

of the Colonial Government, a matter of no slight importance in the present financial state of this Colony. The means by which I purpose effecting the objects stated above is by the formation of a railroad through this Province, connecting it with the Province of Wellington at its northern boundary of the Patea River.

That by taking the railroad on the inland side of Mount Egmont a distance of twenty miles can be saved between the Town of New Plymouth and the entrance of the Patea River. That by so doing a much larger extent of country would be opened out than if taken on its sea side, which from its being open fern land already possesses a marketable value, and to a considerable extent means of transport. As the advantages offered by a railroad over those of a metal road are so well-known, I refrain from occupying the time of the Colonial Secretary by mentioning them, at the same time I would observe, that as the object of the Colonial Government is the speedy occupation of the country by settlers, and not by sheep and cattle, such can only be effected by the formation of a railroad in preference to a metal road, as the heavy cost of transport on the latter would quite prevent all other than cattle and wool being cultivated, there being no navigable river or even shipping places between the Patea and this settlement, a distance of eighty miles.

The formation of such a large and important work as a railroad must necessarily cause a considerable expenditure of capital; it would not only give employment to many at present residing in this Province, but would offer employment to such of the Military Settlers as might desire it on their being disbanded, and thus relieve the Government from further outlay; otherwise a great majority of able men, introduced at a high cost, and trained to arms, would leave the Province, and by so doing, effectually defeat the very object the Government had in view by their introduction.

That if taken in a military point of view it offers the quickest means of transport, besides offering greater protection to all settlers within its radius (free of cost to Government), than by the formation of military villages on the coast at a heavy Government expense.

Should a favorable view be taken by the Colonial Government of my suggestion, I am prepared to form a Company to carry out such works as may be required in the formation of a railroad between the Town of New Plymouth and the Patea River, including the survey of the country. The line to be a single line: the rolling stock to consist of five locomotives, five tenders, six passenger vans, and one hundred and fifty trucks; the cost of all, delivered when finished and passed to the satisfaction of an Inspector appointed by Government, to be Five thousand pounds (£5000) per mile; the Company to receive as payment, a concession of land in the following portion,—for every One pound up to Five thousand pounds, one and a quarter acres taken in blocks along the line, the Government and the Company selecting as follows:

The Company having the first selection to take from half to two-thirds frontage, as they may see fit. The Government will by this always possess one-third frontage, and possibly half. That the line be delivered over to Government in sections of not less than ten to twenty miles; and the full length of the lines to be finished and in work in two and a half and not exceeding three years from the time of the first sod being turned. In conclusion I may add that I had an interview and correspondence with the late Ministry on this subject, at which interview Messrs. Higgins and Bloomfield, gentlemen having great experience in the formation of railroads in Australia, and who have successfully undertaken and carried out the Echuca line, were examined as to the practicability of carrying out such work in the manner now suggested. Both these gentlemen greatly approved of the plan, stating at the same time the Victorian Government was at the present time offering concessions of land for the same object, and that if the survey was favorable to its construction, a Company would easily be formed to undertake the work. That in the present offer the surveying is to be executed by the Company instead of by the Government, and the rolling stock is included—both of which were not included in the former offer.

Reservation is also made that should the Company, after executing a survey at their own cost, find the country offer serious difficulties to the successful carrying out of the undertaking, they can decline proceeding with the work.

The Honorable the Colonial Secretary, Wellington.

I have, &c.,

W. K. HULKE.

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No. 10.

The UNDER SECRETARY to W. K. HULKE, Esq.

SIR,—

Colonial Secretary's Office, Wellington, 2nd June, 1865.

I have the honor to acknowledge the receipt of your letter of the 21st April, 1865, on the subject of the introduction of emigrants into Taranaki, and the formation of a railroad in that Province, and in reply am directed by Mr. Weld to inform you that your proposal will be laid before the General Assembly.

I have, &c.,

W. GISBORNE,

Under Secretary.

W. K. Hulke, Esq., New Plymouth.

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