



NEW ZEALAND
GOVERNMENT GAZETTE.
(PROVINCE OF WELLINGTON).

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HENRY BUNNY,
PROVINCIAL SECRETARY.

VOL. XXI.

THURSDAY, MAY 14, 1874.

No. 12.

SPEECH OF HIS HONOR THE SUPERINTENDENT ON OPENING THE
TWENTY-SEVENTH SESSION OF THE PROVINCIAL COUNCIL.

MR. SPEAKER AND GENTLEMEN OF THE PROVINCIAL COUNCIL,—

I HAVE convened the annual session of the Council at the usual time; and in making no alteration in the date of meeting have, as I believe, consulted the interests of the Province and your convenience. Reports from the following officers will be laid before you relative to the conduct of their several departments during the past year, viz. :—

Commissioner of Crown Lands ...	...	...	(Appendix A.)
Provincial Engineer ...	..	...	( „ B.)
Provincial Surgeon ...	...	...	( „ C.)
Medical Officer at Mount View Asylum ...	...	...	( „ D.)
Inspector of Police ...	...	...	( „ E.)
Warden of Gaol ...	...	...	( „ F.)

These reports will, I have no doubt, be carefully examined by you; and the detailed accounts they furnish will enable you to judge of the progress and requirements of each department. They speak for themselves better than any explanations which I could offer.

The quality of the work performed by the Survey Staff maintains the same high character for which it has been now for some years distinguished; the trigonometrical map of the Wanganui and Rangitikei districts, which has just been published, and a copy of which will be presented to you, affords an example of the work.

I cannot speak too highly of the steady perseverance which characterizes the officers of the Engineer Department; who are organized into several field parties, camping out until late in the season in unexplored parts of the country, and ably supervised by the Provincial Engineer. I direct your attention to the tracings which accompany his report.

I place before you a comparison of the estimated and actual revenue of the Province for the financial year ending the 31st March last, viz:—

	Estimated.	Actual.
<i>Ordinary Income</i>	£18,700 0 0	£24,966 15 8
<i>Territorial Income</i>	£45,000 0 0	£57,907 18 7

From this statement it appears that the actual receipts exceeded my anticipations by £6,266 15s. 8d. on ordinary provincial income, and by £12,907 18s. 7d. on territorial income. Thus a total excess of actual over estimated income, amounting to no less a sum than £19,174 14s. 3d. accrued for the year ending 31st March last.

This result may be regarded as satisfactory, not merely because it shows an increase of income, but also because it enabled the Provincial Treasury to meet engagements which it contracted in the expectation that the considerable advances made by it to the Education Board and towards the completion of the Asylum at Mount View, would have been re-couped during the year. I shall presently have to refer to the circumstances under which these just expectations have been disappointed.

Such a result however, could not have been obtained, had it not been for the policy of the Provincial Government, which on taking office directed its attention to the necessity of aiding the revenue by direct taxation. That policy is now bearing fruit; and the Province is reaping the benefit of its efforts at self-reliance, in the shape of a moderate but steadily progressing income, on which to depend for its ordinary services. But the policy alone would have been insufficient, if unaided by careful administration; watchful and constant supervision on the part of the Treasury Department, has been necessary, and has been exerted; and the result I have been able to state, affords the best testimony to the energy of the officers of the Land and Survey Departments, on whose exertions the territorial income greatly depends.

I take this opportunity of tendering my thanks to the various officers of the Provincial Government throughout the Province, for their zeal and attention to public business during the past year. And not only to them, but also to all those persons who had dealings with the Provincial Government are my thanks due; for the patience with which they submitted to the inconvenience and loss inflicted on them by the General Government, who deprived them for several weeks (during which there were sufficient funds to pay all demands), of the monies justly due to them. It was not indeed, until the Supreme Court was called upon to interfere, that the various claimants received payment; when the Auditor unlocked the chest.

You are aware that the Parliament of the Colony in the last session voted £500,000 for the purchase of native territory in the North Island, of which £150,000 was apportioned to this Province. During the last twelve months I have to the best of my ability, co-operated with the Hon. D. McLean, in endeavoring to acquire territory. I attach so much importance, both from a Colonial and Provincial point of view, to the speedy extinguishment of the native title over certain tracts of country, that I wish I were able to report that more rapid progress had been made. The negotiations which have been going on more or less, during the last three years, for the country between Waikanae and the left bank of the Manawatu, are now I hope, after repeated adjournments of the Land Court, drawing to a close. The final arrangements for a block of 62,000 acres in the Seventy-mile bush, are to be made when the block shall have passed through the Court, which was to sit at Palmerston this month. There are other tracts of country in this Province, which ought to be acquired, if it be really intended to make the policy of Public Works and Immigration applicable to the inland districts. I am satisfied that the Honourable the Native Minister coincides in this view, and in the meantime we must wait.

I may mention that, since the last session of the Council, an old tribal feud broke out afresh at Horowhenua, which threatened at one time to terminate in bloodshed. Being on an official visit to the West Coast at the time, I thought it my duty, after telegraphing to the Honorable D. McLean, and placing myself in communication with the officers whom he had specially directed to investigate the circumstances, to personally interview the various chiefs. At Parawanui, I addressed a large meeting of Natives, to whom I spoke in plain terms, which I am led to believe had their effect, of the folly of taking the law into their own hands, and to the effect that submission to the law constituted the great distinction between barbarous and civilized life. The majesty of the law was ultimately vindicated, and an ugly dispute terminated. I take this opportunity of bearing my testimony to the loyalty and good feeling of the general body of Natives in that part of the Province.

The first section of the Hutt and Masterton railway has been lately opened for traffic. If I were to say that the line has been constructed as well, as quickly, and as cheaply as it might have been, I should be saying what I do not think. But the completion of this section is an earnest of further extension; it is the first instalment of a great undertaking, and as such not too severely to be criticised, and forms undoubtedly a fit subject for sincere congratulation and recognition. I am told that the traffic is already so considerable that the rolling stock is insufficient. If that be so, it affords the best testimony in favor of the correctness of the views of those members for Wellington, who all along advocated the construction of this line, and who for two sessions struggled against much opposition to have its construction sanctioned, by being placed in the construction schedule to "The Railways Act." It may be safely calculated that when the terminus is extended to the centre of the town, the traffic return will be greatly increased. In connection with this subject, I have to state that I have had several interviews with the Hon. the Minister for Public Works, relative to the condition of the Hutt line of road, as affected by the railway construction. A report on the subject, by the Provincial Engineer, will be laid before you (Appendix G.), and I hope it may not be necessary to burthen the Provincial revenue with the exceptional charge which will become necessary in consequence of the adjacent railway construction, if we intend to maintain the road in an efficient and safe state, for the benefit of those who use it, and from whom we collect a special tax. In further connection with this subject, I have to report to you that during the recess arrangements have been concluded, in concert with the General Government, for the reclamation of fifty-one acres from the harbor. The amount of the contract, including the cost for the Jarrah timber, with which it is proposed to face the earthwork, will be about £67,000. Of this sum, the General Government contributes about one-fifth, and it is to receive in exchange about eleven and a-half acres for a railway terminus, and as a site for public offices. I may state that the Colony has received from the Province, during the recess, payment of the sum it had advanced on mortgage on the land so proposed to be reclaimed, viz., twenty-five thousand pounds sterling (£25,000).

I may here mention that negotiations were nearly concluded with the General Government for handing over the Foxton-Palmerston tramway, and the Wellington-Hutt railway. The Provincial Government had agreed to the basis on which these transfers should be made; but the General Government, on re-consideration (and I acquiesced in the reasonableness of their views), decided not to hand them over at present. I make this statement, because I am informed that an impression prevails that the General Government offered to hand over these works, and that the Provincial Government declined. The reverse is the case. I refer you to the correspondence. (Appendix H.)

It is not only by aiding in Native matters, and by willingness to take over the tramway and railway, to which I have referred, that the Provincial Government has shewn, during the recess, a readiness to co-operate in administration with the Colonial Government; but also in Immigration. Although the transfer, as proposed in the circular of the Honourable the Minister for Immigration, of the local administration of Immigration was not altogether acceptable, the Provincial Executive decided to accept it, and are doing their best. And it is a satisfaction to add that I have proposed arrangements, with the concurrence of the General Government, by which the settlement of immigrants on land will be greatly promoted and facilitated. I refer you to the correspondence on this subject (Appendix J). I regard this whole subject of the settlement of newly arrived people on the soil, if conducted in an intelligent and helpful spirit, as one of the most vital importance: it is the real work of colonization. I had hoped to have been able to have presented to you a special report, promised me by Mr. Halcombe, on the progress of the Feilding and Scandinavian special settlements. By his energy in conducting the practical work of colonization, Mr. Halcombe is rendering valuable service.

I have now to state for your information how far the intentions of the Council, as expressed in the annual Appropriation Act for the year just expired, have been carried out by the Executive. On this subject I am enabled to inform you that the whole of the works under the head of "Roads and Bridges," have been completed, or are in course of completion under contracts, except the Whiteman's Valley road, which was not undertaken because the vote was quite inadequate.

You will naturally be anxious to be informed of the actual state of our finances at the conclusion of the financial year; and I am happy to be able to inform you that at that date viz., the 31st March last, not only had we no overdraft whatever with our Bankers, but that our account showed a small available balance to credit amounting to £884 8s. 3d. I proceed to show you how this balance is arrived at. On the 31st of March there was standing to the credit of the Province at the Bank of New Zealand—

At Wellington	...	...	£3574	13	6	(as per certificate, Appendix K)
At Wanganui	...	...	452	19	1	
						4027 12 7
There was also revenue due 31st March, 1874,						
but not received at that date	...	...	4175	10	5	
Making a total of	...	...	£8203	3	0	
Against this is to be placed the amount of						
outstanding liabilities on 1st of April,						
1874, for services belonging to the financial						
year ended 31st March, 1874	...	...	7318	14	9	
Thus leaving an available balance of			£884	8	3	

Now, if I take into account (as I am justly entitled to do) the considerable amounts advanced out of last year's revenue, on account of works authorised under "The Roads and Bridges Appropriation Act" of last session, I may state not merely the bare fact that the year begins with the credit balance I have named; but that this available balance to credit of £884 8s. 3d., remains, not only after providing for all the Services belonging to the year, but also after making advances, to the amount of several thousand pounds, for services not properly chargeable on that year's revenue. I may also remark that we might fairly have anticipated that the balance of last year would have been augmented by an award in our favor in respect of lands taken in the Manawatu-Rangitiki Block. Although the claim was referred to arbitration last session, under Act, the General Government has up to this time sent me no official intimation on the subject.

I may here state that the public accounts of the Province for the December quarter have been audited, and that those for the March quarter are now in the hands of the Auditor. I have now passed in review before you the salient points connected with the past year's administration of the affairs of the Province, and exhibited the final financial result at the end of the year. But it will be as well, before adverting to other topics, not to confine your attention to the last year only; but to invite you to take a brief retrospect, of the result of the Provincial Administration for the past three years; during which time I have held the office of Superintendent.

On my advent to office, I found the Province considerably in debt. By means of a loan, the various creditors were at once paid off (notably, the Colony itself received from the Province upwards of £25,000); and the whole amount of the loan (viz.: £75,000) was covered by the sale of a block of land to the Emigrant and Colonists Aid Corporation. By other sales and negotiations, I have reduced the permanent debt of the Province (as chargeable on its general revenue, and contingently chargeable on the Colony) by the sum of £56,000 (See Appendix L.) While these operations were being effected great care was bestowed on the revenue; and the increments during the three years under consideration, viz., from 1st April, 1871, to 31st, March, 1874, will be best explained by the following Schedule which shows the estimated and actual Revenue

of the Province of Wellington, for five years from the first of April, 1869, to the 31st of March, 1874:—

FINANCIAL YEAR.	ESTIMATED REVENUE.		ACTUAL REVENUE.		EXCESS.		DEFICIT.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1869-70	59,700	0 0	35,969	14 11	...	...	23,730	5 1
1870-71	43,418	0 0	23,152	2 8	...	...	19,265	17 4
1871-72	29,750	0 0	41,449	8 9	11,699	8 9	...	...
1872-73	50,500	0 0	64,889	3 8	14,389	3 8	...	...
1873-74	63,700	0 0	82,786	8 0	19,086	8 0	...	...

But these increments were not the result of mere chance or windfalls. In addition to the care bestowed in looking after receipts of revenue, and in effecting sales of land, the aid of direct taxation was brought to bear; as the following comparative statement of amounts received from direct taxation in the Province of Wellington for the financial years beginning the 1st of April, 1869, and ending 31st of March, 1874, will show, viz :

1869-70 ... ..	...	...	...	...	...	£3,085	14 8
1870-71 ... ..	...	...	...	...	...	2,847	6 5
1871-72 ... ..	...	...	...	...	...	4,278	10 7
1872-73 ... ..	...	...	...	...	...	20,994	0 2
1873-74 ... ..	...	...	...	...	...	27,291	17 2

I may explain that the excess of revenue for the years 1872-73 and 1873-4, to which I have referred above, is exclusive of the sums of £15,169 10s. 9d., and £19,426 1s. 3d., which were disbursed by the Education Board and District Highway Boards respectively, out of the sums of £20,994 0s. 2d., and £27,291 17s. 2d., which I have just named.

• Moreover, the increased means thus placed at the disposal of the Provincial Government were not expended merely in departmental expenses. During the period under consideration, viz., from the 1st April, 1871, to the 31st of March, 1874, the following public works and undertakings have been completed in the Province of Wellington for the amounts severally annexed, viz. :—

Survey of 230,164 acres, completed, so that Crown Grants could issue, independently of a large amount of land resurveyed, and other surveys in progress .. ..	...	...	...	...	...	£30,356	19 4
Roads, Bridges, &c. ... ..	...	...	...	...	...	58,821	6 9
Public Buildings ... ..	...	...	...	...	...	20,885	19 1
Engineering Supervision and Contingencies for Public Works ... ..	...	...	...	...	...	14,097	12 11
						<hr/>	
Making a total of ... ..	...	...	...	...	...	£124,161	18 1

Now, if what I have stated of the financial management for the whole period of my administration and of the financial position of the Province, as it is to-day, be correct ;

the enquiry naturally suggests itself "How is it then, that the General Government had to interfere; to dismiss the Auditor; to cause the suspension of Provincial payments for several weeks; to disallow an Appropriation Act; and address letters to me containing grave reflections, which, however, it is satisfactory to be enabled now to believe, were not intended to be offensive?" It is, however, a particular satisfaction to me to reflect that, although during the past four months the Provincial Government has been subjected to an opposition and interference which almost amounted to a suspension of Provincial administration; no retorts, although the material at hand was abundant, have been indulged in by me. I beg you will not imagine that I am presenting to you a portrait of a Provincial Government in the character of martyrs who have been all along content to meekly offer the other cheek to the smiter; or that we acknowledged our position to be that of departmental officers subordinate to the General Government, and therefore liable to be lectured by it; much less that you should conclude that we were so conscious of being in the wrong that we thought "the least said was the soonest mended." Quite the contrary; we felt indignant at the treatment we received; but, charged as we were with public interests, we forebore to peril those interests by repelling the attacks made against us in terms which would have been justifiable, but which might have led to still further impediments to the progress of the Province; neither did we forget that the appeal against reproofs administered to elected officers by self-appointed censors resides with those in whom such election is vested.

I take this opportunity of placing on record my view of the case. You passed the "Bridges and Roads Act" last session. To this I assented, and immediately took action to give effect to your wishes, by entering into engagements for the works authorised. I had no reason to suppose that the General Government intended to disallow the Bill; first, because I believed (and still believe) that it was not *ultra vires*; secondly, because it was obviously their duty, if they had any such intention, to have at once officially communicated it to me, and not allowed several weeks to elapse, during which I was left to enter, under authority of an Act apparently left to its operation, into engagements which covered, more or less, the whole scope of the Act, but which I should have been left in a state of incapacity to fulfill, had I not covered them by a warrant authorising payment. Under these circumstances, and having, moreover, an intention (I may say urgent need) to be absent myself from the Province for some time, it was decided to prepare a warrant to cover the whole expenditure authorised by the Act. This was done advisedly, with the full concurrence of the Provincial Executive. A warrant to cover the entire expenditure authorised by a year's Appropriation Act, signed by my predecessor, prior to his departure for England, the form of which was forwarded by the Colonial Treasury (the present Premier being then Treasurer, and my predecessor his colleague), was laid before the Auditor, as a precedent, and the Audit Acts were carefully examined in his presence, and the Auditor certified after full consideration. What ensued is now matter of history. The Auditor was suspended, and then dismissed; and the Act was disallowed. I regard the dismissal of Mr. Dorset, as uncalled for and severe; a settler of long standing, and unblemished reputation; experienced in accounts, attentive and punctual in the discharge of the duties of his office, which he held for seven years, to which testimony is born in the report of your various Finance Committees.

Much has been made of the Provincial Account at the Bank being kept in two parts (Nos. 1 and 2). I not only see no objection to this, but I think there are obvious advantages. The intention was to keep the Special Appropriation Act accounts and funds separate from Ordinary Appropriation Act accounts and funds. The Superintendent has power under the Audit Acts, to keep a public account at any Bank or Banks in the place. It would seem to follow that, if he confines the account to one Bank, he should *a fortiori* not be debarred from opening a second account with that Bank. I made the Council fully aware of the source from which I proposed to obtain the funds wherewith to carry out the works authorised by them in the Special Appropriation Act of last session; and I may state that the only desire and aim of the Provincial Executive throughout, has been to carry out the wishes of the Council. Whilst I, at the same time disclaim, on the part of the Provincial Government, any desire to carry on the Provincial administration in any other than a spirit of harmonious co-operation with the Colonial Government. But co-operation implies joint action, and can not exist single-handed; and it is satisfactory to be able to recognise the commencement of a more favorable disposition on the part of the General Government, which it will be the duty of the Provincial authorities to reciprocate.

I have now to draw the attention of the Council to the proposals for the ensuing year. The following Bills will be presented for your consideration, viz. :—

1. A Bill intituled "An Act to further amend the Highways Act, 1871."
2. A Bill intituled "An Act to further amend the Wellington Education Act, 1871."
3. A Bill intituled "An Act to amend and consolidate the law of Cattle Trespass and Impounding in the Province of Wellington."
4. A Bill intituled, "An Act to empower the Superintendent of the Province of Wellington to stop up certain Roads and to dispose of the lands over which such roads passed."
5. A Bill intituled "An Act to regulate the Management of houses held by persons licensed to sell Alcoholic Liquors."
6. A Bill intituled "An Act to confirm the sale of a piece of land called the Waihenga Ferry Reserve, in the District of Wairarapa."

With regard to No. 1, I may observe that the Bill has been drafted so as to carry out the recommendations of a Report of a Select Committee of the Council, with certain exceptions, which have been explained in a circular of the Provincial Secretary. No. 2 is also framed so as, in the main, to meet the views embodied in a Report of a Select Committee. Nos. 3 and 4 are consolidating Acts, and No. 5 is intended to meet a practical difficulty which, as the law stands at present, prevents the sale of the lands along which disused roads passed.

The Estimates will be laid before you without delay. I calculate the ordinary income at £31,800, and the territorial at £75,000. I hope I am not too sanguine in these expectations. The past year's experience appears to justify the calculations; at the same time, it must be admitted that the flow of land revenue is often irregular. These items, added to certain refunds and other receipts, make the estimated amount of revenue for the year reach the sum of £122,624 19s. 10d. With regard to the proposed expenditure, you will find a slight increase under the heads "Executive" and "Legislative." An advance is proposed in the salary of the Assistant Treasurer, who has proved himself a highly valuable officer. Under "Judicial" and "Police," increases will be found, chiefly caused by the increase of wages. It is proposed to continue for another year the vote of £300 in aid of the Wanganui Hospital. I draw your attention to three new items introduced into the present Estimates, in the direction of Grants-in-Aid, viz. :—

Education Board	...	...	...	...	...	£3,000
Local Boards	...	...	...	...	...	1,200
Highway Boards	...	...	...	...	...	5,000

Making a total of £9,200 as Grants-in-Aid, and I recommend them to your favorable consideration. £2,000 is proposed for repairs to the Wellington Gaol; and it is probable that a considerable sum will be required hereafter. The total proposed for roads is £41,836, and for bridges £9,350. Grouped together the proposed Departmental expenditure amounts to £38,455 5s., and the expenditure for Public Works and Undertakings to £100,849 11s. 10d.

If the estimated income (£122,726 18s. 9d.) be contrasted with the estimated expenditure (£139,304 16s. 10d.), there appears to be a considerable deficiency to be provided for. On this point I offer the following explanations. In the estimates of expenditure, p. 10, there are items to the amount of £3,000 for rewards for discovery of gold fields, &c. I hope these rewards may be claimed; if they should, the stimulus thereby imparted to the Province will extend to and increase the revenue; if they should not, the £3,000 will be liberated to assist in meeting the deficiency referred to. I have already referred to the unadjusted Manawatu-Rangitikei claim, and I think the Province may certainly expect receipts on that head to come into this year. I have not placed a sum in my estimate of income under this item, because it would be indecent for a claimant to name the particular sum he expected to be awarded on an arbitration, whilst the award was yet undisclosed by the referee. Again, in the last Session of Parliament a promise was made that the proceeds of the confiscated lands sold within the Province should be handed over to the Provincial Treasury, subject to certain proportionate payments to reimburse the Confiscated Land Fund Account, which was under advance from other funds. Considering that the Colony has realised £21,857 19s. 6d. from the sale of confiscated land within this Province from February, 1873, to 12th March, 1874,

I think you will agree with me that we have tangible ground for expecting a material augmentation to our year's revenue from the source indicated. A correspondence is going on with the General Government on that subject, and it is not desirable therefore for me to lay the papers on the subject before the Council. I believe I have stated enough to show that it may fairly be calculated that there will be enough, if our estimates of income be realized, to balance the proposed expenditure, without having recourse to the guaranteed overdraft, which amounts this year to £16,574 18s. 10d.

The Provincial Government has come to the conclusion, after a careful reconsideration of the subject, to confine its application for borrowing this year within the most moderate limits; such as indeed, if acceded to, will not place the total amount of its loans beyond the point which they reached, when the "Wellington Debts Act" was passed. Contingent estimates will accordingly be sent down, limited to the amount of the reduced loan proposed to be asked for, viz., £66,000.

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

WILLIAM FITZHERBERT,
Superintendent.

A P P E N D I X .

Appendix A.

REPORT OF CROWN LANDS COMMISSIONER.

Crown Lands Office,

Wellington, 21st April, 1874.

SIR,—

I have the honor to furnish, for the information of your Honor, the subjoined Report relative to the Crown Lands and Survey Departments, for the financial year commencing 1st April, 1873, and ending 31st March, 1874.

The experiment of selling land on deferred payments has, so far as relates to open land, been completely successful, every section of that description thrown open for purchase having been applied for. On the other hand, the bush sections are not so readily disposed of, but as the Palmerston district, in which they are situated, is now connected with Rangitikei by a road, and with Foxton by the tramway, it may be anticipated that with the impetus to settlement which will be given by this opening up of the country, these sections will gradually come into greater demand. The second instalment of the purchase money on the earlier selections will fall due during the current year, but before such can be received the value of the improvements will require to be ascertained and reported on, as provided under Section 6, Part I., "Wellington Special Settlements Act, 1871."

Under your Honor's proclamations, dated 24th June, 1871, and 11th February, 1874, nearly the whole of the Crown Lands situated on the East Coast and Wairarapa Districts have been withdrawn from sale, pending the determining of the position of the railway line, but more particularly with the view of exploring, traversing, and definitely fixing the necessary road lines to be ultimately formed through those important tracts of country, and thus avoiding those difficulties and delays which have so seriously retarded the settlement of many parts of the Province. The greater portion of the country in these districts consists of level land, with rich soil, and containing a large amount of valuable timber. In order to insure the disposal of this land to the greatest advantage, I am of opinion that in addition to laying out the road lines it would be advisable to bridge the creeks and rivers, and form the roads in the worst places before offering it for sale. Were this suggestion adopted, I am confident that the prices realised at the sale would be such as to prove conclusively the great advantages of executing such necessary works in anticipation of the occupation and settlement of the land. As illustrating the advantages of laying off the road lines, and completing the sectional surveys before offering land for sale, the Rangitikei-Manawatu Block, and the township of Alfredton may be cited as cases in point. In the Rangitikei-Manawatu Block 524 sections, varying in size from 20 to 400 acres each, were thus prepared for sale, and only five now remain unsold, two of which will be taken up by a Native chief, for whom they are reserved, in terms of a promise made by Dr. Featherston at the time of the purchase of the block. Again, at Alfredton, 195 sections, chiefly bush land, averaging fifty acres each, were thrown open for selection, the result being that every section has been purchased.

The very lucid detailed Report by the Chief Surveyor, a copy of which is herewith enclosed, will afford the fullest information with reference to the nature and extent of the surveys executed during the past financial year; as also with respect to the operations contemplated during the current year. The desire which he expresses that the officers in charge of districts, within which there still remain considerable arrears of surveys to be completed, should be allowed to remain in such districts till the work is finished, has my most earnest approval. It is almost impossible to estimate the amount of loss, in effort and money, which has been sustained in the past owing to the frequent removal of surveyors from one part of the Province to another before the work upon which they were engaged has been completed. Besides this, there has to be considered the inconvenience and loss to which those settlers were

subjected, who, from want of proper boundary lines, have been unable to erect substantial fences and improve their holdings, to the extent they otherwise would have done.

The reported purchase by the Crown of the 62,000 acre block will remove any hindrances previously existing to the laying off road or railway lines within that extensive tract of country known as the "Seventy-Mile Bush;" and provided the lines explored and reported upon by the Engineer's Department are adopted, there will be a considerable amount of land surveyed and brought into the market during the current financial year.

Should the negotiations for the purchase by the Crown of the blocks lying between the Waikanae and Manawatu Rivers be completed shortly, it will be desirable, as soon as possible thereafter, that the main and district road lines should be determined, so that the sectional surveys may be undertaken without loss of time. The necessity for promptitude in these matters is self-evident, seeing that at no former period has the demand for open or partly open land been so great as at present.

During the period extending from 1st April, 1873, to 31st March, 1874, there had been prepared in this office, and forwarded to the Secretary of Crown Lands for the signature of His Excellency the Governor, the following Grants, viz. :—

311 Crown Grants, including an acreage of	...	...	A.	B.	P.
While the sales for the same period amounted to...	...	...	90,734	0	0
			109,290	1	20

During the financial year, extending from the 1st April, 1873, to the 31st March, 1874, the cash and scrip received on account of lands sold amounted to £63,402 2s. 10d., being £18,402 in excess of the estimated revenue.

The attached Returns will supply detailed information relative to the amount of land sold and revenue accruing during the above-mentioned period.

I have, &c.,

Jos. G. HOLDSWORTH,
Commissioner Crown Lands.

His Honor the Superintendent,
Wellington.

RETURN of LANDS SOLD from 1ST APRIL, 1873, to 31ST MARCH, 1874.

DISTRICT.	CONTENTS.			PAYMENT.					
				Cash.			Scrip.		
	A.	B.	P.	£	s.	d.	£	s.	d.
Wellington	2,576	0	0	608	0	0	600	0	0
Manawatu	49,873	0	20	38,764	7	10	1,985	0	0
Rangitikei and Turakina	210	3	0	105	7	6	...	...	...
Wanganui	46	0	0	117	0	0	240	0	0
Waitotara	466	0	0	233	0	0	...	...	...
Wairarapa and East Coast	56,118	2	0	18,684	7	6	2,065	0	0
Totals	109,290	1	20	58,512	2	10	4,890	0	0

RETURN of LANDS SOLD from 1ST APRIL, 1873, to 31ST MARCH, 1874.

DESCRIPTION OF LAND.	CONTENTS.			PAYMENT.					
				Cash.			Scrip.		
	A.	B.	P.	£	s.	d.	£	s.	d.
Pastoral... ..	66,164	3	0	23,269	18	6	1,020	0	0
Town, Suburban, and Rural... ..	43,125	2	20	35,242	4	4	3,870	0	0
Totals	109,290	1	20	58,512	2	10	4,890	0	0

Crown Lands Office,
Wellington, 31st April, 1874.

Jos. G. HOLDSWORTH,
Commissioner Crown Lands.

REPORT OF CHIEF SURVEYOR ON SURVEYS, &c.

SIR,

Survey Office,
Wellington, 13th April, 1874.

I have the honor to forward herewith my Annual Report on the Progress of Surveys in the Province.

Subjoined is a detailed statement of the officers with parties employed on sectional surveys, viz. :—

Wanganui District	...	...	1 District Surveyor for	9 months
" "	...	...	1 Assistant	12 "
" "	...	...	1 "	4 "
Rangitikei	...	...	1 District	3 "
" "	...	...	1 "	5 "
" "	...	...	1 Assistant	5 "
" "	...	...	1 "	4 "
Parae Karetu Block	...	...	1 District	5 "
" "	...	...	2 Assistant	5 "
" "	...	...	1 "	3 "
Manawatu District	...	...	1 "	12 "
Wellington	...	...	1 District	12 "
" "	...	...	2 Assistant	7 "
" "	...	...	3 "	3 "
Wairarapa	...	...	1 District	12 "
" "	...	...	1 Assistant	3 "
" "	...	...	1 Cadet	6 "
East Coast	...	...	1 District	12 "
Forty-Mile Bush	...	...	1 Assistant	9 "

Trigonometrical Survey.

East and West Coast	...	...	1 District Surveyor for	12 months
" "	...	...	1 Assistant	4 "
Parae Karetu Block	...	...	1 "	3 "

WORKS EXECUTED AND IN PROGRESS.

Arrears of Survey.

		Acres.	
Wanganui, Left Bank	...	14,745	—Field work completed; requires two months to plot.
Rangitikei, N.E.	...	4,854	—Field work and plots completed.
Rangitikei, Lower	...	24,960	—Field work and plots completed.
Wellington—Pahautanui	...	6,000	—Preliminary traverses.
" Wainui, West Coast	...	6,000	— " "
" Terawiti	...	10,000	— " "
" South Makara	...		
" Karori	...		
" Ohiro	...		
" Lower Hutt	...	1,500	—Requires two months to complete in field work and plot.
" Middle and Upper Hutt	...	6,000	—Preliminary traverses
" Whiteman's Valley	...	3,400	— " "
" Mungaroa Swamp	...	2,389	— " "
" Horokiwi Road	...	3,600	—Plotted, requires pegging.
" Belmont, &c.	...	6,800	— " "
Wairarapa—Greytown	...	2,120	—Field work completed; requires plotting
" Manaia	...	772	— " "
" Taratahi	...	14,469	—Preliminary traverses.
" Ahiahahe	...	32,342	— " "
East Coast—Akiteo	...	30,000	—Completed in field work; requires plotting.
Total	...	170,951	acres.

New Surveys.

	Acres.	
Wanganui, Left Bank ...	4,702	—Field work completed; requires plotting
Parae Karetu Block ...	46,000	—Three months to complete; field work and plotting.
Manawatu—Palmerston ...	4,518	—Completed.
" Town of Palmerston	361	—Two weeks to complete; contains 273 town lots.
Wairarapa—Opaki West ...	1,000	—Completed in field work; requires plotting.
" Maungaraki ...	1,666	—Completed.
" Kurumahinani ...	690	—"
" Arikarau ...	610	—"
East Coast District—Akiteo ...	21,844	—Field work completed; requires plotting.
Forty-Mile Bush, Mauriceville...	3,700	—Completed.

Total ... 85,091 acres

Making a grand total of 256,042 acres.

In addition to the foregoing, a survey of the boundaries of land purchased for railway purposes, between Wellington and section 178, Hutt District, was executed by this Department. An attempt was also made to survey 10,000 acres of swamp land, in the Manawatu District, which, however, had to be relinquished owing to the opposition met with on the part of the Natives. Three survey parties were more or less delayed, during a period of five weeks, on this latter work.

The foregoing statements show that fourteen parties have been employed continuously during the year on field work, viz.:—Thirteen parties on sectional surveys and one party on triangulation, whilst the number of field officers borne on the staff was sixteen for twelve months, two for four months, and four for three months, giving an average of eighteen parties for the twelve months. From these data I deduce that the whole of the survey staff was employed for about three months of the past year in working up the plots of the surveys returned as executed for the year preceding, and on the same ground I also estimate that the survey of the 256,042 acres now returned will occupy some two months of the current year to plot up, and probably three to four months more to complete the pegging of the sections.

I beg here to state that the average I return as the result of the labors of the Department for this past year cannot be said to represent the acreage of lands completely surveyed, but rather, for the most part, that of lands of which all field work possible to be done in connection with them has been completed prior to the 31st March, 1874. At this stage of progress the plots are necessary before further progress can be effected; but as the officers, as a rule, do not return from field duties before the commencement of the winter, and will not therefore have had opportunities of performing the office part of their work, it is obvious that I cannot return so full a Report of works completed during the financial year as I should otherwise be able to do if the financial year ended at the close of the winter season. It thus happens that the works which I include in the Report for any financial year must necessarily occupy some portion of the succeeding year before being completed. But, assuming my estimate of six months of the present year, occupied by the aforesaid eighteen parties to complete the works now returned, to be a correct one, there will result an average of 10,000 acres as twelve months work for each party.

It will be seen from this Report that the survey parties have been fairly distributed over the several districts, and I trust that the progress indicated as having been made in each will appear satisfactory. I desire further to bring under notice the state of the "Arrears of Surveys" in the Wellington Districts. Here, as I have repeatedly mentioned in former Reports, the surveys are so confused, inaccurate, and difficult in the extreme to reconcile with the lands occupied, that the greatest care has to be bestowed to guard against the re-surveys exciting discontent amongst the land owners.

I have succeeded in replanning, so as to accord as nearly as possible with Crown Grants and occupancy, the following Districts, viz.:—Harbor, Porirua Road and Harbor, Horokiwi Valley, Takapu, Horokiwi Road, Belmont, North Makara, Ohariu, 1st Valley; and a portion of the Lower Hutt.

The following Districts have also had preliminary surveys executed therein, of which, however, the sections are not as yet replanned, viz.:—Upper Hutt, including Whiteman's Valley and the Mungaroa Swamp; sections Karori, Terawiti, S.E.; portion South Makara and Ohiro. There only remains—Terawiti, north and west

portions; Ohariu, 2nd Valley; Town District, and the Pakaratahi, which have not as yet been entered upon. As so much has been done towards completing these troublesome surveys, I strongly urge that the surveyors now employed upon them be permitted to continue at the several works until such are finally completed, otherwise I fear the ground will have to be travelled over again, a result entailing endless delay, trouble, and expense.

In the Survey Office, Crown Grants for 94,602 acres have been prepared, and the draughtsmen have been actively engaged on the usual office duties; but the want of sufficient office accommodation has very much retarded the progress of compilations. In fact, during the recess from field duties it will be impossible to find space in the office for the accommodation of all the surveyors who will come in to plot their work. A lithographed map of the Triangulation of the Wanganui and Rangitikei Districts, on a scale of 100 chains to an inch, has been published, as also a map of New Zealand, showing the proposed main lines of railway. Various lithographed plans of lands for sale have also been prepared.

The following works are proposed to be undertaken during the current financial year, ending 31st March, 1875, viz.:—

	Acres.
Wanganui District	20,000
Rangitikei District	15,000
Rangitikei-Manawatu	10,000
Wellington Districts	18,000
Manawatu District...	5,000
Wairarapa and East Coast	100,000
Total	168,000

Before concluding this Report, I desire to say that the gentlemen comprising the present survey staff have been, in an almost unexceptional degree, zealous and energetic in the performance of their several duties. I have much pleasure in bringing this circumstance prominently under the notice of the Government, because I have observed during the past year a greater pride taken by the staff in the accurate performance of the surveys than has generally been exhibited during the previous period that I have had charge of the Department; whilst the return of lands surveyed will also, I trust, show that the several works have been closely and energetically prosecuted.

I have, &c.,
HENRY JACKSON,
Chief Surveyor.

Jos. G. Holdsworth, Esq.,
Commissioner Crown Lands, Wellington.

Appendix B.

REPORT OF THE PROVINCIAL ENGINEER ON THE ROADS, &c., IN THE PROVINCE.

Provincial Engineer's Office,
Wellington, 20th April, 1874.

SIR,—

I have the honor to forward, for your information, a report upon the various public works undertaken by the Province during the financial year ending the 31st March, 1874.

The following bridges, contracted for and in course of erection when I made my last annual report, have now been completed, viz.:—

Ruamahunga Bridge, Waihenga Flood Bridge—Greytown, Waipoua Bridge—Masterton, Rangitikei Bridge—Bull's, Awahou Bridge—Foxton, Second River Bridge—Lower Hutt, Wainuiomata Bridge, and the whole of the bridges, some fifteen in number, on the line of road from Bull's to Palmerston.

The Rangitikei Bridge has been screwed up since its completion, and we are now engaged upon the Ruamahunga Bridge; both are being painted. Some of the immigrants, ex "Ocean Mail," have been employed at the work at day wages, the Government finding the materials. The following roads in hand at the same time have also been completed, viz.:—

The whole of the road from Bull's to Palmerston, 18½ miles in length. Through the difficulty in getting good metal, portions of this line will require constant attention, and be, comparatively speaking, an expensive road to maintain.

WANGANUI TO WESTMERE.

The completion of this piece connects the town of Wanganui with the road constructed by the General Government north of Wanganui; we have taken it over as far as Waitotara. I refer your Honor to previous reports of mine on this road; it will be a very expensive one to maintain, from £1,200 to £1,500 should be at once expended in metalling portions that are likely to break through during the winter.

METALLING TAUERU ROAD.

This road has been metalled throughout to Kaumingi. From Te Ore Ore culverts have been renewed, and most of the bridges replanked; in connection with this work those portions of the road previously improved have now been completed, with the exception of that part crossing the Te Ore Ore Plain. There is a good dray metalled road from Masterton to Mr. Vallance's, Kaumingi. Your Honor is aware of the difficulties that have arisen respecting the taking of the road through Te Ore Ore; they have not yet been overcome.

MASTERTON TOWARDS FORTY-MILE BUSH.

The contracts in hand at the date of my last report have been completed, this gives a metal road in the above direction of nearly 2½ miles from Masterton. Now that the Forty-Mile Bush is being so largely settled it would be very desirable that the formation and metalling of this road should be continued, as the traffic is becoming very great, and the ground in its natural state will not carry any heavy weight, especially as the road line is being fenced off.

PAHAUTANUI TO BELMONT BRIDLE TRACK,

Has been completed, and has been very serviceable to horsemen and others from the West Coast.

The estimated cost of some of the works have been exceeded, while in other cases the full amount of appropriation has not been expended.

WELLINGTON, WAIRARAPA, AND EAST COAST DISTRICTS.

The following new works in the Wellington, Wairarapa, and East Coast districts have been undertaken, and are now either completed or in course of completion:—

Approaches to Ruamahanga and Waihenga consist in the formation and metalling of 128½ chains of road, which was contracted for by Mr. M. B. Cave for the sum of £488, and the construction of five bridges, two of which are each 150 feet long, contracted for by Mr. Petherick for the sum of £697 15s. The estimated cost and appropriation of the Council for this work was only £600; the large excess was due to the survey of the approaches having been made during very dry weather, and it was afterwards found that creeks and backwaters thought practicable without bridging would have to be bridged; it is now completed, and forms a good approach on either side.

A grant in aid to the extent of £100 was given towards repairs to Underhill Road. It had been cut through in many places. The heavy timber traffic from Woodside Saw Mill would have to come down the main line if the district road became impassable. A grant in aid to the extent of £47 was given to open up a new track to Upper Taueru, the sum expended by the Highway District Board and Government, together with private subscriptions, was altogether inadequate for the purpose intended; to open up a serviceable road will take at least £1,000.

In consequence of an arrangement made between Mr. Waterhouse and the Government with reference to his purchase of Crown lands on his runs at Castle Point and Tiraumea at 7s. 6d. per acre, instead of going to auction at 5s., the sum of £280 was given as a grant to the Castle Point Highway District Road Board to improve the communication between the Tiraumea and Castle Point; this has been expended on the road line laid off by Mr. Barton, and has certainly done a little to improve the communication, but a large amount of work will still be required some time or other to open up the Crown lands to the north and eastward of the Tiraumea River, where the Province has a very large and valuable estate.

WAIPOUA TO RUAMAHANGA RIVER, TE ORE ORE.

Notice having been given to the Government by Mr. J. V. Smith that he intended fencing off the road line between Waipoua and the Ruamahanga River, Te Ore Ore, it was necessary that portions of the road line should be constructed; 57 chains have been formed and metalled, and 20 chains formed only, at a cost of £174 6s. 3d. A small sum of £30 9s. has been spent upon the opening up of the proper road line through Te Ore Ore on the approach to the new Te Ore Ore Bridge. A far larger sum will be necessary to complete the work.

TINUI TO ALFREDTON.

The Tinui to Alfredton line of road was commenced by a party of immigrants ex "Ocean Mail," under the direction of Mr. Graff, Assistant Engineer; up to the 31st March the expenditure had been £140 14s., for about 70 chains of road. Owing to a difference of opinion with reference to the proposed route to be taken with this road, the money has been expended between the Wharehama Bridge and the turn-off near Mr. Langdon's. Several of the immigrants have obtained other employment, so that at present there are only five men at work; the advantage of sending parties of immigrants into the country districts cannot be over estimated, probably they may not at first be so well up to the work as old colonists, still the fact of their being sent into out of the way districts such as this enables the country to be opened up more rapidly than it otherwise would be.

TE ORE ORE BRIDGE.

This work has been let to Mr. W. Francis for the sum of £2,648; this is exclusive of approaches; Mr. W. E. Chamberlain is clerk of works. The bridge has twenty-four spans of 29 feet centres, or a total length of 696 feet. The piles in fourteen piers have been driven, and the work is progressing very satisfactorily.

ABBOTT'S CREEK BRIDGE, No. 1.

This bridge has been let to Mr. J. A. Petherick for the sum of £1870; Mr. Vine is clerk of works. The bridge is a Howe Truss girder, of three spans of 70 feet centres; the bottom of the creek is rock and the piers are being fixed in concrete on the solid; the work is now well in hand and progressing satisfactorily.

TOLL HOUSE AT WAIHENGGA.

The first building was constructed by Messrs. Allen & Bishop for the sum of £657. I had visited the work on Wednesday, the 17th day of December, and taken it off the contractors' hands. On the following Friday the house, in some unaccountable manner, was burnt to the ground. The Provincial Secretary had given instructions as soon as it was taken off the contractors' hands to have it insured. On account of his being away on an official visit to Wanganui upon my return to town this could not be done, so that it was a total loss to the Province. The lessee was also a very large loser by the accident. The contract for the new house is let to Mr. Wakelin for the sum of £645. The house has very good accommodation for travellers, and is built upon a block of land secured from Mr. Bidwell, one acre being freehold and nine acres leasehold. The stable and fencing cost £221 6s. 3d. The house and toll gate is leased for three years to Mr. James Barber, who pays a rent of £475 per annum; in consequence of the fire and destruction of the house the rent does not commence until the new building has been completed and the collection of tolls made legal. In addition to paying the above rent the lessee has to clear away all logs or drift timber that may collect in the vicinity or against the bridge, which at times is a very serious consideration.

BRIDGES, &c.

The Waiohine Bridge has been strengthened and repaired at a cost of £90.

Mr. Welch has carried out his contract for the repairs of the main road between Ray's and Masterton in a very satisfactory manner. From Ray's to Wellington, we have it in our own hands. The supply and cartage of all metal, as well as the breaking thereof, is let by contract. Owing to the large traffic, and various difficulties that are occasioned through the Railway construction, I am now of opinion that this line would be as cheaply and far better looked after in this way than letting it by contract. The whole road is at present in very fair order, much better than it was this time last

year. This is in a large measure due to the introduction of the wide tires on the waggon wheels, and the larger quantity of metal that has been laid on since we have again had it in hand. While speaking upon this matter, I may mention that upon my recommendation the Government purchased from Messrs Krull & Co. the stone-breaking machine (imported for the late contractor, at the cost of nearly £700), for the sum of £450. I have not this season had it in use, as I have experienced great difficulty in getting proper hammers, and it is a loss of money to use it if everything is not in proper order.

The Hutt and Koro Koro bridges have been replanked, at a cost of £190.

The various rivers in these districts have been giving us very much trouble during the last year, especially the Hutt, in the vicinity of the Bridge, and also at the Silver Stream. The very large sum of £1511 5s. 9d. has been expended in protecting the banks and bridges over the following rivers:—Hutt, Taratahi, Abbott's Creek, Tauherenikau, Ruamahunga, Waihenga, Waingawa, and Waipoua. It is the most unsatisfactory work any engineer can have to do with. I am glad to say our efforts have been successful in every case, and I trust that during the present year very little will require to be done. Two settlers, in the neighborhood of the Silver Stream, subscribed the sum of £40 between them, upon the understanding that the Government expended other £40, for the protection of the river bank near the source of the Silver Stream, as the river had every indication of breaking through. We successfully stopped the overflow from the Hutt into the Silver Stream, for the sum of £37. It will be necessary to do something more as soon as I can arrange matters.

Owing to loss of time and neglect by a late officer of this department, the Whiteman's Valley Road has not been commenced. The vote of the Council is altogether inadequate; it should be at least doubled to do any good, notwithstanding that the Road Board and settlers are willing to assist in the matter.

ROAD TO EVANS' BAY.

This work was undertaken jointly by the Province and City of Wellington; it is now completed. It has been carried out under the direction of the City Surveyor.

RECLAIMED LAND, WELLINGTON.

This large undertaking is being done jointly between the Provincial and General Governments. The work was extensively advertised. The contract has been obtained by a local firm, Messrs. Saunders & O'Malley, for the sum of £55,798 1s. I have from past experience every confidence in the above gentlemen, and although they were considerably below the next tender, and my estimate, I believe they will carry out the contract to a successful issue. The plans and specifications were prepared in this office, after consultation with Mr. Blackett, and the Engineer-in-Chief. The supply of Jarrah timber, of which the breastwork is constructed, has been undertaken by the Western Australian Timber Company, Limited, and will cost approximately £6500.

GENERAL WORKS.

Plans and specifications for the following works in the above districts have been prepared, and are now ready for tenders to be called for, viz.:—Abbott's Creek Bridge, No. 2; Police Stations at Carterton, Greytown, and Te Aro, Wellington; Bridge over Silver Stream, and for roads to Lowry Bay and Whiteman's Valley.

The works carried out on the West Coast districts are as follows:—

ROAD ROUND PORIRUA HARBOR.

A contract for this has been taken by Mr R. Lyon, for the sum of £338. It is not yet completed.

CUTTING THROUGH SANDHILLS, FOXTON, AND MAKING NEW APPROACH TO PUNT

A sum of £250 15s. 6d. has been expended in the formation and cutting through the sandhills leading to the main street at Foxton. It is a very difficult matter to make a good road through these sandhills; however, the best has been done under the circumstances.

GRANT IN AID MOTOA ROAD.

A grant in aid to the extent of £200 has been given for the construction of the road, the work being executed under the direction of the Warden of the District. The

Board contributes the sum of £100. The work is well in hand, and will be completed before the winter sets in.

FERRY HOUSE, FOXTON.

The sum of £50 was given as a grant in aid for building a new ferry house, the old one having been burnt down. The total cost of the building was £120. It is now erected on a ferry reserve.

FOXTON TO SANDON.

The portion of this road between the junction of the Palmerston Road and the Sandon side of Campion's Bush has been let in seven contracts, of 120 chains each, involving an expenditure of £3,392 2s. 8d.; this is exclusive of the culverts required on the first six sections. The culverts and bridges were included in the seventh contract.

Upon the completion of these contracts, drays, or the coach can take the inland road, and cross the Rangitikei Bridge, a saving of at least eight miles between Foxton and Bull's, besides bringing the rising township of Sanson in direct communication. From the bush to Sanson, a few small bridges and culverts will have to be put in.

PALMERSTON TO FITZHERBERT.

The bush has been felled, and the stumps cut down level with the natural surface of the ground, on the new line from the tramway to the river, where it is proposed the Manawatu Bridge will cross when the new inland road is made. Arrangements with Messrs. Turnbull and Mr. George McEwen, for the right of going through their ground, had to be made, the former taking the sum of £50 in full compensation, and the latter having his section fenced on both sides of the road.

A Survey Office at Palmerston, has been built at a cost of £57 9s.

A Rangitikei Toll House has been built near the new bridge, at a cost of £205 10s. The Collector, as at all other bridge toll gates, has to keep the piers clear from logs.

POLICE STATION, BULL'S.

A new Police Station has been built at Bull's, at a cost of £162 14s.

WANGAEHU BRIDGE

Has been strengthened and re-planked, at a cost of £200. Both this and the Turakina Bridge should either be painted or coated with tar.

OROUA BRIDGE.

This Bridge consists of six spans, of 28ft. centres, or a total length of 168ft. It was contracted for by Mr. H. McNeill, and has cost £815.

THE SNAG PUNT, WANGANUI,

Has been put in thorough repair, and a gang of men have for some time been employed in removing snags from the river.

REPAIRS OF ROADS FROM NGAHAURANGA TO PAIKAKARIKI.

Have been carried out by Mr. James Taylor, under contract, the annual amount being £1335. I have every reason to be satisfied with the manner in which it has been repaired. The whole of the rest of the road is being repaired by day labor, any metalling required being done by contract.

Over sixty additional miles of road will have, this next year, to be kept in repair by the Province, a good deal of it will require a large expenditure.

Plans and specifications have been prepared, and tenders received for the construction of a bridge over the Tutaenui Stream; Messrs. J. & C. Bull are the lowest tenderers at the sum of £518, there being no appropriation for its construction the tenders are held over until after the present meeting of the Council. The sum of £109 5s. 1d., has been expended in protecting the Manawatu River bank and approaches to punt at Foxton.

Upwards of 91 miles of road have been laid off by officers of this department for the various Highway District Boards; owing to the large amount of work necessary to open up Crown lands the engineers were withdrawn from the Highway Boards work, and the full strength of the department is now engaged on the proposed deviation of Paikakariki Hill, and in the Forty-Mile Bush, upon both of which works I shall furnish your Honor with detailed reports.

Attached are schedules of roads and bridges completed, contracted for, and now in course of construction, since 31st March, 1873.

I have, &c.,

J. D. BAIRD,

Provincial Engineer.

His Honor the Superintendent,
Wellington.

SCHEDULE of ROADS COMPLETED or CONTRACTED FOR since 31st MARCH, 1873, 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	H. M'Neil	Chains. 354	Chains. ...	Chains. ...	Chains. ...	£ 1800 0 0	Commenced in the financial year ending March 31, 1873; finished in financial year ending March 31, 1874. Ditto ditto ditto Ditto ditto ditto Ditto ditto ditto Ditto ditto ditto
" "	Gustafsen & Co.	198	...	...	...	806 17 0
" "	A. Stuart	180	...	...	...	806 9 5
" "	Messrs. J. and C. Bull	405.20	...	...	...	1716 4 0
" "	Messrs. Campbell and Co. ... ..	...	215	...	...	301 0 0
Wanganui towards Westmere	Denby and Vivian	93	832 7 0	The General Government provided part of the funds for this line Commenced in the financial year ending March 31, 1873; finished in financial year ending March 31, 1874. Ditto ditto ditto Ditto ditto ditto
Waipara towards Forty-Mile Bush	Welch and others	79	...	...	...	367 16 0
Taueru Road	Saunders and O'Malley	240	...	780 0 0	Totals of work completed in present financial year, but commenced previous to 31st March, 1873. Commenced and completed during financial year ending March 31, 1874. Ditto ditto. Partly paid by Telegraph Department. Ditto ditto ditto
" "	G. Gillard and Co. ... ..	...	...	200	...	520 0 0
Pahautanui to Belmont	Mr. Ellerm ... ..	...	6 miles	...	...	494 0 0
		1309.20	695	440	...	8424 13 5	
Taueru Road	Heron and Quain...	237	...	625 12 0	Grant-in-Aid. Grant-in-Aid. Improvements to old dray track not included. Not completed. Not completed. Completed—jointly by Corporation and Provincial Government.
" "	John Quain ... ..	...	...	...	137	61 13 0
Approaches to Ruamahanga Bridge, Waihenga	M. B. Cave	128½	...	...	...	488 0 0
Masterton to Upper Taueru	Masterton Highway Board...	...	...	...	240	47 0 0
Tinui to Tiraumea	Castle Point Highway Board	...	100	...	...	280 0 0
Waipoua to Ruamahunga	M'Kenzie	57	20	...	...	174 6 3
Te Ore Ore	Road Party ... ..	...	28	...	...	30 9 0
Tinui to Alfredton	Immigrants ... ..	...	70	...	...	140 14 0
Road to Evans' Bay	Collie, Scott, and Wilkinson	209	...	...	...	1790 0 0

SCHEDULE of ROADS COMPLETED or CONTRACTED FOR since 31st MARCH, 1873.—*continued.*

NAME OF ROAD.	NAME OF CONTRACTOR.	DESCRIPTION AND LENGTH OF WORK.				APPROXIMATE COST.	REMARKS.
		Formed and Metalled.	Formed.	Metalled.	Bush Felled.		
Road round Porirua Harbor ...	R. Lyon ...	Chains. 33	...	...	...	£ s. d. 338 0 0	Not yet completed.
Cutting through Sand Hills at Foxton	T. U. Cook and Road Party	...	30	...	...	250 15 6	This includes the covering of the sand hills with manuka scrub
Motoa Road ...	Manawatu Highway District Road Board	...	50	...	40	200 0 0	Grant-in-Aid. Not yet completed.
Foxton and Sandon Road ...	Gustafsen and Co. ...	...	120	...	...	396 0 0	Not yet completed.
" " ...	John Ross ...	...	120	...	...	426 0 0	Not yet completed.
" " ...	Collie, Scott, and Wilkinson	...	120	...	...	510 0 0	Not yet completed.
" " ...	Hastings Malcombe ...	...	365	...	...	960 0 0	Not yet completed.
" " ...	A. Stuart ...	128	...	...	...	1100 2 8	Not yet completed.
Palmerston to Fitzherbert ...	Berquist and M'Ewin ...	...	...	...	90	168 0 0	This includes 20 chains of fencing.
Approaches to Rangitikei Bridge ...	Road Party ...	40	...	...	...	310 0 0	This includes cutting through cliff, southern approach to bridge.
Roads through Mauriceville ...	Scandinavian Immigrants and others	...	...	...	491	744 0 6	This work was superintended and laid out by the Public Works Department Resident Engineer.
		595.50	1023	237	998	9040 12 11	Undertaken during financial year ending March 31, 1874.
		1309.20	695	440	...	8424 13 5	Undertaken during financial year ending March 31, 1873, but completed during the last financial year.
		1904.70	1718	677	998	17,465 6 4	

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SUMMARY.

23 miles 64.70 chains have been formed and metalled, or in course of completion.
 21 miles 38 chains have been formed only, or in course of completion.
 8 miles 37 chains have been metalled.
 12 miles 38 chains of bush have been felled on road lines.

J. D. BAIRD, Provincial Engineer.

SCHEDULE of BRIDGES CONSTRUCTED or in course of CONSTRUCTION since 31st March, 1873.

NAME OF RIVER BRIDGED.	NAME OF CONTRACTOR.	DESCRIPTION OF BRIDGE.	LENGTH IN FEET.	TOTAL COST.			REMARKS.
				£	s.	d.	
Ruamahanga, Waihenga ...	Messrs. Barry & Co. ...	Truss Girder Bridge, 8 spans 77ft. centres; 6 spans 24 ft.	760	5,530	3	0	This bridge was in hand when I made my last annual report, March, 1873.
Flood Bridge, Greytown ...	J. A. Petherick ...	Pile Bridge, 45 spans, 20 ft. centres	900	864	0	0	Do.
Waipoua Bridge, Masterton ...	do. ...	" " 6 " 30 ft. "	180	579	11	0	Do.
Rangitikei Bridge, Bull's ...	Messrs. C. & E. Millar ...	Truss Girder Bridge, 6 spans 77 ft. centres; 2 spans 20 ft. centres	502	4,390	18	3	Do.
Awahou Bridge, Foxton ...	Mr. T. U. Cook ...	Pile Bridge, 1 span 20 feet	20	140	0	0	Do.
Second River Bridge, Hutt ...	Mr. S. Brown ...	" " 2 " 19 "	38	140	0	0	Do.
Total Feet ...			2,400	11,644	12	3	
On Bull's to Palmerston Road ...	Messrs J. & C. Bull ...	2 Bridges on sills, 20 ft. spans			40	106 15 3	Completed.
do. do. ...	Mr. H. McNeil ...	13 " averaging 15 ft. in length			195	686 16 4	Do.
Oroua Bridge ...	do. ...	Pile Bridge, 6 spans 28 ft. centres			168	815 0 0	Do.
Approaches to Ruamahanga Bridge, Waihenga	J. A. Petherick ...	5 Bridges, piled, total length			342	697 15 0	Do.
Te Ore Ore Bridge ...	W. Francis ...	Pile Bridge, 24 spans of 29 ft. centres			692	2,648 0 0	Not yet completed.
Abbott's Creek, No. 1 ...	J. A. Petherick ...	Truss Girder, 3 spans of 70 ft. "			210	1,870 0 0	Do.
Total Feet ...					1,647	6,824 6 7	Undertaken during financial year ending 31st March, 1874.
Total Feet ...					2,400	11,644 12 3	Undertaken during financial year ending 31st March, 1873, but completed during the last financial year.
Grand Totals ...					4,047	18,468 18 10	

April 20th, 1874.

J. D. BRAID,
Provincial Engineer.

No. 2.

Provincial Engineer's Office,
Wellington, 28th April, 1874.

SIR,—

I have the honor to enclose for your information, copies of reports forwarded to me by Mr. W. A. Fitzherbert and Mr. John Barton, with reference to the proposed deviation of the present Paikakariki Hill road, also tracings, shewing the two routes explored and reported upon.

The result of the explorations amounts to this.

The estimated length of the deviation from Blackey's to Wainui (which I shall hereafter describe as No. 1) would be about $7\frac{1}{2}$ miles, a great portion of it through very rough and broken country, the elevation of the road would be only 59 feet less than present line; and the quantity of Crown Land available for settlement, would be at most 680 acres, and the approximate cost of construction £14,000.

The estimated length of deviation by way of the Mungaroa to Waikanae is 18 miles, there are no engineering difficulties in the way, the steepest grade being not more than 1 in 20. The line opens up a large extent of Crown lands available for settlement, and which from its proximity to the Railway now in course of construction, would be readily taken up; there is also a large quantity of very serviceable timber and plenty of water-power. The cost of the line would be very little more than No. 1.

Comparing the two proposed routes, in my opinion the advantages gained by taking or adopting No. 2, viz., opening up a large extent of Crown Land, bringing the West Coast within an easy distance of the Wellington and Masterton Railway (and as far as our explorations go there would be little difficulty in constructing a railway itself,) and the easy work required in construction, are such as to command this line to the favourable consideration of the Government.

I may also add, that the extension of the line northward, or as it is called the inland road up the West Coast, would be more easily carried on at the back of the first coast range, then if the road started from Wainui and followed up at the foot of the hills.

I have, &c,

J. D. BAIRD,
Provincial Engineer.

His Honor the Superintendent,
Wellington.

Enclosure 1 in No. 2.

SIR,—

Wellington, 20th March, 1874.

According to your instructions, I proceeded to Waikanae in company with Mr. J. Barton, to explore the country lying between Waikanae and the Mungaroa, to ascertain the extent of country suitable for settlement, quality of timber, nature of the soil &c., and to ascertain whether a practicable line of road could be found from the Mungaroa to Waikanae.

I make the following extracts from my journal:—

MONDAY, 9th MARCH.

Our party consisted of Mr. J. Barton, Mr. A. Cruickshank, and myself. We left Wellington at 9 a.m., and proceeded to Otaki; our object in going to Otaki, was to see the Hon. Wi Parata, who had promised His Honor the Superintendent to accompany us through.

The Native Land Court was sitting at Otaki at the time, and consequently Wi Parata was unable to accompany us, he however supplied us with three guides, viz., his son and two natives.

It was too late to return to Waikanae the same day, we therefore remained at Otaki until the following morning.

TUESDAY, 10th MARCH.

Left Otaki at 11 a.m., and arrived at Waikanae at 1 p.m., packed our swags and started up the Waikanae river, at 6 p.m.; we arrived at Camp No. 1—see accompanying sketch. This place is called Kikiorangi, and is 250 feet above the level of the sea, there is a point of hill running out which commands a view of the Waimate River looking up stream, also of the Waikanae looking both up and down stream. Upon this admirable position there is an old fortified pah, built in the days of Te Rauparaha.

From the entrance of the bush up to this point the land is light alluvial soil, covered with timber, consisting of Raraka, Tawa, and light scrub.

WEDNESDAY, 11th MARCH.

Left Kikiorangi at 8 a.m.; crossed the river and followed up a good blazed track for about two miles, through a rolling country covered with light timber, chiefly Tawa. To the south-west of this track, there is a large extent of rolling country intersected with small streams.

At this point the native guides informed us they knew no more of the country, so we had to find our way as best we could. We decided to take up a spur to the left of our track, thinking it might lead to Kapo-Kaponui. After getting about two thirds up this spur (1200 feet above the sea) the rain began to fall, so we pitched camp at 1 p.m.

THURSDAY, 12th MARCH.

The weather continued dull. Struck camp at nine a.m., and arrived on top of range at a little after ten o'clock, and found the Kapo-Kaponui was some three and a-half miles to the N.E.

Followed along ridge for some distance, then took down a spur, arriving at the head of valley on the Hutt side of range about noon. Rain began to fall steadily from the S.E.; we therefore pitched camp (No. 3) and made this our head quarters for a day or two.

This camp is 610 feet above sea level. Our object in remaining at this place was to thoroughly explore the watershed for the purpose of finding the lowest saddle for the proposed line of road.

FRIDAY, 13th MARCH.

Weather dull. The Natives being of no further use we decided to send them back to Waikanae. Having served them out sufficient rations to take them back we started them off about nine a.m. Barton, Cruickshank, and myself started up the range at the same time.

We took the whole day in thoroughly exploring the dividing range and taking the height of all the saddles. The two principal ones are shown on accompanying sketch, viz., No. 1, 1140 feet, and No. 2, 1160 feet above the level of the sea. The Takatarawana River takes its rise below saddle No. 1, but a gorge prevents any road in that direction. We therefore decided to take the road over No. 2 saddle, it affording the best and most direct line. This part of the country is very broken, although the land is good; the timber consisting of rata, birch, and a few pines. We returned to camp about dusk.

SATURDAY, 14th MARCH.

Rain coming down steadily all the morning; about eleven a.m. it held up for a short time but came on again, so we were compelled to remain until next morning.

SUNDAY, 15th MARCH.

We were up early, packed our traps, put a fire in tent to dry it, breakfasted, and by eight a.m. started down valley. After travelling down the stream upon which we had camped for about one mile, we came to the main river (Takarawana) at a point marked A on sketch.

From this point the valley opens out, varying from half-a-mile to one mile in width, the nature of the land being light alluvial soil, covered with rimu, matahi, and white pine, as far as a point B, on accompanying sketch.

From this point down to a point C the river is confined within a gorge, the sides rising perpendicularly to a height of 100 feet to 150 feet, terminating in a terrace, upon which the line of road could be taken.

From C to a point E the valley opens out again, the soil being light and alluvial; the timber consisting of totara, rimu, matahi, and white pine.

From E to F there is a small gorge, about half-a-mile in length. The sides of hills are covered with black birch timber, the soil being of a clayey nature. At seven p.m. we arrived at Mr. Cruickshank's farm, not sorry to be at the end of our journey, as we had travelled down the bed of the river since leaving our camp in the morning, being frequently up to our middles in water.

Mr. Barton and myself are both of opinion that a good line of road can be obtained from the Mungaroa to Waikanae, with a grade of not more than one foot in seventy in the worst parts, and that there are no engineering difficulties in the way. The line of road as proposed is indicated on accompanying sketch by a dotted brown line.

On either side of proposed road there is a large extent of country suitable for settlement, consisting of flat, undulating, and hill land.

It may, perhaps, not be out of place to mention that I noticed a number of quartz reefs cropping out in the bed of the Takatarawana River. In one place a slip had laid bare a large face of slate rock of a very dark color, surrounded by a blue clay. I make these observations as the indications may lead to a more scientific investigation.

The length of road, so far as I can judge, will be about eighteen miles from the Mungaroa Road to the pah at Waikanae.

We found throughout our route quantities of pigeons, ducks, pigs, and wild cattle.
I have, &c.,

J. D. Baird, Esq.,
Provincial Engineer.

W. ALFRED FITZHERBERT.

Enclosure 2 in No. 2.

SIR,—

Wellington, March 4, 1874.

I have the honor to report that I have examined the route for the proposed deviation of the Great North Western line of road, so as to avoid the Paikakariki hill.

The proposed deviation would commence in the Horokiwi Valley, about 30 chains below Mr. Blackey's Hotel, near a wooden bridge.

The proposed road would follow the course of the stream over which the above mentioned bridge crosses, up to its source; then cross a saddle, and follow the Wainui river down to the flat. The elevation of the saddle is 59 feet below the level of the summit of the Paikakariki hill, where the road now crosses. On the Horokiwi side of the saddle the road could be formed on flat land the greater part of the distance up the valley, and the rest would require a moderate amount of side-cutting. I think very little rock would be met with. A few sections through which the road passes are clear of bush, the rest would have to be cleared.

On the Wainui side of the saddle an immense amount of side cutting would be required to form a suitable road; judging from the appearance of the sides of the hills a great portion of the cutting would be through rock.

The distance from the junction of the road in the Horokiwi Valley at the point B to the point A on the Wainui flat is about 9 miles, by the proposed new road it would be about $7\frac{1}{2}$ miles.

I have made a sketch map of the country showing the proposed road, and the amount of Crown Lands which would be available for settlement. The cost of making the $7\frac{1}{2}$ miles as shewn on map, I have estimated at £14,000, and the Crown Land available for settlement at 680 acres.

I have, &c.,

J. D. Baird, Esq.,
Provincial Engineer, Wellington.

JOHN BARTON.

Appendix C.

ANNUAL REPORT UPON THE PROVINCIAL HOSPITAL.

Provincial Hospital,

Wellington, 6th April, 1874.

SIR,—

I have the honor to forward for your information the usual yearly report upon the administration of the Provincial Hospital. My last report dated the 8th April, 1873, mentioned that an Epidemic of Fever had set in, the result of neglect and apathy displayed by the city authorities in not initiating and carrying out a system of drainage and removal of sewerage; during this last year twenty-eight cases of fever have been admitted into the Hospital, resulting in four deaths; and I am again able to report that no case of sickness, or disease has originated within the establishment. This immunity from infection cannot be expected to continue much longer in the present building, and in order to maintain it thus far, I have felt it to be my duty, to remove several loathsome, and Chronic cases from the main building, and locate them in one of the outhouses (a weather boarded unlined strawshed). I have done so without risk, or much inconvenience, during the summer months, but if necessity compels me to make use of this building for the same purpose during the winter, I must trust to this and my previous reports to exonerate me from the consequences that may arise. Respecting the state of the present Hospital buildings I need only repeat from my last report adding the remark, that nothing has been done in the shape of repairs since that report was written. I there say:—"Last year I reported that the buildings generally were in a delapidated condition and the roof especially required repairs and shingling, nothing has been done in this direction, I believe, in consequence of the intention of the Hospital Trustees to build a new Hospital; I now look forward with 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 building."

The opening of the New Asylum for Lunatics has been a great relief. If the Hospital had been as it was in former years, burthened with lunacy cases it would have been impossible to have treated the severe cases of fever admitted during the past year.

Latterly I have experienced great anxiety and trouble, in finding steady and sober men to act as wardsmen—the duties of the situation are onerous, constant, and often disgusting; and until good wages are given efficient men will not apply for the position. Owing to the high rate of wages, the increased price of provisions, and also to the fact, that for the two previous years I have been using up all old stock of Furniture, and Instruments, in the expectation of a liberal grant for the expected new Hospital, I am afraid my estimates for the coming year will be in excess of former ones.

I am sorry to have still to report that gas and a constant supply of water have not yet been allowed to the Hospital, although the mains are laid down within a few feet of its walls. Kerosine lamps are foul and troublesome, taking up a great deal of valuable time during the day for cleaning and trimming; and the scarcity of water during the past four months (though not by any means a dry season) has not allowed a sufficient supply for necessary and sanitary bath purposes.

An accompanying table shows the number of patients admitted into the Hospital during the year, and also the number treated as out patients at the Hospital surgery.

Trusting that another year will bring forth a Hospital fitted with the latest and most approved appliances.

I have, &c.,

ALEXANDER JOHNSTON, M.D.,

Provincial Surgeon.

His Honor the Superintendent,
Wellington.

RETURN of PATIENTS admitted to HOSPITAL during the Year ending 31st March, 1874.

Admitted.		Discharged.		Died.		In Hospital 3rd March.			
						1873.		1874.	
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
131	26	112	31	19	2	31	4	30	4

The number of out patients during the past year receiving advice and medicine, 566.

ALEXANDER JOHNSTON, M.D.,

Provincial Surgeon.

Appendix, D.

ANNUAL REPORT OF MOUNT VIEW ASYLUM.

Wellington, April 1, 1874.

SIR,—

I have the honor of forwarding the first Annual Report of Mount View Asylum, with tables of Admission, Discharges, and Deaths, and other particulars pertaining to its improvement.

The present rate of discharges does not contrast favourably with the previous eleven years of the Karori Asylum, during which period sixty-two were admitted and thirty-five discharged. This is in consequence of many admissions being too recent to admit of recovery, also from the overcrowded state of the old Asylum many cases had accumulated in the Gaol, which would not be conducive to their recovery, and further, several are cases of relapse, others hereditary; there are, also, three idiots, two of whom are mutes; one patient, an old man, is totally blind; there are four

paralytic, and one epileptic, being fifteen hopeless cases, besides fourteen cases of chronic insanity, who have been Asylum inmates for periods varying from four to twenty years.

Four males died during the year, two of them from general paresis, from which they were suffering upon admission; another died suddenly from serous apoplexy, and the fourth from exhaustion following exposure and want of food in consequence of having escaped from the Asylum for a time: another male patient also escaped, and is said by the police to be living at Rangitikei.

The general health of the patients remains, as hitherto, very good, being, in fact, much superior to that of the townspeople, owing to the better sanitary condition of their surroundings, and their good diet. Although the present Asylum is situated in a very breezy position yet the inmates remain remarkably free from any chest affections, and enjoy an immunity from epidemics. They have always appeared to me to be generally contented with their condition, which may be accounted for by the fact of their present mode of living being much superior to what the majority have been accustomed to as working people. I have no doubt the amusements they enjoy among themselves and friends of the Masters and attendants conduces to this, as also the Sunday services kindly conducted by Mr. Gaby at the request of the Bishop. Another reason for their contentment is that such as are able are kept pretty generally employed, especially the men, fifteen out of the twenty-two being more or less employed out of doors daily in favourable weather, and without being pushed to work laboriously; some preferring to work alone, others in company. The women are chiefly kept occupied in knitting, mending, and washing clothes, keeping the wards and corridors clean, as well as making beds, and, in addition, are allowed to walk about the grounds in the neighbourhood in charge of attendants. Their liberty might be much increased if a few acres in the immediate vicinity of the Asylum were surrounded by a high fence, and this could easily be so adapted to the ground as not to interfere with the view. In connection with this it would be of great advantage to the more delicate patients if a mound which is immediately in front, and a little to one side of the building, had a covered seat erected upon it, capable of containing ten or twelve persons, as from this spot a beautiful view of the town and harbour is obtained; this could be connected by means of a light garden fence with a lawn or croquet ground in course of formation.

At present the establishment is quite free from any overcrowding; but looking at the large increase in numbers during the present year, this will inevitably take place before long owing to the large number of chronic and incurable cases which have been accumulating during the past twenty years, and it is to be expected that a proportionate increase will take place with the increasing population of the Colony.

The most violent and dirty patients are accommodated in what were intended as workshops; these require additions to render them adequate to the increasing demands for their use. In the first place, special accommodation is required for two idiot children, as well as for three attendants, especially on the female side, although it would be advisable to make similar additions on both sides, increasing the size of the present day-rooms, and enclosing the ground at the back to form exercising yards. A general bath-room, with central bath, should also be added on each side for this class of patients.

There is no special accommodation for private patients. The most convenient and economical could be obtained by adding another storey over each of the front day-rooms, which would also improve the appearance of the frontage.

One of the greatest improvements would be lighting by means of gas; at present there is great risk of fire from kerosene lamps.

Special provision against fire should be provided by means of hydrants, fire buckets, and garden engine, which last could also be used in cleaning windows. The present supply of water appears to be ample and of good quality, and could be supplemented by means of a reservoir on the neighbouring hills. A few tanks placed on the outside of the buildings would be useful to catch such rain water as at present runs to waste, and an open brick drain should be built all round the premises.

With regard to ventilation, the present plan—by open windows and fireplaces—although ample is drafty, and might with advantage be assisted by shafts or openings communicating with the chimnies of the large rooms especially applicable to those occupied by the dirty and excited patients; also by means of flues of zinc running up to and terminating in the roofs. These shafts to be supplemented with venetian openings above the doors (luffe-boarded blinds) covered with perforated zinc. The cells could be ventilated in a somewhat similar manner.

Increased means of cooking is also required; the present could be assisted by means of gas, if laid on.

Bells are also required communicating with front corridors and violent wards.

The Asylum has connection by telegraph wire with the Constabulary Barracks and Police Office.

The present ward and dormitory locks should be removed and their place supplied with locks made without springs, so as to move without sound; the keys for the male and female side of the house to be different, and each attendant's key to be able to unlock all the doors on his or her side of the house; and a simple railway key to serve for each attendant to turn on or off water, gas, or to chock the window sashes, and open flaps of closets, so that each attendant will have two keys only.

It would be an advantage to have a small cottage at the gate of entrance occupied by a married couple, the husband acting as assistant during the day, or as night watchman at night; and the high fence alluded to should be so connected with this cottage that no one could enter the enclosed premises of the Asylum without being observed.

As there is plenty of ground for pasturage, which will improve by cultivation every year, cows and horses might be added with a good dray or vehicle to enable attendants to take convalescents out on excursions, as also to do the principal cartage required.

I have, &c.,

His Honor the Superintendent,
Wellington.

CHARLES FRANCE,
Medical Officer Mount View Asylum.

CLASSIFICATION, APRIL 1ST, 1874.

No.	NAMES.	AGE	CONDITION.	DATE OF ADMITTANCE.	REMARKS.
MALES—					
1	Alexander McEntyre ...	51	Dementia ...	January 1, 1854 ...	Incurable
2	William Blake... ..	41	" ...	January 31, 1858 ...	Incurable; hereditary
3	John Curtis	37	Idiocy ...	April 5, 1864 ...	Incurable
4	Thomas Coffee... ..	47	Dementia ...	November 1, 1864 ...	Incurable; relapse
5	Martin Higgins	52	" ...	January 12, 1866 ...	Incurable
6	J. E. F. Briscoe	38	" ...	November 28, 1868 ..	Doubtful
7	John McKenzie	43	" ...	February 15, 1869 ...	Incurable; paralytic
8	A. W. Wilson... ..	29	" ...	October 25, 1870 ...	Incurable
9	Alfred Webb	26	" ...	October 27, 1870 ...	Incurable
10	James Hornby... ..	52	" ...	October 9, 1872 ...	Doubtful; relapse
11	Max Kochs	41	" ...	January 4, 1873 ...	Doubtful
12	Joseph Serjeant	34	" ...	May 29, 1873 ...	Incurable; paralytic
13	John Ellis	56	" ...	May 29, 1873 ...	Doubtful
14	William Farquharson... ..	70	" ...	July 3, 1873 ...	Blind
15	James Connors	45	" ...	October 2, 1873 ...	Doubtful
16	George Gilbraith	11	Idiocy ...	October 4, 1873 ...	Incurable
17	Henry Mover	43	Dementia ...	October 24, 1873 ...	Incurable; general paresis
18	Edward Edwards	33	" ...	January 9, 1874 ...	Doubtful
19	Henry Preston... ..	40	Mania ...	January 22, 1874 ...	Curable
20	Frank Renall	18	" ...	March 4, 1874 ...	Curable
21	Benjamin Hunt	35	Dementia ...	March 26, 1874 ...	Curable
22	John Gpoder	72	Mania ...	March 30, 1874 ...	Doubtful
FEMALES—					
1	Helen Lenihan	66	Dementia ...	April 18, 1856 ...	Incurable
2	Rebecca Parnell	46	Mania ...	January 17, 1857 ...	Incurable
3	Mary Lee	56	Dementia ...	March 19, 1858 ...	Incurable
4	Mary Smith	56	" ...	January 10, 1860 ...	Incurable
5	Anne McDermott	40	Mania ...	December 17, 1861... ..	Incurable; hereditary
6	Margaret Twine	46	" ...	February 6, 1862 ...	Incurable
7	Mary Noble	48	Dementia ...	March 15, 1865 ...	Incurable
8	Jane Mason	54	" ...	February 2, 1866 ...	Incurable
9	Mary Robertson	39	" ...	April 22, 1866 ...	Incurable
10	Jane Moore	42	" ...	June 21, 1872 ...	Incurable; hereditary
11	Kate Hickley	30	" ...	June 21, 1872 ...	Incurable
12	Mary Ann Walshe	32	" ...	October 28, 1872 ...	Doubtful
13	Margaret Jones	29	" ...	October 29, 1872 ...	Doubtful; relapse
14	Mary Luxford	50	Melancholia ...	May 22, 1873 ...	Doubtful
15	Elizabeth Moore	36	Dementia ...	May 24, 1873 ...	Incurable; relapse
16	Letitia Atkinson	37	" ...	May 29, 1873 ...	Incurable
17	Eliza Skebington	35	Melancholia ...	June 9, 1873 ...	Doubtful
18	Mary Ann Cook	23	Dementia ...	July 15, 1873 ...	Epileptic
19	Mary Gilbraith	7	Idiocy ...	October 4, 1873 ...	Incurable
20	Elizabeth Forester	18	Mania ...	December 22, 1873... ..	Hereditary
21	Elizabeth Bampton	57	Dementia ...	January 9, 1874 ...	Paralytic
22	Anna Wratt	63	Mania ...	January 29, 1874 ...	Doubtful

TABLE of DISCHARGES and DEATHS during the YEAR from APRIL 1st, 1873, to
APRIL 1st, 1874.

NAMES.	SEXES		CONDITION.	DATE OF ADMITTANCE.	DATE OF DISCHARGE, &c.
	MALES.	FEMALES			
Emma Garn...	...	1	Mania ...	May 4, 1871...	May 11, 1873
Bernadotte Suisted ...	1	...	Melancholia ...	May 21, 1873	August 15, 1873
Henry Shaddock ...	1	...	General paresis ...	May 22, 1873	DIED July 4, 1873
Ann Connell ...	...	1	Recurrent mania...	May 24, 1873	August 1, 1873
Abraham Pearl ...	1	...	General paresis ...	May 29, 1873	DIED August 5, 1873
James Guilford ...	1	...	Mania ...	May 29, 1873	June 14, 1873
C. E. Jackson ...	...	1	Recurrent mania...	June 10, 1873	September 9, 1873
Henei Pa ...	...	1	Melancholia ...	July 3, 1873	July 26, 1873
Henry Mills ...	1	...	Mania ...	August 7, 1873	December 24, 1873
Michael Malony ...	1	...	Mania ...	November 25, 1871...	DIED February 25, 1874
William Roberts ...	1	...	Dementia ...	February 7, 1874	DIED March 16, 1874
Edward Fitzgibbon ...	1	...	Dementia ...	September 8, 1873	ESCAPED Dec. 13, 1873
Patrick Cruise ...	1	...	Dementia ...	September 18, 1871...	January 31, 1874

TABLE of ADMISSIONS, DISCHARGES, and DEATHS during the YEAR from APRIL 1st,
1873, to APRIL 1st, 1874.

NAMES.	SEXES		CONDITION.	DATE OF ADMITTANCE.	DATE OF DISCHARGE, &c.
	MALES.	FEMALES			
Bernadotte Suisted ...	1	...	Melancholia ...	May 21, 1873	August 15, 1873
Mary Luxford ...	...	1	Melancholia ...	May 22, 1873	...
Henry Shaddock ...	1	...	General paresis ...	May 22, 1873	DIED July 4, 1873
Ann Connell ...	...	1	Recurrent mania...	May 24, 1873	August 1, 1873
Elizabeth Morse ...	...	1	Dementia ...	May 24, 1873	...
Joseph Serjeant ...	1	...	General Paresis ...	May 29, 1873	...
John Ellis ...	1	...	Dementia ...	May 29, 1873	...
Abraham Pearl ...	1	...	General Paresis ...	May 29, 1873	DIED August 5, 1873
James Guilford ...	1	...	Mania ...	May 29, 1873	June 14, 1873
Letitia Atkinson ...	...	1	Dementia ...	May 29, 1873	...
Eliza Skebington ...	...	1	Melancholia ...	June 9, 1873	...
C. Emily Jackson ...	...	1	Remittent mania...	June 18, 1873	September 9, 1873
Henei Pa ...	...	1	Melancholia ...	July 3, 1873	July 26, 1873
Wm. Farquharson ...	1	...	Dementia ...	July 3, 1873	...
Mary Ann Cook ...	...	1	Dementia ...	July 15, 1873	...
Henry Mills ...	1	...	Mania ...	August 7, 1873	December 24, 1873
Edward Fitzgibbon ...	1	...	Dementia ...	September 8, 1873	ESCAPED Dec. 13, 1873
James Connors ...	1	...	Dementia ...	October 2, 1873	...
George Gilbraith ...	1	...	Idiocy ...	October 4, 1873	...
Mary Gilbraith ...	...	1	Idiocy ...	October 4, 1873	...
Henry Moser ...	1	...	General paresis ...	October 24, 1873	...
Elizabeth Forester ...	...	1	Hereditary mania...	December 22, 1873...	...
Elizabeth Bampton ...	...	1	Dementia ...	January 9, 1874	...
Edward Edwards ...	1	...	Dementia ...	January 9, 1874	...
Henry Preston ...	1	...	Mania ...	January 22, 1874	...
Anna Wratt ...	...	1	Mania ...	January 29, 1874	...
William Roberts ...	1	...	Dementia ...	February 7, 1874	...
Frank Renall ...	1	...	Mania ...	March 4, 1874	...
Benjamin Hunt ...	1	...	Dementia ...	March 26, 1874	...
John Gooder ...	1	...	Mania ...	March 30, 1874	...
Total ...	18	12			

GENERAL STATEMENT, APRIL 1ST, 1874, MOUNT VIEW ASYLUM.

AMOUNT OF ACCOMMODATION.				PATIENTS IN 1873-74.													
Number of Wards.	Aggregate Number of Cubic Feet in Wards.	Number of Beds.		Remaining in Asylum on April 1st, 1873.				Discharged during the year.	Died during the year.	Remaining on March 31, 1874.						Number of those who having entered before April, 1873, still remain.	
		For Males.	For Females.	M	F	M	F			Total.	Supposed Curable.	Supposed Incurable.	M	F			
A. Day Wards... .. 4	21,800			M	F	M	F	M	F	M	F	M	F	M	F	M	F
Night Associated 7	22,200																
B. Single 26	20,800	28	28	13	14	18	12	4	4	4	...	22	22	10	5	12	17
Total... .. 37	64,300							Escaped 1									

A. Also, two Corridors, each containing 16,848 cubic feet.

B. Each single ward or dormitory contains 800 cubic feet. Two of the single wards in each corridor are occupied by attendants.

CHAS. FRANCE,
Medical Officer.

Appendix E.

ANNUAL REPORT OF THE INSPECTOR OF POLICE.

SIR,—

Police Office,
Wellington, 9th April, 1874.

I HAVE the honor to submit the following Report on the state of the Police Department of this Province for the year ending 31st March, 1874.

The numerical strength of the Force on the 31st March last was as follows:— Inspector, two first class Serjeants, three second class serjeants, and twenty-five Constables.

The past year has not been marked by any increase in offences of a serious nature. The total number of cases sent up to the Supreme Court at Wellington and Wanganui for trial during the year amounted to twenty-two. Out of these only ten convictions were recorded, the Native race furnishing five cases of the whole number.

I cannot, however, congratulate your Honor on the paucity of minor offences, such as breaches of the Merchant Seaman Shipping Act, petty assaults, and various other breaches of the Police Force Ordinance. I regret to have to state that offences coming within that category have greatly increased over previous years.

The increase has, however, been chiefly, if not altogether, confined to the town of Wellington; yet, when the increase to the population caused through the steady stream of immigration now setting into this Province is taken into consideration, and allowance made for that percentage of offences incidental to a seaport town, the result is not worse than might reasonably have been expected.

The country districts during the past year have furnished very few cases for investigation. This fact may be taken as a pretty certain indication of the prosperity existing in the out settlements of the Province generally.

It is now a matter of much congratulation that the Police are enabled to execute warrants for the arrest of offenders of the Native race, in any of the Native districts of this Province, with as much facility and safety as in any of the districts inhabited chiefly by Europeans.

The want of a lock-up at Wanganui, conveniently situated, is much felt. In my report of last year mention is made of this matter, and a site at the back of the Court House was suggested as very suitable.

A police station and lock-up has been established at Masterton during the past year. A similar building at Greytown is much needed.

Owing to the extraordinary and rapid expansion which has taken place in this city of late, I think that it would be a prudent step to strengthen the Force in town by at least two or three men. It is almost impossible, with the present strength of the Force, to exercise that watchfulness over the city which is so necessary to the preservation of peace and the protection of property, a task which is not always easy where there is a large floating population, as has been the case here lately.

Owing to the great demand for labour and the consequent difficulty of obtaining suitable men for the Force, I feel bound to recommend your Honor that a slight increase be made in the pay of the Force, as recommended in my return of the estimated expenditure for the forthcoming year.

I have, &c.,

FREDERICK ATCHISON,
Inspector of Police.

His Honor the Superintendent,
Wellington.

Appendix F.

ANNUAL REPORT OF THE WARDEN OF THE WELLINGTON GAOL.

Gaol Department,
Wellington, 9th April, 1874.

SIR,—

I have the honor to forward for your information, the Annual Report relative to this department, for the year ending 31st March, 1874.

Nothing of an extraordinary or sensational character has occurred during the year, everything has worked smoothly and well, the officers have performed their duties in a most satisfactory manner and the result has been, that good order and discipline have been maintained; the general conduct of the prisoners has been remarkably good, for although there has been a very large increase in the number of committals, the punishments for breaches of the Prison Regulations have been fewer than any preceding year since I have had charge of the Gaol (a period of more than fourteen years).

The general health has also continued very good, the daily average on the sick list not amounting to more than one-fourth of a prisoner, throughout the year.

The total number of committals during the year ending 31st December, 1873 (returns of which are forwarded herewith) amounted in the whole to the large number of 396, consisting of 353 males and 43 females, being an increase of 164 on the previous year, but the offences were generally of a trifling character for which short terms of imprisonment were given, so that the daily average was only increased from 40 to 44½, still there were times when the Gaol was inconveniently over-crowded, and the want of increased accommodation was greatly felt, more particularly as regarded classification of the prisoners, and as a still greater number may naturally be expected during the coming year, in consequence of the continued arrival of Immigrants, it is extremely desirable that some additional accommodation should be provided without delay.

The greatest increase in the number of committals is to be found under the heads of drunkenness, and breaches of the Merchant Shipping Act, for while in 1872 the committals for drunkenness only amounted to 64, they have this year advanced to 134, and the committals for breaches of the Merchant Shipping Act have increased from 18 to 52, but there has happily been a total absence of serious crimes.

Divine service has been regularly performed on Sundays and other Holydays, and the prisoners have been addressed on Saturdays by the City Missionary as usual.

The same prompt attention has also been paid by the Medical Officer and his Assistant as formerly.

The books in the Library have been largely used, and have tended much to promote good order and discipline.

The boots and shoes for all classes of prisoners have been made in the Gaol as usual, and all the necessary repairs during the year have been done by prison labour.

The wells at the Lunatic Asylum, which had just been sunk at the date of my last report, have been properly bricked and the necessary staves for the force pumps fixed by the prisoners, in a manner quite equal to any similar kind of work in the City of Wellington.

The gangs have been employed for 183 days in levelling and improving the grounds at the Lunatic Asylum, they have also been employed for 103 days in levelling

a site for the Wellington College, improving the grounds, and making roads leading to the Building.

The same value has been placed upon the labour of each prisoner as was considered by the Architect to be fair and reasonable last year, though in consequence of the general increase of wages throughout the Province, a higher rate might fairly have been put upon it.

By strict economy I have been able to keep the expenditure within the appropriation, notwithstanding the increase in the number of prisoners.

	£	s.	d.
Appropriation	1,925	2	6
Expenditure	1,923	15	8
Expended less appropriation	<u>£1</u>	<u>6</u>	<u>10</u>
Value of labour at Lunatic Asylum	764	10	0
" " College	540	0	0
Making Clothing for Female prisoners, and washing and repairing the Gaol clothing and bedding ...	180	0	0
One Cook, two Wardsmen, and one Laborer, 1460 days, at 3s.	219	0	0
One Wardswoman, at 1s.	18	5	0
One Shoemaker, 302 days at 4s.	60	8	0
Pulling down and rebuilding Furnace and flues in Cook house... ..	5	0	0
Scraping and whitewashing both men's and womens' Gaol	15	0	0
Carpenters work (repairs to Gaol)	20	0	0
Sweeping chimneys and emptying cesspools	6	0	0
Cutting and splitting firewood	18	0	0
Received for rent of Cottage on Gaol acre	13	0	0
Received for maintenance of debtors	14	8	0
Received for picking Oakum	26	0	0
Received from Max Koch	2	0	0
Received for maintenance "Tapscott" prisoners	27	18	3
Received for maintenance other prisoners	654	0	4
	<u>£2,583</u>	<u>9</u>	<u>7</u>
Cost of Gaol	1,923	15	8
Balance in excess of cost of Gaol	<u>£659</u>	<u>13</u>	<u>11</u>

I have, &c.,

MICAH READ,

Warden of Gaol.

His Honor the Superintendent,
Wellington.

Appendix G.

CORRESPONDENCE RELATIVE TO HUTT ROAD AND RAILWAY.

No. 1.

Superintendent's Office,

Wellington, 27th April, 1874.

SIR,—

Referring to our various interviews respecting, and inspections of the Hutt line of road, as affected by the railway construction, which resulted in its being agreed that a final consideration should be given to the subject on the completion of the railway contract, I now have the honor to forward for your information a copy of a report furnished by the Provincial Engineer, together with copies of plans. From this report you will perceive that, in the opinion of the Provincial Engineer, it will cost the Province (£1000) one thousand pounds to place the road in a secure position.

Taking into consideration the saving effected in the construction of the railway line by the General Government having taken our breastwork and road opposite the slip, which is reported to have cost about (£500) five hundred pounds, I hope there may be less difficulty in your assenting to the claim I prefer on the part of the Province of one thousand pounds (£1000).

In addition to these works there are others which the Provincial Government desire to press on this year, mostly having for their object the facilitating the settlement on land by immigrants.

Altogether the Provincial Government desire to undertake this year, by means outside the ordinary and territorial revenue, new works to the extent of £66,000, inclusive of the £25,000 already more particularly referred to.

After the interview to-day, I am encouraged to ask the General Government if it will be prepared to sanction my opening negotiations with any Bankers, Loan Companies, or capitalists, who may be disposed to advance the above named sum, for a period not exceeding five years, on the security of the before described blocks, and, if so, whether the Government will either themselves introduce, or promise to support, if I introduce, a Bill into the Assembly authorising such security to be given for any such loan.

As the Provincial Council meets on the 30th instant, I beg to be favored with your decision as early as practicable.

I have, &c.,
W. FITZHERBERT,
Superintendent.

The Hon. J. Vogel,
Minister for Immigration.

No. 2.

Immigration Office,
Wellington, 29th April, 1874.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 24th April, on the subject of setting apart land for settlement, and referring to our previous interview on the subject.

2. Your Honor is aware from what passed at the interview between us how very much importance the Government attach to land being made available for settlement. Whatever may be said in favor of special settlements with land sold under conditions of cultivation, a preliminary want requires to be satisfied, that of enabling persons who have accumulated savings, or who are earning money from which they can put by savings, to obtain small farms to settle upon, where circumstances permit them to do so. If an immigrant applied to me to know where, without competition, he could select and secure two or three hundred acres of land in the Colony, I should find it difficult to tell him he could exercise any large range of selection, except in the Province of Canterbury. It is true, that without conditions of settlement such purchases might remain unimproved, but even so the purchaser is attached to the Colony, and looks forward to using his land, and the more he pays for it, the more anxious he is likely to be to turn it to good account.

3. Therefore, I am very pleased to find your Honor ready to supply in this Province the means by which any one wanting land in small quantities may readily obtain it. I am glad you consent to dispensing with resort to auction between rival applicants. I would even suggest a step further, viz. :—That when of two applicants for the same piece of land, one has already secured by other selections five hundred acres, the preference should be given to the other applicant without drawing by lot. I presume by your Honor's reference in your letter to the draft regulations which you submitted, that though you do not mention it in the epitome of the plan contained in your letter, you still adhere to the feature of selling by selection only alternate sections, the sections not selected to be reserved from sale for at least two years,

The plan then would in effect enable anyone to go into the Land Office and come out at once a landowner, a point to which I attach much importance, and by selling only alternate sections, and by charging a fair but sufficient price another important point will be gained in discouraging the application of one or two persons for the whole of the land.

4. You will gather from what I have said that the Government cordially approve of the proposed setting apart of land and the mode of sale. I now come to the conditions upon which your Honor is willing to make the reservation. I explained to you that the Government had not funds enough left out of the vote for North Island Roads to complete the road between Masterton and the Manawatu Gorge, and that it was computed about £15,000 was required to complete it. Your Honor expressed yourself willing to move the Provincial Council to vote the expenditure if you could be assured of the means to meet it out of advances to be recouped by the sale of land, which the completion of the road would make saleable. You also stated there were other roads and some bridges which you considered essential to promoting settlement, and to construct which you require an anticipation of revenue. I explained to your Honor, without committing myself to any precise declaration of policy, that I was of opinion the expenditure of the Colonial Government upon the railways (which were being

constructed much quicker than was originally intended) was such that I did not think Parliament would be inclined to sanction either the raising or expenditure of much other borrowed money for a year or two, until the Colonial works were more nearly completed. At the second interview, your Honor having taken into consideration what I had said, proposed to reduce to about one-third the amount which you had contemplated asking authority to borrow, and enquired whether the Government would support a measure for raising the amount on the security of, and in anticipation of the proceeds of the blocks of land proposed to be set apart.

Your letter under consideration now puts the enquiry into a specific shape. It has received the careful consideration of the Government, and I have the pleasure to inform you that the Government will support in the Assembly a Bill enabling your Honor to obtain by mortgage, within the Colony, the advance you ask for in your letter. The Government, however, make it a condition that you do not act in advance of such prospective power; and as it is certain that with the power obtained you will be able to make the arrangement, the Government think it would be premature at present to enter into any negotiations, and would prefer you not doing so. Such negotiations might be entered into after the Bill passes, or whilst it is on its passage through the Legislature, with the clear understanding that the whole plan is dependent upon the approval of the Assembly.

5. The Government think, as the blocks are not yet settled, and they possibly might be away from the locality of the works proposed by your Honor, that at least ten thousand pounds of the amount proposed to be raised should be dedicated to roads for the benefit of the blocks in question.

His Honor the Superintendent,
Wellington.

I have, &c.,
JULIUS VOGEL.

Appendix K.

CERTIFICATE FROM BANK OF NEW ZEALAND.

Bank of New Zealand,
Wellington, 17th April, 1874.

I HEREBY certify that the balance of the Provincial Account of the Province of Wellington at the close of business at this branch, on the 31st day of March, 1874, was three thousand five hundred and seventy-four pounds thirteen shillings and sixpence (£3,574 13s. 6d.), sterling.

W. B. BULLER,
Pro. Accountant.

I also enclose copy of a letter of the Provincial Engineer (dated 12th February last), on the subject of the Provincial expenditure in removal of slips, and clearing out water tables; together with schedule of expenditure, amounting to £38 2s. 8d. You will probably recollect that I pointed your attention to the subject on the occasion of our last visit of inspection.

I have, &c.,
WILLIAM FITZHERBERT,
Superintendent.

The Hon. E. Richardson,
Minister for Public Works.

Enclosure 1 in No. 1.

Provincial Engineer's Office,
Wellington, April 25th, 1874.

SIR,—

I have the honor to forward, for your Honor's information, plans of the Hutt Road from Korokoro to Ngahauranga, showing work which, in my estimation, should be at once done, to ensure the safety of the travelling public. I have also to report upon the condition of the Hutt Road, consequent upon the construction of the Hutt railway. The portions of the road that should be widened by cutting are tinted red on plan, and numbered consecutively from 1 to 8. With reference to the road as affected by the railway:—

1st. The railway fence has been erected close to the edge of the road, and, except at a few places, any slips or road scrapings will have to be carted away. Sliprails have not been left in anything like sufficient number.

2nd. No level crossings have been made to enable us to get road metal from the beach. I had understood from Mr. Lowe, the late Resident Engineer, that there would be eight crossings made between Kaiwarra and Korokoro. I went with him and fixed the most convenient places; but, as I said before, nothing has been done, and the contractors for the supply of road metal are put to great inconvenience in consequence.

3rd. At the big slip the wall constructed by the Province, at a cost of nearly £500, has been made use of for railway purposes, the road going on the inside, a portion of the slip being cut away to give the width required, and no metal has been put on where the excavation has been made.

4th. The face of the hills has been disturbed in many places to obtain material for embankments, and the slopes have not been properly dressed down, so that during this next winter we shall have the expense of moving several slips.

5th. All our culverts and water tables have been choked up with debris from the excavations, and the road not cleaned up in a proper manner.

Taking one thing with another, I estimate it will cost the Province at least £1000 to put the Hutt Road in anything like proper form.

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

His Honor the Superintendent,
Wellington.

Enclosure 2 in No. 1.

Provincial Engineer's Office,
Wellington, 12th February, 1874.

SIR,—

I have the honor to report that, owing to my neglecting to give notice in an official manner to the Public Works Department, with reference to the removal by our men of slips and other debris from the Hutt Road (the cost of which is approximately £39), there may be some difficulty in recovering the amount. At the same time, I take the opportunity of stating that I repeatedly remonstrated with the sub-contractors as to the way the road was being left, and that the safety and convenience of the travelling public required the immediate removal of the obstructions, I hope, therefore, that there will be no ultimate objection to refunding this amount. I enclose particulars.

Under these circumstances, I beg to request your Honor would instruct me how to proceed for the future in the matter, as there is still much work to be done before the road will be clear, and free from earth slips, &c., caused by the mode adopted for obtaining material for the construction of the railway. Some of our men are a present engaged upon this work. I estimate that it will occupy four men about six

weeks to put the road into proper form. This should be done with as little delay as possible, as the public are put to considerable inconvenience through the present unsatisfactory state of the road.

His Honor the Superintendent,
Wellington.

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

Appendix, H.

CORRESPONDENCE BETWEEN THE GENERAL AND PROVINCIAL GOVERNMENTS RELATING TO THE TAKING OVER THE HUTT RAILWAY BY THE LATTER.

No. 1.

Colonial Secretary's Office,
Wellington, 23rd October, 1873.

SIR,—

I have the honor to forward a copy of a letter received from the Contractors for the section of the Wellington and Masterton Railway between Wellington and the Hutt, in which they state that the line to the Hutt will certainly be ready for opening by the 1st of February next, and possibly before that date.

The Government forward this information to your Honor in order that the Provincial Government may have ample time to organize a proper staff to work the railway to advantage.

His Honor the Superintendent,
Wellington.

I have, &c.,
EDWARD RICHARDSON,
For the Colonial Secretary.

No. 2.

Superintendent's Office,
Wellington, October 27, 1873.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 23rd instant, enclosing me copy of a letter from the contractors for the section of the Wellington and Masterton Railway between Wellington and the Hutt, stating that the line to the Hutt will be ready for opening by the 1st February next, and beg to thank you for the information.

With regard to organizing a proper staff to work the railway, I have to state that the Provincial Government have it under their consideration, and will take care that a staff is ready in due time.

The Hon. the Colonial Secretary,
Wellington.

I have, &c.,
WILLIAM FITZHERBERT,
Superintendent.

No. 3.

Superintendent's Office,
Wellington, 10th January, 1874.

SIR,—

Referring to your letter of the 23rd October last, enclosing copy of a letter from the contractor of the Wellington and Masterton Railway between Wellington and the Hutt, stating that the line to the Hutt will certainly be ready for opening by the 1st of February next; I shall be glad to be informed if it will be ready by that date, or if an extension of time will be required, in order that I may know how to arrange with the parties applying, in accordance with advertisement by the Provincial Secretary, for the various officers necessary for the working of it.

The Hon. the Colonial Secretary,
Wellington.

I have &c.,
WILLIAM FITZHERBERT,
Superintendent.

No. 4.

Colonial Secretary's Office,
Wellington, 14th January, 1874.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 10th inst., in which you wish to be informed whether it is intended to extend the date fixed for opening the section of the Wellington and Masterton Railway between Wellington and the Hutt, in order that you may know how to arrange with the parties who have applied to you for appointments in the various offices necessary for the working of the line, and in reply, to express the regret of the Government that the progress of the works has not been such as will enable the line to be opened at the contemplated date, and to assure your Honor that every exertion has been, and is being, made to induce the contractors to proceed more rapidly.

With reference to my letter of the 23rd October, and to the interview which took place on the 12th instant between your Honor, the Provincial Executive, and the Hon. the Minister for Public Works, I have the honor to state that, owing to the large amount of plant and material which the extension of the line will oblige the Public Works Department to have conveyed over the completed portion, and the interference with the ordinary public traffic which will be sure to be occasioned thereby, it appears to the Government that the time has not yet arrived when it would be to the interests alike of the General and Provincial Governments to hand over the section alluded to.

In submitting this opinion for the consideration of your Honor, the Government request to be informed whether the Province is desirous of immediately taking over the Railway, under such condition as will insure the requirements of the Public Works Department being carried out, or whether, for the reasons above mentioned, you concur in the opinion of the Government; and in the event of such concurrence, the Government will be obliged by your Honor forwarding the applications for employment on the line you have received, coupled with any recommendations your Honor may wish to make, for the information of the Minister for Public Works.

As the reasons that appear to the Government to apply to the Hutt Railway apply with equal force to the postponement of the taking over the Manawatu tramway by the Province, owing to the Government having determined, with a view to economy, to push forward the construction of the Manawatu and Wanganui Railway from the Manawatu end; the Government will be obliged by your Honor also expressing the opinion of the Provincial Government as to the course desired to be taken in reference to the tramway now in use as far as Palmerston.

I have, &c.,
WILLIAM H. REYNOLDS.

His Honor the Superintendent,
Wellington.

No. 5.

Superintendent's Office,
Wellington, January 28, 1874.

SIR.—

I have the honor to acknowledge the receipt of your letter of the 14th instant, in which you say: "With reference to my letter of the 23rd October, and to the interview which took place on the 12th instant, between your Honor, the Provincial Executive, and the Hon. the Minister for Public Works, I have the honor to state that, owing to the large amount of plant and material which the extension of the line will oblige the Public Works Department to have conveyed over the completed portion, and the interference with the ordinary public traffic which will be sure to be occasioned thereby, it appears to the Government that the time has not yet arrived when it would be to the interest alike of the General and Provincial Governments to hand over the section alluded to." You also go on to say, "in submitting this opinion for the consideration of your Honor, the Government request to be informed whether the Province is desirous of immediately taking over the Railway, under such conditions as will ensure the requirements of the Public Works Department being carried out, or whether, for the reasons above mentioned, you concur in the opinion of the Government."

In reply, I write to say that to a great extent the Provincial Government concurs in the opinion of the General Government that the time has not arrived when it would be to the interests alike of the General and Provincial Governments to hand over the section alluded to, and I would suggest that the control should remain in the hand

of the General Government until the section to the Upper Hutt is completed, and then the whole as far as completed should be placed under Provincial management.

I therefore forward as requested the applications for employment received in answer to advertisements, so that you may select those you think best qualified for the respective situations: the account for advertising shall be sent to you as soon as it is received.

As to the Tramway from Foxton to Palmerston, the Provincial Government is of opinion that this work should remain under control of General Government until same is completed to the main line of Railway, and the Provincial Government strongly recommend that iron rails should be laid down so that the line may be worked by locomotive power.

I take this opportunity of drawing your attention to Mr. Fox's letter of the 27th March last, in which he states—"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 constructors of the Railway, are bound to execute, to ensure the greatest safety possible under the circumstances, to the travelling public," and to my reply of 29th March last; and I express a hope that an adjustment may now be made as to the points at issue with regard to Hutt line of road.

I have, &c.,

WILLIAM FITZHERBERT,
Superintendent.

The Hon. the Colonial Secretary,
Wellington.

Appendix J.

CORRESPONDENCE BETWEEN THE GENERAL AND PROVINCIAL GOVERNMENTS RELATIVE TO SETTING APART LAND FOR IMMIGRANTS.

No. 1.

Superintendent's Office,

Wellington, 24th April, 1874.

SIR,—

I refer to our interview of the 21st instant and to-day, relative to the setting aside blocks of land in this Province so as to lie open for the selection of immigrants as they arrive, and to the draft conditions regulating the terms of settlement on such lands, which have been transmitted to you.

I readily adopt the suggestion you made to the effect that in the event of simultaneous applications the decision shall be by lot, and not by auction.

I propose that four blocks should be selected in this Province, by officers appointed by consent of the General and Provincial Governments, out of the public lands of the Province, of say 20,000 acres each, suitable for location, having reference to quality of soil, timber, and neighborhood of road already made, or immediately to be made.

The price of such lands to be not less than twenty shillings per acre; the lines of roads throughout the blocks to be first determined, and then the surveys to be made in relation to such lines; the land being sectioned into blocks varying from 50 to 500 acres.

The precise price of each allotment to be determined by agreement between the General and Provincial Governments, after special report received upon the value of each block subsequent to survey.

The land to be paid for upon the following terms, viz.:—20 per cent. cash on selection; 20 per cent. at end of second year; 20 per cent. at end of third year; 20 per cent. at end of fourth year; 20 per cent. at end of fifth year.

It is proposed to metal the road from Masterton to the Gorge (sixty miles), which has been formed and bridged by the General Government out of the vote of £400,000 for roads in the North Island.

As I understand there will be no further sums available for the metalling of this road, and as it is of great importance, being the line prepared for future railway extension, the Provincial Government is willing to have it metalled if the funds can be provided; and also to complete the line of road from Alfredton, intersecting this line from east to west. The cost of the first work is estimated at £15,000, of the second at £10,000.

COMPARATIVE STATEMENT of LOANS of the PROVINCE OF WELLINGTON on the 30th JUNE, 1871, and the 1st APRIL, 1874.

	30TH JUNE, 1871.				1ST APRIL, 1874.			
	Amount of Loans authorised and raised.	Sinking Fund accrued.	Total Debt after deducting Sinking Fund.	Annual Charge, Interest, and Sinking Fund.	Amount of Debentures in circulation.	Sinking Fund accrued.	Total Debt after deducting Sinking Fund.	Annual Charge, Interest, and Sinking Fund.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Zealand Loan Act, 1856	27,000 0 0	7,901 3 7	19,098 16 5	1,620 0 0	27,000 0 0	10,748 15 2	16,251 4 10	1,620 0 0
Consolidated Loan Act, 1867	133,629 0 0	4,303 18 9	129,325 1 3	8,017 14 9	133,403 0 0	8,513 0 0	157,890 0 0	8,004 3 7
Consolidated Loan Application Act, 1869	72,000 0 0	...	72,000 0 0	4,320 0 0	16,000 0 0			800 0 0
Defence and other Purposes Loan Act, 1870	17,000 0 0	...	17,000 0 0	1,020 0 0	17,000 0 0			1,020 0 0
Wellington Loan Act, 1862	2,000 0 0	1,364 19 11	635 0 1	240 0 0	2,000 0 0			1,692 17 9	307 2 3	240 0 0
Wellington Loan Act, 1866	10,327 10 0	1,801 15 7	8,525 14 5	1,032 15 0	10,327 10 0	2,763 3 1	7,564 6 11	1,032 15 0
Immigration and Public Works Loan Act, 1870	8,081 7 10	...	8,081 7 10	484 17 7	8,081 7 10	...	8,081 7 10	484 17 7
	270,037 17 10	15,371 17 10	254,666 0 0	16,735 7 4	213,811 17 10	23,717 16 0	190,094 1 10	13,201 16 2

Provincial Treasury,
Wellington, 24th April, 1874.

CHARLES P. POWLES,
Assistant Provincial Treasurer.

Appendix I.

