my letter of the 18th instant, addressed to the Hon. G. M. Waterhouse, for the number of immigrants it is desired should be introduced into this Province during the year 1873.

I, at the same time, invite your attention to the last paragraph of the letter referred to.

I have, &c.,

WILLIAM FITZHERBERT,

The Hon. the Colonial Secretary.

Superintendent.

N.

CORRESPONDENCE RELATIVE TO MODIFICATION OF THE
FEILDING CONTRACT.

Colonial Secretary's Office,

SIR,—

Wellington, 5th November, 1872.

I have the honor to transmit to you the accompanying copy of a letter from the Hon. Colonel Feilding to his Excellency the Governor, asking for certain modifications in the terms of the contract entered into by him on behalf of the Emigrant and Colonists Aid Corporation.

As by section 7 of "The Wellington Debts Amendment Act, 1872," no modification of this contract can be made without the concurrence of your Honor, I shall feel obliged if you will inform me whether you are prepared to assent to any of the proposals of Colonel Feilding, and if so, to what extent. If your Honor desires to confer with the Government on the subject, they will be happy to meet you for the purpose.

As it is very desirable that an answer should be sent to Colonel Feilding by the out-going mail, I trust your Honor will favor me with a reply at as early a date as a full consideration of this important subject will allow.

I have, &c.,

JOHN HALL.

Superintendent's Office,

Wellington, 21st November, 1872.

SIR,—

As the result of various interviews with the Hon. Mr. Vogel on the subject of the application on behalf of Emigrant and Colonists Aid Corporation for certain concessions, and in reply to your official communication on the subject, I have now to submit to you the following proposals:—

1st. That the time for the introduction of immigrants be extended from April to December.

2nd. That the rate of interest be reduced to five per cent.

3rd. That the Superintendent will be prepared to recommend to the Provincial Council of Wellington to expend, any amount not exceeding two thousand pounds sterling per annum, during five years, to be reckoned from the 1st January, 1874, as a grant-in-aid to the extent of one half the cost of any district roads within the block, which may be constructed by the immigrants of the Society during such period, the expenditure to be certified to as reasonable by the Provincial Engineer.

In proposing these concessions, the Provincial Government is of opinion that it should be made a *sine qua non* that the sum of five thousand pounds should be remitted on or before the first of February, 1873, to the Colonial Treasurer.

That land should only be Crown Granted to the extent of the value of one half this amount.

That the same provision and limitation of making Crown Grants should also be made with regard to the next amounts paid off the first instalment to the extent of ten thousand pounds, in addition to the five thousand pounds payable on 1st February, 1873.

In suggesting these proposals, I desire to express on the part of the Provincial Government, that it does not in any way desire to commit the Colony, and that the Provincial Government assumes the liability.

I have, &c.,

The Hon the Colonial Secretary,

Wellington.

WILLIAM FITZHERBERT,

Superintendent.

362.

Colonial Secretary's Office,

Wellington, 23rd November, 1872.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 21st instant, stating in reply to my letter of the 5th instant, and as the result of various interviews with the Hon Mr. Vogel, the modifications in the terms of the contract with Colonel Feilding, which you think should be conceded.

In reply, I beg to inform your Honor that your proposals are considered by the Government to be fair and reasonable, and that they have been forwarded to Colonel Feilding in a letter, of which a copy is enclosed.

I have, &c.,

JOHN HALL.

His Honor the Superintendent, Wellington.

142

Colonial Secretary's Office,

Wellington, 23rd November, 1872.

SIR,—

I am directed by His Excellency Sir G. F. Bowen, to acknowledge the receipt of your letter of the 9th of August last; in which on behalf of the Emigrants and Colonists Aid Corporation, you propose certain modifications in the terms of the contract entered into between that Corporation and the Government of New Zealand, for the purposes of the settlement of the Manawatu Block, in the Province of Wellington.

I have now the honor to inform you that your proposals have received the careful consideration of the Government of New Zealand, as well as of the Provincial Government of the Province of Wellington, both of which bodies are anxious to make to the Corporation such concessions as will enable it to carry to a successful issue, the important enterprise undertaken by it, and as may at the same time not be inconsistent with the interests and fair claims of the Colony and Province.

As the result of this consideration, I have the honor to forward to you a copy of a letter from His Honor the Superintendent of Wellington, stating the modifications in the terms of the contract, which, in his opinion, should be agreed to by this Government, and to state that the Government of New Zealand is prepared to assent to the proposals of His Honor, without prejudice however, to any of its rights in the event of those proposals not being accepted by your Company. The Government would not be able to make further concessions than those stated.

I trust that you will recognise in the proposals now conveyed to you, evidence of a desire on the part of this Government, to afford every possible encouragement to the Corporation, and that this communication may enable it to proceed without delay with its colonising operations.

I shall feel obliged if you will favor me with the reply of your Company at your earliest convenience, and also if you will be good enough to address any further communications on this subject to the Colonial Secretary.

As I understand from Mr. Halcombe, your agent in Wellington, that he is prepared to transmit to you by cable the substance of the reply of the Government to your application, I have forwarded to him a copy of this letter.

The Hon. Colonel Feilding,
Agent for Emigrant and Colonists Aid Corporation,
London.

I have, &c.,
JOHN HALL,
Colonial Secretary.

No. 429. Colonial Secretary's Office,
Wellington, 27th December, 1872.
SIR,— Adverting to my letter No. 362, of the 23rd of November last, relative to the modifications proposed in the terms of the contract with the Emigrant and Colonists Aid Corporation, I have the honor to transmit for your information the accompanying copy of a letter from Mr. Halcombe, the Agent for that Corporation, enclosing the copy of a telegram received from the Hon. Colonel Feilding, stating that the Corporation accept the proposed modifications.

His Honor the Superintendent,
Wellington.

I have, &c.,
JOHN HALL.

Wellington, 21st December, 1872.
SIR,— I have the honor to forward for the information of the Government the following message, received to-day by Java cable from the Hon. Colonel Feilding, and dated 7th December inst., by which I am informed that the Emigrant and Colonists Aid Corporation accepts the conditions of the modified contract proposed in your communication of the 23rd November last.

I gather also from the latter part of the telegram that the Corporation will now carry on its colonizing operations with vigour, so soon as the tramway to Foxton shall have been opened, until which time, I may observe, the successful settlement of the land of the Corporation is impossible.

I have, &c.,
A. F. HALCOMBE,
Agent Emigrant and Colonists Aid Corporation.
The Hon. the Colonial Secretary,
Wellington.

COPY of TELEGRAM received 21st December, 1872, from the Hon. Colonel FEILDING.

“London, 7th December, 1872.
“Corporation accepts conditions November telegram. Emigrants delayed
awaiting Government announcement—Foxton tramway open.”
“To Halcombe, Wellington, N.Z. “FEILDING.”

The "November telegram" referred to was as follows:—

"Wellington, N.Z., 23rd November, 1872.

"Time first immigrants arrival extended to December. Rate interest reduced to five. Provincial Government undertakes to recommend to Council grant for bye-roads equivalent to Corporation expenditure up to two thousand annually for five years. Corporation required to liquidate five thousand pounds bonds by 1st February next. Land to be Crown granted only up to value of half first payments up to fifteen thousand. No hope better terms. Telegraph acceptance.

"To Feilding,

"HALCOMBE.

"Guard Club, Pall Mall, London."

Superintendent's Office,

Wellington, 17th April, 1872.

SIR,—

Referring to my letter to you of the 21st November last, on the subject of the application on behalf of the Emigrant and Colonists Aid Corporation for certain concessions, I beg to call your attention to the fourth paragraph, in which I state that the Provincial Government is of opinion that it should be made a *sine qua non* that the sum of five thousand pounds should be remitted on or before the 1st of February, 1873, to the Colonial Treasurer.

I shall be obliged if you will inform me if the Colonial Government have been advised of the payment of that amount.

I have, &c.,

The Hon. the Colonial Secretary,
Wellington.

WILLIAM FITZHERBERT,
Superintendent.

No. 108.

Colonial Secretary's Office,

Wellington, 23rd April, 1873.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 17th April, 1873, and, in reply, to inform your Honor that the Government have no advice of any payment by the Hon. Colonel Feilding on account of the Emigrant and Colonists Aid Corporation.

I have, &c.,

His Honor the Superintendent,
Wellington.

G. S. COOPER,
For Colonial Secretary.

RETURN of the EXPENDITURE of the Province of Wellington for the year commencing the 1st April, 1872, and ending on the 31st March, 1873, specifying the Appropriation, Expenditure, and Unexpended Balance of Appropriation and Expenditure in Excess.

	Appropriation.	Expenditure.	Balance Unexpended.	Expenditure in Excess.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
EXECUTIVE	2250 0 0	2233 16 3	16 3 9	...
LEGISLATIVE	810 0 0	830 9 6	...	20 9 6
JUDICIAL AND POLICE	7050 19 6	6708 12 7	342 6 11	...
CHARITABLE	4086 15 0	3830 12 0	256 3 0	...
EDUCATION	2980 0 0	2712 9 10	267 10 2	...
HARBOURS	2892 7 6	2969 17 7	...	77 10
SPECIAL	2424 15 0	2145 1 1	279 13 11	...
MISCELLANEOUS... ..	2249 10 0	2697 3 4	...	447 13 4
PUBLIC WORKS AND UNDERTAKINGS				
Native Land Purchases ...	550 0 0	1160 8 9	...	610 8 9
Survey and Land Department ...	13,715 0 0	11,059 15 6	2655 4 6	...
Engineer's Department ...	768 8 0	915 10 1	...	147 2 1
Sundry Undertakings... ..	11,878 8 2	10,572 13 4	1305 14 10	...
Roads	12,640 0 0	8037 18 10	4602 1 2	...
Bridges	7969 0 0	5652 19 4	2316 0 8	...
Contingencies for Public Works	1000 0 0	956 4 6	43 15 6	...
SUPPLEMENTARY ESTIMATES ...	2550 0 0	824 0 0	1726 0 0	...
CONTINGENT VOTE FOR PUBLIC WORKS AND UNDERTAKINGS ...	15,000 0 0	4079 11 9	10,920 8 3	...
	90,815 3 2	67,387 4 3	24,731 2 8	1303 3 9

CHAS. P. POWLES,

Assistant Provincial Treasurer.

Provincial Treasury,
Wellington, 28th April, 1873.