

1875.

NEW ZEALAND.

I M M I G R A T I O N.

(CORRESPONDENCE WITHIN THE COLONY.)

Presented to both Houses of the General Assembly by Command of His Excellency.

TARANAKI.

No. 1.

His Honor the SUPERINTENDENT, Taranaki, to the Hon. the PREMIER.

SIR,—

Wellington, 5th September, 1874.

Referring to previous interviews I have had with you, I have the honor to confirm the request I have made to you, that the Government, out of the vote of £20,000 appropriated by the General Assembly for works in connection with the location of settlers, &c., within the province, will make such provision that I may be enabled to clear portions of the land fronting the Mountain Road, and offer the same for sale. I propose that the Government shall make advances to me from time to time for this work, and that such work shall be performed under instructions from the Minister for Immigration, for whom I shall act as agent.

I also propose, as agreed between us, that the advances shall not bear interest for five years, and after that date, if any part of such advances shall remain unpaid, that the same shall bear interest at the rate of five pounds per centum per annum; that one-half of the gross proceeds of the whole land included in the blocks operated upon shall be retained to pay such advances; and if at the end of ten years any such advances shall be unpaid, then that the whole land fund of the province shall stand charged with such advances, or so much thereof as shall then remain unpaid.

It must, however, be understood that such retention of one-half of the gross proceeds before mentioned, and the charge upon the land fund, shall be subject to any appropriation of a part of such fund that may be made by virtue of "The New Plymouth Harbour Board Endowment Act, 1874."

I have, &c.,

FRED. A. CARRINGTON,
Superintendent of Taranaki.

The Hon. the Premier, &c.

No. 2.

The Hon. H. A. ATKINSON to His Honor the SUPERINTENDENT, Taranaki.

SIR,—

Immigration Office, Wellington, 15th October, 1874.

I have the honor to acknowledge the receipt of your letter of the 5th ultimo, addressed to the Hon. the Premier, in which you request that the Government, out of the vote of £20,000 appropriated by the General Assembly last session for works in connection with the location of settlers, &c., within your province, will make such provision as will enable portions of the land fronting the Mountain Road to be cleared and offered for sale, and that the Government may make advances to you from time to time for this purpose, the work to be performed under instructions from the Minister for Immigration, for whom you express yourself prepared to act as agent; the advances not to bear interest for five years, but after that date, if any part thereof shall not have been repaid, the same to bear interest at the rate of five pounds per centum per annum; one-half of the gross proceeds of the whole land included in the blocks operated upon to be retained in liquidation of such advances; and if at the end of ten years any such advances shall not have been repaid, then the whole land fund of the province to stand charged with the same: provided, however, that the land revenue to be appropriated under "The New Plymouth Harbour Board Endowment Act, 1874," shall first be deducted.

In reply, I beg to inform your Honor that the Government are willing to accede to your request upon the terms and conditions set forth in your letter, and I shall be glad to be informed what works towards preparing for sale and settlement the land fronting the Mountain Road are contemplated by your Honor, and especially your intended arrangements with regard to the building cottages throughout the province for the immigrants expected to arrive.

I have, &c.,

H. A. ATKINSON.

His Honor the Superintendent, Taranaki.

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No. 3.

His Honor the SUPERINTENDENT, Taranaki, to the Hon. the MINISTER for IMMIGRATION.

SIR,— Superintendent's Office, New Plymouth, 2nd December, 1874.

It is my intention to call the Provincial Council together shortly for the despatch of business; and as the Appropriation Act expires at the end of the month, it will be necessary to make provision for the service of the ensuing year. It is not the intention of the Government to make provision for more than one year for the Special Emigration Agent, Mr. Burton, as it is probable that a sufficient supply of immigrants can now be secured through the ordinary agencies. I therefore beg leave to place the services of Mr. Burton at the disposal of the Immigration Department, and recommend that he be employed, as I have no doubt he will be found to be a valuable agent.

The province has paid Mr. Burton £500, being £400 salary for one year from 21st September last, and £100 for passage. I would suggest that, if the Government take over Mr. Burton, £200 of this be refunded to the province, to be available for public works in connection with the location of immigrants.

I also beg to suggest that the sum of £600 per annum be allowed to the Provincial Government out of the £20,000 agreed to be advanced for work in connection with the location of immigrants, as a contribution to the cost of administration, and fairly chargeable on that money: this allowance to date from 30th June last. That, of this sum, £300 be placed at my disposal to operate on, and that the remaining £300 be paid into the Provincial Treasury, to be appropriated by the Provincial Council; and that for the future the Council be allowed to appropriate the special allowance in the ordinary way.

I have, &c.,
F. A. CARRINGTON,
Superintendent.

The Hon. H. A. Atkinson, Wellington.

No. 4.

The Hon. the MINISTER of IMMIGRATION to His Honor the SUPERINTENDENT, Taranaki.

SIR,— Immigration Office, Wellington, 5th February, 1875.

I have the honor to acknowledge the receipt of your letter No. 100, of the 2nd December ultimo, in which you refer to Mr. Burton, the Provincial Immigration Agent in England, and suggest that his services be made available by the General Government, and also request that, out of the £20,000 to be advanced to the province for work in connection with the location of immigrants, the sum of £600 per annum be allowed as a contribution to the cost of administration.

In reply, I have to inform your Honor that all arrangements with regard to the conduct of immigration from the United Kingdom are in the hands of the Hon. Mr. Vogel, who, as you are aware, is now in London, and that therefore I am not in a position to enter into the question of the employment of Mr. Burton by this department; but I am quite sure that he will receive every consideration at the hands of the Premier.

With regard to the second portion of your letter, the Government agree to allow your Honor the sum of £500 per annum, out of the £20,000 to be advanced, as a contribution to the cost of administration, such amount to be payable from the 1st July, 1874.

I have, &c.,
H. A. ATKINSON.

His Honor the Superintendent, Taranaki.

HAWKE'S BAY.

No. 5.

His Honor the SUPERINTENDENT, Hawke's Bay, to the Hon. the MINISTER for IMMIGRATION.

SIR,— Superintendent's Office, Napier, 18th September, 1874.

I have the honor to acknowledge the receipt of your letter No. 220, of the 10th instant, and beg to thank you for so promptly instructing the Agent-General to despatch a ship for Napier with about 300 immigrants in each of the months of November and December, in addition to previous orders. So far as I can judge, these immigrants will be much required and readily absorbed.

With reference to previous orders, I regret to notice, in the telegraphic information of ships despatched for the colony in August, that no vessel has been sent to Napier during that month. We shall thus lose the arrival of one of the shipments ordered, at the time of year they are most urgently needed. I would ask you to again press the Agent-General, by telegraph, to comply with the instructions sent in respect to immigrants for this province, for unless we receive the full number ordered, and about the time ordered, it will entail great loss upon the district.

I observe from your letter that the Agent-General has been further instructed not to include Scandinavian immigrants in the number ordered in the last telegram; and that you inquire whether I wish any of the 6,000 or 7,000 emigrants of this description sent to this province in addition to those specially ordered from England. In reply, I beg to state that I think one ship-load could be absorbed with advantage, and I would propose that the General Government take, under the Public Works and Immigration Act, sufficient land in the neighbourhood of the Norsewood Settlement, in the Seventy-Mile Bush, upon which to locate them.

There is and will be a considerable amount of work for some time to come in that district in connection with railway extension, which will provide employment for people settled there. Judging also from the success of the existing settlements in the Seventy-Mile Bush, the Scandinavians are very suitable for location upon bush land.

In the event of your approving this proposal, I will be glad to indicate the block of land that can be most easily made available, and would under your sanction get the surveys of sections proceeded with as early as possible for the reception of a shipment of people, which should arrive not later than December.

In addition to the settlement of such a shipment, there are at the present time a considerable number of Scandinavians and others in this province who are anxious to occupy land in the Seventy-Mile Bush, and who could partly pay for the land, but are not in a position to purchase from the Provincial Government under the Land Regulations in force. Also the Land Regulations oblige three months' notice that the land is to be opened for sale, and this alone is a bar to the settlement of these people with success during the present summer. I should like, therefore, to be informed whether the General Government would take, under the Public Works and Immigration Act, sufficient land in the Seventy-Mile Bush to meet the actual wants for settlement as they now exist, allowing the parties taking up land to select on payment of a part in cash, the remainder of the cost of the land to be spread over a term of years. I feel satisfied some useful settlements may be promoted in the manner I have indicated, and shall be obliged if you will inform me, as early as possible, whether you can see your way to take the action I propose. The expenses connected with such settlements will be the cost of survey, and opening up the land by roads, which could be recouped out of the proceeds of the land. I shall be glad to do all I can to give effect to such a mode of settlement, and see no way of giving effect to it, except by the land being taken under the Public Works and Immigration Act.

I have, &c.,

J. D. ORMOND,
Superintendent.

The Hon. the Minister for Immigration, Wellington.

No. 6.

The Hon. the MINISTER for IMMIGRATION to His Honor the SUPERINTENDENT, Hawke's Bay.

SIR,—

Immigration Office, Wellington, 21st September, 1874.

I have the honor to acknowledge the receipt of your letter of the 18th instant, relative to the despatch of emigrants for your province, and to inform you that, in accordance with your Honor's wishes, the Agent-General has been instructed by telegraph to despatch a ship in October to supply the deficiency in August, and also to arrange for a shipment of Scandinavians, to arrive if possible in December.

With regard to your proposal that the Government should take land under the Immigration and Public Works Act, upon which to locate the Scandinavians ordered, as well as to afford general facilities for settlement, the Government are willing to accede to this, and will be glad to avail themselves of your offer to indicate the block of land that can be most easily made available. I may inform you that regulations to meet the case of the various settlements in the Seventy-Mile Bush are now in course of preparation by the Law Officers of the Crown.

I have, &c.,

EDWARD RICHARDSON,

His Honor the Superintendent, Napier. (in the absence of the Minister for Immigration).

No. 7.

His Honor the SUPERINTENDENT, Hawke's Bay, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, Napier, 2nd October, 1874.

I have the honor to acknowledge and thank you for your letter of the 21st ultimo, informing me of the instructions sent to the Agent-General in respect to the despatch of emigrants to this province.

With regard to the land to be taken in the Seventy-Mile Bush, under the Immigration and Public Works Act, upon which to locate the Scandinavians ordered, as well as to afford general facilities for settlement, I now enclose a tracing of the block I propose should be taken, together with a description of the same for gazetting. The block comprises about 7,650 acres, and includes a few unallotted sections in the Norsewood Settlement as surveyed, together with all the land between the Norsewood Settlement and the tramway. A part of this land has been surveyed into sections for sale by the Provincial Government, and I propose, as soon as the block is gazetted, to get the remainder of it laid off in sections as soon as possible, so that no delay may take place in effecting settlement upon it. The regulations for occupation will, I conclude, be similar to those you inform me are now in course of preparation by the Law Officers of the Crown for the existing settlements in the bush.

I should add that a road is now being opened by the Provincial Government from the main road through the Norsewood Settlement to the tramway (shown on tracing); and as this will run through and open the block I propose should be taken, I think the cost should be borne by the General Government out of funds at disposal for location of immigrants.

I have, &c.,

J. D. ORMOND,
Superintendent.

The Hon. the Minister for Immigration, Wellington.

No. 8.

The Hon. the MINISTER for IMMIGRATION to His Honor the SUPERINTENDENT, Hawke's Bay.

SIR,—

Immigration Office, Wellington, 7th October, 1874.

I have the honor to acknowledge the receipt of your letter of the 2nd instant, in which you

forward tracing and description of a block of land in the Seventy-Mile Bush you wish to be taken for settlement under the Public Works and Immigration Act.

With reference to the Under Secretary's telegram of the 2nd instant, I would call your Honor's attention to the fact that none of the land occupied for settlements in the province of Hawke's Bay has as yet been gazetted under the Public Works and Immigration Act, and I have to request, therefore, that you will be good enough to furnish for this purpose descriptions of all the blocks other than that the description of which is now under acknowledgment, which are now in course of occupation by the immigrants.

His Honor the Superintendent, Hawke's Bay.

I have, &c.,
H. A. ATKINSON.

No. 9.

His Honor the SUPERINTENDENT, Hawke's Bay, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, Napier, 28th October, 1874.

I have the honor to acknowledge the receipt of your letter No. 243, of the 7th instant, and, as requested, now enclose description and tracings of the lands at Norsewood and Danevirk, occupied by Scandinavian settlers. Included in these blocks are some sections which are not occupied, and I would recommend that they be thrown open for selection with the block it is proposed to take for settlement between Norsewood and the tramway. With respect to the latter block, as soon as the Government has determined as to taking it for settlement under the Immigration and Public Works Act, I should like to push on the survey, so that the land may be ready for the settlers who are expected in December.

I have proposed to the Hon. the Minister for Public Works, that the construction of the tramway through the block on which I propose to settle these people should be carried out, so as to afford employment for them, and so assist their settlement. If this is done I think the success of the settlement certain, as the immigrants would first have employment on the tramway, and when that is constructed would turn the timber on their sections to valuable account.

I have, &c.,
J. D. ORMOND,
Superintendent.

The Hon. the Minister for Immigration, Wellington.

No. 10.

His Honor the SUPERINTENDENT, Hawke's Bay, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, Napier, 9th March, 1875.

Referring to former correspondence on the subject of the proposed location of immigrants in the Seventy-Mile Bush, I proposed and you approved the settlement of the Scandinavian immigrants expected by the "Fritz Reuter" on the block situate adjoining the Norsewood settlement taken under the Public Works Act, and gazetted on the 19th November last.

It was intended to build cottages on the sections, and to employ the people on the tramway, commencing the work at a point near the proposed settlement, and working each way therefrom.

Owing to unforeseen causes, the survey of the tramway has been protracted, and the line in the vicinity of the land for settlement cannot now be determined in time to locate the people on their arrival. The delay in determining the line has also prevented me from making the preparations necessary to locate the expected immigrants, as it was useless getting timber cut in a bush country unless in the immediate vicinity of where it will be required.

The "Fritz Reuter" is due in about a fortnight's time; and as the immigrants coming by her, some 500 souls, are all foreigners, and therefore difficult to place in private employment, I have taken steps to provide for their location in the best way I can devise under the circumstances.

I should say that I still propose the people should be employed on the construction of the tramway, the work in connection with which will occupy and support them during the next year.

The tramway line is now, I am glad to hear, determined for the first few miles, so that, by arrangement with the Hon. the Minister for Public Works, employment can be found for the people. As, however, this portion of the line is not within reach of the land on which the immigrants are to be located, it is necessary to provide some accommodation for them on their arrival; and considering that the winter season is approaching, I think it will be best to locate them on the tramway line about where it enters the bush. Supplies will be more easily got to them there through the winter than if settled in the heart of the forest, and the men will be within reach of their work. I have therefore ordered from 40,000 to 50,000 feet of timber, suitable for building a number of lean-to sheds, sufficient to shelter the people through the winter. I propose to either supply the immigrants with the timber necessary to build a shelter for themselves, or else build it for them, charging them with the cost of labour and material, and deducting it from their earnings. This will provide for those among the immigrants who may arrive without means. Those who have means can, if they so desire it, at once be put upon land.

With the object of attaching the people to the land, I think it would be desirable that forty acres should be allotted to each head of a family who desires it, on terms of deferred payment. It will probably be necessary to have regulations prepared for this, and I think it will be best to simply adopt the same regulations and terms as for the Norsewood settlement.

By doing as I have above proposed, the immigrants will have shelter provided for them close to their work for the winter. They will be within reach of their land, and be able to make preparations

for occupation, fell a part of bush, &c., and, by the spring, be in a position to go upon their sections. The timber now supplied them will be their own property, and can be removed to their holdings.

To enable this plan to be carried out, I am having portions of the block taken for settlement by the Proclamation of the 19th November last surveyed into sections, and now enclose a tracing of the same. This work is nearly completed, so that the land will be ready for apportioning on the arrival of the immigrants. The cost of the survey will be about £4 10s. to £5 a section. The sections are chiefly laid out abutting on two lines of road (branch roads), which were first carefully laid out, and which connect the present main road through the Seventy-Mile Bush with the tramway line. One of these roads, the one nearest the Mangata-wainui river, has been made out of provincial funds, so that all the sections along it can be occupied at once. The other line I propose to open with the labour of the immigrants, and shall have to expend a portion of the vote for locating immigrants upon the work, unless the Public Works Department can provide for it.

That explains, I think, the steps I have taken for providing for the "Fritz Reuter" immigrants. I shall be much obliged if you will be good enough to arrange with the Minister for Public Works for the employment of these people upon the tramway work. I should propose that they be employed for the first two weeks at day work, clearing the line, and after that that the work be let out to parties by the piece.

It will be necessary to provide for taking the people and their baggage to the Seventy-Mile Bush, and also in some way for rationing them for a short time after their arrival there, during which time they will be occupied in getting up shelter for themselves, and not earning money. I should propose to pay for rations for them for say three weeks, the cost to be repaid and added to the cost of the land. From the experience of the Norsewood and Danevirk settlements, I am sure this is necessary, and that without some provision of the kind no trader would supply them with food.

I think I have now stated the principal points that occur to me in connection with this subject, and as the vessel may arrive at any time, I shall be glad if you will inform me, as early as you conveniently can, how far you approve what I propose doing. I need not, I feel sure, press upon you the importance, for the successful carrying out of the Public Works and Immigration scheme, of actual settlement upon land, and I only regret that the urgent demand for labour has prevented more being done in this direction.

I have, &c.,

J. D. ORMOND,

Superintendent

The Hon. the Minister for Immigration, Wellington.

No. 11.

The Hon. the MINISTER for IMMIGRATION to His Honor the SUPERINTENDENT, Napier.
(No. 55.)

SIR,—

Immigration Office, Wellington, 15th March, 1875.

I have the honor to acknowledge the receipt of your letter of the 9th instant, relative to the location and employment of the Scandinavian immigrants expected shortly to arrive by the "Fritz Reuter," to which I replied briefly in general terms this day by telegraph.

2. The Government entirely approve the proposals submitted to me by your Honor with regard to the location of the immigrants upon arrival and ultimate settlement upon the block adjoining Norsewood, which was taken under the Immigration and Public Works Act by Proclamation dated 16th November last. The Regulations of 24th November, which appear in the *Gazette* of 3rd December, 1874, apply to this and two other blocks as well as to Norsewood, so that there need not be any delay in carrying out your wishes with regard to this settlement.

3. Upon the subject of the employment of the immigrants, I have conferred with the Minister for Public Works, and he will be prepared to employ upon the tramway as many as can profitably be employed upon the work. Mr. Carruthers and Mr. Knorpp leave for Napier by steamer to-day, and will confer with your Honor as to the necessary arrangements.

4. With regard to the construction of the branch road upon which the sections of the block referred to above abut, the Public Works Department will not be able to provide for the work. The expense will therefore have to be charged to the Hawke's Bay vote for the location of settlers.

I have, &c.,

H. A. ATKINSON.

His Honor the Superintendent, Napier.

No. 12.

The GENERAL GOVERNMENT AGENT, Napier, to the Hon. the MINISTER for IMMIGRATION.

General Government Agent's Office,

Napier, 8th April, 1875.

SIR,—

I have the honor to enclose copy of a letter from Mr. Friberg, reporting the arrival, at the Seventy-Mile Bush, of the "Fritz Reuter" immigrants. The people are at present in tents, but will be huted as soon as the timber is cut. Work on the tramway was ready for the men on their arrival, and I am glad to learn from Mr. Beere, the engineer in charge, that they are working well. The survey of the land on which they are to be located is finished, and, as soon as the plan is completed, I propose to have them draw for order of selection. The single men and single women by the "Fritz Reuter" have all found employment, as also did some married tradesmen, who were unsuited for the work at the Seventy-Mile Bush.

When the tramway on which the "Fritz Reuter" people are employed is completed and connected

with Napier by the railway, a very large timber trade will be done, and a much larger population than is now settled in the Seventy-Mile Bush will find profitable employment there.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,

J. D. ORMOND.

Enclosure in No. 12.

Mr. R. E. FRIBERG to Mr. ORMOND.

SIR,—

Waipukurau, 3rd April, 1875.

In reference to those immigrants ex "Fritz Reuter" who were moved to the Seventy-Mile Bush, I have the honor hereby to render a brief report.

The first batch, numbering 99 souls, arrived at Takapau on the 26th ultimo; the second batch, counting 109, arrived at the named place on the 31st. The night before their arrival at Takapau both parties slept in the Immigration Barracks at Waipawa, where on each occasion the contractor for the delivery of rations had excellent food in readiness. The carters carried out their agreement in the best manner possible, and we were also favoured with fine weather all through. Two camps are formed in the Porangahau, immediately at the edge of the bush, the one camp containing Danes and Swedes, the other for Germans and Poles. Change of diet, camp life—combined with the unavoidable hardships which newcomers' helplessness to a great extent brings on—have, as might be expected, caused some amount of sickness; but only two cases of a seemingly serious nature have, as yet, come under my notice. Three young persons obtained private services in this neighbourhood. Three German girls returned to Napier, there to seek places. Bushfelling, clearing the line, commenced on the 30th ultimo; earthwork on the 2nd instant.

I have, &c.,

B. E. FRIBERG.

J. D. Ormond, Esq., General Government Agent, Napier.

No. 13.

His Honor the SUPERINTENDENT, Hawke's Bay, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

General Government Agent's Office, Napier, 1st June, 1875.

I have the honor to enclose copy of a letter and plan sent by me to Mr. Beere, the Engineer, who has been directed by the Hon. the Minister for Public Works to take charge of the road work required to open the lands allotted to the "Fritz Reuter" immigrants. The lands being all forest, roads are absolutely necessary to enable the people to occupy, and the expenditure I have authorized, in accordance with your authority, only provides for formation and bridges; the metalling not being possible until next summer.

As the expenditure to open these roads may not come to account within the present financial year, I would suggest that the unexpended balance of the vote for the location of immigrants, Hawke's Bay, should be re-voted to provide for works authorized, and I trust next year more may be done in the way of settlement on land than has been possible during the year now ending. The probability of the railway line being open to the Seventy-Mile Bush during the next year will greatly facilitate settlement, and when the bush is tapped by the railway the timber trade will give employment to a large population.

I have, &c.,

J. D. ORMOND,

General Government Agent.

The Hon. the Minister for Immigration, Wellington.

Enclosure in No. 13.

The GENERAL GOVERNMENT AGENT, Napier, to D. M. BEERE, Esq., Engineer.

SIR,—

General Government Agent's Office, Napier, 21st May, 1875.

From a telegram from Mr. Knowles, copy of which I enclose, I gather you have received instructions from the Public Works Office to direct certain road works at Norsewood. I now enclose a tracing showing the main road from Norsewood to the tramway line, and the cross roads required to give access to the lands on which the immigrants are to be located; also an estimate by Mr. Weber of the probable cost of felling the bush and formation, which, without metalling, he estimates at £3069. The Hon. the Minister for Immigration has authorized the necessary expenditure to open the road, but the amount available at present will not include metalling, for which provision will, I hope, be made next summer. I shall be obliged if you will have the main line from Norsewood to the tramway line proceeded with first, and when that is done, the cross roads, the work being let by the piece. By carrying out this work, the immigrants will be able to settle on their land next spring, and access to the tramway line will also facilitate work upon it. The expenditure on this road should be charged to Immigration, and the vouchers sent through this office.

I have, &c.,

J. D. ORMOND,

General Government Agent.

D. M. Beere, Esq., Waipukurau.

No. 14.

The Hon. the MINISTER for IMMIGRATION to the GENERAL GOVERNMENT AGENT, Napier.

SIR,—

Immigration Office, Wellington, 12th June, 1875.

I have the honor to acknowledge the receipt of your letter of 1st instant, and to thank you

for the information afforded as to the action taken relative to opening the road between Norsewood and the tramway line. In accordance with your recommendation, I will place upon the Estimates the unexpended balance of the vote for the location of immigrants in Hawke's Bay, as provision for the works authorized.

J. D. Ormond, Esq., General Government Agent, Napier.

I have, &c.,
H. A. ATKINSON.

NELSON.

No. 15.

CORRESPONDENCE between His Honor the SUPERINTENDENT, Nelson, and the Hon. the MINISTER for IMMIGRATION.

(Telegram.)

Nelson, 6th November, 1874.

PROVINCIAL GOVERNMENT propose to form special settlement immediately at Karamea, on West Coast, and I have the honor to request authority to expend £1,000 from Immigration vote for the purpose.

OSWALD CURTIS,
Superintendent.

Hon. Minister for Immigration, Wellington.

(Telegram.)

Wellington, 12th November, 1874.

RE Special Settlement, Karamea.—Much regret your telegram overlooked. Will you kindly state nature and particulars of proposed expenditure, and whether the £1,000 is all that is to be expended upon the proposed settlement?

His Honor O. Curtis, Nelson.

H. A. ATKINSON.

(Telegram.)

Nelson, 12th November, 1874.

KARAMEA Special Settlement.—Provincial Government consider £1,000 will be enough for first three months. Probably other £2,000 will be required subsequently. Expenditure required for forwarding, housing, and rationing settlers, and giving partial employment for limited time.

OSWALD CURTIS,
Superintendent.

Hon. Minister for Immigration, Wellington.

No. 16.

His Honor the SUPERINTENDENT, Nelson, to the Hon. the MINISTER for IMMIGRATION.

(No. 187.)

SIB,—

Superintendent's Office, Nelson, 19th February, 1875.

I have the honor, in accordance with the request which I understand that you have conveyed to me through the Provincial Secretary, to inform you that the Provincial Government are forwarding to the special settlement at the Karamea, in addition to lately arrived immigrants, a few families of experienced settlers, whose example and advice will, it is confidently expected, be of great service to persons wholly unacquainted with the country, and to whom the best means of making their land productive, and of forming homes for their families, are necessarily unknown.

It is also the wish of the Provincial Government, both as regards the Karamea and any other special settlement that may be determined upon, to afford to existing settlers the same advantages as are offered to recent arrivals in the colony—and I shall be glad to learn from you officially that this course meets with your approval—as regards the application of the funds contributed by the Colonial Government for the formation of these settlements.

I beg to enclose to you herewith, for your information, copies of the existing regulations for these special settlements; and also a copy of the *Colonist* newspaper of the 19th January, 1875, containing a report upon the Karamea settlement, by the special reporter of that paper.

I have, &c.,

OSWALD CURTIS,
Superintendent.

The Hon. the Minister for Immigration.

No. 17.

The Hon. the MINISTER for IMMIGRATION to His Honor the SUPERINTENDENT, Nelson.

(No. 44.)

SIB,—

Immigration Office, Wellington, 1st March, 1875.

I have the honor to acknowledge the receipt of your letter No. 187, of the 19th ultimo, in which you inform me that, in accordance with an understanding arrived at by me with the Provincial Secretary, the Provincial Government are forwarding to the special settlement at Karamea, in addition to the lately arrived immigrants, a few families of experienced settlers, whose example and advice will be of great service to persons wholly unacquainted with the country; and also communicating to me the wish of the Provincial Government, both as regards the Karamea and other settlements, to afford existing settlers the same advantages as are offered to recent arrivals, and requesting me to inform you officially whether this course meets with my approval.

As expressed to Mr. O'Connor in the interview referred to above, I am quite in accord with your Honor as to the desirability, for the benefit of the immigrants themselves, of locating a few families of experienced settlers in the special settlements, and I accordingly have given authority for the neces-

sary expenditure for the purpose, which I consider a fair charge against the vote for location of immigrants; but I trust to your Honor to locate no more old settlers than are absolutely necessary for the purpose, and I shall be glad to hear from time to time how many are so located. The application of any portion of this money for affording early settlers the same advantages as are offered to recent arrivals is a very different matter, and cannot be entertained under the existing Appropriation Act, and under the Acts in force relating to immigration. It may or may not be desirable as a matter of policy; but the Government have to carry out the existing law, and I feel sure that, upon consideration, you will agree with me, that this absolutely precludes my consenting to the proposals of the Provincial Government.

I have to thank your Honor for the copies of the Regulations for Special Settlements, and for the copy of the *Colonist* containing a report upon the settlement.

His Honor the Superintendent, Nelson.

I have, &c.,
H. A. ATKINSON.

No. 18.

His Honor the SUPERINTENDENT, Nelson, to the Hon. the MINISTER for IMMIGRATION.
(No. 174.)

SIR,—

Superintendent's Office, Nelson, 3rd March, 1875.

I have the honor to acknowledge the receipt of your letter of the 1st instant, in answer to mine of the 19th ultimo, in which you are good enough to comply with my request that a portion of the funds available for the settlement of immigrants may be devoted to forwarding and locating, in the special settlement at the Karamea, a few families of experienced settlers, whose advice and example, I consider, would be of great service to the newly-arrived immigrants. I will take care that the number of families forwarded shall be in accordance with the views you express, and that you are kept thoroughly informed upon the subject. I regret that you find yourself unable to assent to a more general application, in this direction, of the funds placed at your disposal by Parliament. I am aware of the state of the law in the matter, and should probably, looking especially to correspondence with your predecessors on the subject which took place two or three years ago, not have renewed an application which had been unfavourably received, had I not been informed that your immediate predecessor, the Hon. Mr. Vogel, recently made the concession I asked for in the case of the special settlement at Jackson's Bay, in the Province of Westland.

I have, &c.,
OSWALD CURTIS,
Superintendent.

The Hon. the Minister for Immigration.

No. 19.

CORRESPONDENCE between His Honor the SUPERINTENDENT, Nelson, and the Hon. the MINISTER for IMMIGRATION.

(Telegram.)

Nelson, 18th February, 1875.

PROVINCIAL GOVERNMENT propose to form a special settlement at Little Wanganui, a few miles south of Karamea, in connection with the latter, both being on the Karamea Plains. It is expected that the two will ultimately form one; in the meantime be of mutual assistance. Are we at liberty to apply funds individually to both?

OSWALD CURTIS,
Superintendent.

Hon. Minister for Immigration, Wellington.

(Telegram.)

Wellington, 19th February, 1875.

Re Special Settlement at Little Wanganui.—The Government do not wish to interfere with arrangements which, from your local knowledge, you may think desirable; but it must be remembered that the amount available for special settlement purposes is limited, and I would suggest whether it might not be more advisable to allow the Karamea scheme some further time to develop itself before initiating another settlement.

The Superintendent, Nelson.

H. A. ATKINSON.

WESTLAND.

No. 20.

His Honor the SUPERINTENDENT, Westland, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, Hokitika, 14th December, 1874.

I have the honor to acknowledge the receipt of your letter, enclosing draft heads of agreement respecting special settlements, and requesting me to inform you if they meet with my approval.

I now return you one copy of the draft, which is as arranged between Mr. Vogel and myself before leaving Wellington, and approved of by me. In accordance with this, I have now taken the initiatory steps towards forming the settlement, the particulars of which I have the honor to submit to you.

On the 22nd ultimo I started in company with the Chief Surveyor to examine the district where it was proposed to make the settlement; and, in order that no unnecessary time might be lost, and to save the expense of a further special charter of a steamer, I took one of our oldest surveyors, with a

full staff of experienced men, down with me. A very short examination of the country, together with our previous knowledge of it, showed that the southern end of Jackson's Bay, where the township of Seacombe is already laid off, was by far the most suitable site for our first depôt, as there vessels of the largest size can come in and anchor in perfect safety. Had either of the four rivers situated in the proposed block—namely, the Arawata, Waitoto, Okuru, or Haast—been decided on, reference to the Chief Harbour Master's report accompanying this letter will show you that vessels drawing not more than seven feet would have been required to be used exclusively, and this, as you will at once perceive, would have been a serious drawback to the success of the settlement.

From the enclosed report furnished by the Chief Surveyor you will see that one of the main features in connection with the settlement will be the exportation of timber, for which there is practically an unlimited demand both in New Zealand and the neighbouring colonies. The best timber land commences about four (4) miles from the port, extending from thence towards north; and considering the small amount of money available for the establishment of the settlement, and the importance of opening communication right through the settlement, along which the timber can be brought at a moderate cost for carriage, I am of opinion that the formation of a tramway with light iron rails, capable of being worked in the first instance by horse-power, will be of more use than a dray road. If this is done, I have very little doubt but that within a short time we shall see a number of saw-mills established in the settlement, giving employment to a large number of the immigrants, besides assisting in clearing the land for permanent settlement. I shall be glad to learn if the Government have any iron rails suitable for such a tramway; and if not, whether they will either procure them for us in New Zealand, or authorize me to send to Melbourne for them? It is of the greatest importance that no time should be lost in procuring them, as the first two or three miles must be made before any great progress can be made in the settlement. As the main point in connection with the first establishment of saw-mills depends on the construction of a tramway as proposed, instead of an ordinary dray road, I shall be glad to get your decision on the subject as early as possible.

With a view to preparing the way for the immigrants from home to whom bush life will be entirely new, I purpose at once selecting and forwarding to the settlement the fifty (50) families it was arranged should be allowed to go down from the residents on the West Coast; they will make good pioneers, and it will be of great service to subsequent arrivals to have a few experienced hands to show them how to set to work.

I have drawn a few preliminary conditions, a copy of which I beg to enclose, but I would prefer that they should not be gazetted until we have had a little experience of how they will work. They will however be sufficient to explain generally to intending settlers the intention of the Government with regard to the settlement, and, if approved of by you, I should be glad if you would transmit them to the Agent-General in London, so that arrangements may be at once commenced for sending us out a suitable class of emigrants.

The number of immigrants it is proposed to locate in this settlement is 250 families, say equal to 1,000 adults; of these, fifty families were to be taken from this coast, which will leave 200 families to be sent from home, or to be selected from those now arriving in different parts of the colony who might desire to go down to the special settlements. I would request, therefore, to send home instructions to select and send out 150 families, and I would suggest that a large proportion of these should be taken from the National Agricultural Labourers' Association; in this Mr. Holloway might be able to render considerable assistance, as the details of this settlement were fully discussed with him on his recent visit to this province, and met with his warm approval. I think, also, that some Shetlanders would be suitable immigrants, as there is an abundance of fish on the coast. My attention has also been drawn to the fact that a number of Pomeranians can be obtained, and would be specially suited for such a settlement. A countryman of theirs, Mr. Julius Matthies, who has spent a considerable time in exploring our southern country, is about returning to his home with a view of inducing a number of his countrymen to come out, and I shall be glad if you would give instructions, so that the Agent-General may avail himself of his services when at home. I believe they would make useful settlers, and a block of land might be specially reserved for them on one of the rivers. The remaining fifty families might be chosen from the arrivals now coming into the colony, and I would recommend that the conditions should be circulated in the various immigration barracks, so that any persons desirous of applying might be sent down. I regard it as a matter of the utmost importance to the success of this settlement that only those should be sent down who are thoroughly prepared to face the difficulties of clearing bush land. No special knowledge is required, but active energetic men. Bearing this in mind, I think that the immigrants should first be sent to Hokitika, and in case any of them should be found unsuitable for the settlement they might be absorbed here, whereas if they go direct to the settlement they will simply prove an encumbrance not easily disposed of.

I propose that the rate at which the immigrants should be introduced should be not more than twenty-five families per month; and it is my intention, subject to your approval, to erect fifty cottages in Jackson's Bay, to provide accommodation for the first settlers who may go down. I intend calling for tenders here for twenty-five cottages, to be framed and all ready for putting up immediately on arrival. The other twenty-five can be erected down at Jackson's Bay by the immigrants themselves. This, I think, will be the most economical course, and the best that can be pursued.

As the expenditure in connection with the settlement has now commenced, and will be continually going on, I should be glad if you would inform me how the necessary payments are to be made—whether the vouchers will require to be first sent to Wellington, or if you would place a sum of money out of the vote at my disposal as an imprest to be accounted for from time to time as it may be required. The latter course would be the most convenient, as there are many payments which require to be made without delay.

In connection with the direct management of the settlement, I have secured the services of Mr. Duncan Macfarlane, a gentleman of great experience on the Coast and in Canada, and one well fitted for the responsible position in which he will be placed. The salary, for the present, I have fixed at £300 per annum, and I hope this will meet with your approval.

The particulars of the special survey staff employed on the block I also enclose. The expenditure

in connection with their being landed on the block, and my own inspection, with the Chief Surveyor and Mr. Macfarlane, I have forwarded through the Immigration Officer.

I propose, if possible, sending down the first shipment of West Coast settlers early in January, so as to get the work of the settlement fairly started and available during this summer.

In connection with the first start of the settlement, it will, I think, be necessary that the Government should provide a small stock of tools and provisions, but I expect the competition of ordinary traders will soon render this unnecessary.

As the formation of the settlement proceeds, there will doubtless be many matters arising which will require careful consideration, but in the meantime I think all has been done to insure its successful commencement. It will, however, be now desirable that no time should be lost in getting a start made in the introduction of immigrants, as it will be an advantage to have as many as possible located during the summer months.

I have, &c.,

JAS. A. BONAR,

Superintendent.

The Hon. the Minister for Immigration, Wellington.

Enclosure 1 in No. 20.

HEADS of PROPOSED AGREEMENT between the GOVERNMENT of the COLONY, the COLONIAL TREASURER, and the SUPERINTENDENT of WESTLAND.

1. In accordance with the provisions of section 7 of "The Provincial Public Works Advances Act, 1874," a sum of not exceeding £20,000 shall be advanced to the Province of Westland, for the purpose of settling and locating immigrants and others on the block of land hereafter mentioned.

2. £12,000 of the above sum has been appropriated by the General Assembly, and is available for the purposes aforesaid, and such sum shall be paid and issued to the province in such manner and at such time as the Minister for Immigration shall direct. The balance of the above sum of £20,000 shall only be available on appropriation by the General Assembly, and shall be subject thereto.

3. For the purposes of carrying this agreement into effect, the Government shall appoint the Superintendent to be Government Agent, and he shall act under the direction of the Minister for Immigration: Provided that if the person now holding the office of Superintendent shall cease to hold such office, the Government shall not be bound to appoint his successor as such Government Agent.

4. The number, class, and description of persons to be settled, and the time and manner of their location, shall be determined from time to time by the Minister for Immigration on consultation with the Government Agent.

5. The block of land to be settled shall consist of that tract of country in the Province of Westland extending from Jackson's Bay on the south to the Haast River on the north, and estimated to contain upwards of 60,000 acres; but the limits of the block may be increased or diminished upon agreement between the parties hereto, and such block shall be set apart for the purposes of settlement under this agreement.

6. The Government Agent shall cause such surveys of the block to be made as may be necessary to facilitate settlement, and at such time as may be considered expedient. Regulations shall from time to time be made for the sale, disposal, and occupation of the land to such settlers; but all persons who may be located in the settlement by the Government Agent prior to the making of such regulations, shall be deemed to be entitled to select land under such regulations, unless any other agreement has been made with them. The expenses of such survey shall be borne by the province, except to the extent of £2,000, which shall be advanced out of the moneys available as aforesaid for the purpose of making such surveys. But no part of this money shall be payable to the ordinary survey staff of this province, but only for special assistance.

7. The regulations so to be made shall provide, among other things, as follows:—

The lands shall be divided into town lands, suburban lands, and rural lands.

Towns shall be divided into allotments of $\frac{1}{4}$ acre each.

Suburban and rural lands shall be divided into sections of such convenient size as may be determined, according to the class of land.

Reserves may be made by the Governor for the purposes of the Government of the colony or of the province, for railways, tramways, wharves, decks, quays, and ferries; for churches, schools, and for the endowment of schools; for hospitals and charitable institutions; for municipal purposes, markets, recreation grounds; and generally for any purpose of public convenience or utility.

Such reserves may be withdrawn, and the purposes for which made changed in such manner as may be provided by the regulations.

8. Until the making of such regulations, the Government Agent shall do all things necessary for surveying such parts of the settlement as may be considered fitted for settlement; and from time to time may, with the consent of the Governor, make temporary reserves for all or any such purposes as aforesaid. He may also employ such person or persons as he thinks fit to assist in the management of the settlement, and in the location of settlers therein, and may make such terms and agreements with any such person or persons as he may think fit. In order to encourage the expenditure of capital, he may also, subject to the consent of the Minister for Immigration, make such agreements with persons willing to erect saw-mills in the settlement, or to engage in the construction of public works, providing for the lease of lands to such persons, or for the granting of such other privileges or concessions as he shall deem likely to promote speedy settlement.

9. It is agreed between the Colonial Treasurer and the Superintendent, that the moneys advanced under the authority of the said Act shall be repaid as follows:—

One-half the gross proceeds of the receipts from the sale and disposal of lands in the settlement shall from time to time be deducted and retained by the Government, towards paying back advances made.

Any advances outstanding at the end of five years from the commencement of the settlement, shall thereafter bear interest at the rate of 5 per cent. per annum.

If any balance of principal moneys advanced, or of interest thereon, shall remain due at the end of ten years from the commencement of the settlement, the same shall be deducted from the Land Fund of the province; and if such fund shall not be sufficient for that purpose, then the deficiency shall be charged against the province, as provided by the seventh section of the said Act.

The commencement of the settlement shall, for the purposes of this clause, be such date as shall be determined by the Governor.

Enclosure 2 in No. 20.

The CHIEF SURVEYOR to His Honor the SUPERINTENDENT, Westland.

SIR,—

Chief Surveyor's Office, Hokitika, 11th December, 1874.

In conformity with your Honor's request to report upon the block of land set apart in the Province of Westland under "The Immigration and Public Works Act, 1871," I have the honor to furnish the following information:—

The land reserved for special settlement is situated between Jackson's Bay and the Haast River, comprising 60,000 acres with a sea frontage of about twenty-four miles, and an average depth of about four miles. The southern boundary of the land lies east of and within one mile of the landing at Jackson's Bay; and from it to the Arawata, a river of twenty-five miles in length, and rising at Mount Aspiring, one of the highest peaks of the Southern Alps, is a distance of two miles. The land comprised in this portion of the special settlement block—bounded by the sea coast on the west, the Arawata on the north, and the foot of the Jackson's Bay terraces on the south and east—is level throughout, and of the very best description of agricultural land. I have had full opportunity of examining it, and am justified in saying that in regard to quality and depth of soil it is all that could be desired. The soil is of a yellowish and brownish colour, a rich loamy clay with an admixture of sand sufficient to keep it loose and easily workable. Its depth ranges from 2 to 5 feet. The ground is covered with bush, three or four belts of pine bush running parallel to sea coast from foot of Jackson's Bay terraces to Arawata, and the rest light timber and tree ferns, with little or no undergrowth. The luxuriant growth of the fern tree is probably the most certain indication of the good quality of the soil in the West Coast bush land, and this, certainly, is the prominent feature in the block of land under consideration. Besides the facility of clearing that description of bush as compared with other kinds, there is a peculiarity in connection with the creeks running through this land, which will prove of the utmost advantage to the settlers. Several "burns" or creeks of from twenty to thirty yards in width, with a great number of smaller branches running into these, are traversing the land, and emptying themselves into the Arawata River at various distances from the sea. The banks of all these watercourses are steep, and range from 10 to 20 feet in height, thus at once providing natural main drains for the whole of this block of land, and the settlers' work of drainage will extend to the cutting of small ditches only. Drainage is generally a very considerable item in the expense of cultivating bush land, but in this case it is reduced to a minimum.

From the Arawata to the Waiaototo River is a distance of six miles, and the portion of special settlement block between these two rivers comprises about 15,000 acres. A thickly-wooded conical hill, about 500 feet high and covering 200 acres of land, rises two miles south of the mouth of the Waiaototo River; the rest of the land is level, and generally suitable for agricultural purposes. A very prominent feature in this block is the distribution of heavy and light timber. Streaks or rows of heavy pine tree forests of a width of from ten to twenty chains, extending from the Arawata to the Waiaototo, in a course generally parallel with the sea coast, are found at distances of from half a mile to three-quarters of a mile apart. Between these the bush is low, and of a lighter description, but not altogether destitute of big trees. I have not had as good an opportunity of examining the whole of the land between Arawata and Waiaototo as I had in the case of all the other portions of the 60,000 acres set apart for special settlement; but what I have seen is sufficient to justify my stating that the bulk of this land will prove very suitable for farming, while the rest (the heavily-timbered land) will be a source of revenue for many years to come to both Government and private persons with enterprise enough to establish saw-mills on the settlement.

From the Waiaototo to the Okura River is a distance of seven and a half miles, and from the Okura to the Haast River is a distance of eight miles. The country between these three rivers I have had ample opportunity to examine in 1869, at the time of the first rush to the Haast gold diggings. To facilitate as much as possible the prospecting for gold in the interior, a number of cross lines (tracks) commencing at the sea coast and terminating at foot of range, of an average length of about six miles, were cut at distances of from one to two miles apart. Besides this, traverse lines were cut along the banks of the Haast and the north and middle branches of the Okura River from the sea coast to the gorges, a distance of seven to eight miles inland.

Very excellent land is to be found along the banks of all these rivers, more especially about the several branches of the Okura River, but a large proportion of the land between the rivers named, though good in quality and of great depth of soil, is very swampy at present. In cutting the tracks above referred to, a great number of swamps, varying in width from two to twenty chains, had to be traversed; only a few of these were so bad that a man carrying a swag could not get along. The existence of these swamps may at first sight be considered an objectionable feature in the special settlement block, but I submit that on close examination it may prove to be the very reverse. It is the experience of all those who engage in agricultural pursuits on this coast, and indeed throughout New Zealand, that swamp land is the best land by far, provided it can be drained. There is certainly one description of swamp land on the West Coast, which, however well drained, will prove of little use

for farming—that is the swamp land commonly called “pakihis,” which is found on flat terrace land, the soil consisting of a mass of vegetable fibres closely matted together. Such soil, I doubt not, will make excellent “turf,” but to make it grow anything, grass even, it will require many years of sweetening. Now, the pakihis or swamps in the special settlement block are not of that description; the soil, good loam, in some cases eight and ten feet deep, and the question of utilizing these is merely a question of drainage; and considering the number of deep burns or creeks traversing the land between the rivers Waitototo, Okura, and Haast, I have little doubt but the facilities will be found to be great for bringing all these low-lying portions of the block under cultivation. But irrespective of all this, there is a very large extent of superior land which does not depend upon such contingencies at all—land which is ready for the plough as soon as cleared. The work of clearing itself varies very much, according to height of timber, undergrowth, &c.; but, on the whole, what has been said in regard to the land south of the Arawata holds good here. The high timber about the Okura River is of the best I have seen on this coast; belts of it are skirting the river banks, and, as in the case of the land between the Arawata and Waitototo, “streaks” of high timber (principally pine) are running northerly towards the Haast, and southerly towards the Waitototo. In low bush, red birch and pukaka are predominant; the high timber bush consists of the usual pines (black, red, and white), rata, or iron wood; black birch, totara, silver pine, kawhaka, and generally the timbers found in the north part of the province. Extensive totara forests are found near the banks of the Waitototo, and of less extent, I am informed, on the banks of the Arawata, a few miles from the sea coast.

Without making more careful examination of the special settlement block, an estimate of the timber land for saw-mill purposes can only be approximate; however, I think that at least 15,000 acres, or one-fourth part of the total area set apart, will be found to be the proportion.

The four large rivers, the Haast, Okura, Waitototo, and Arawata, as also Jackson's Bay, will, I am given to understand, be more particularly reported upon by the Chief Harbour Master as to suitability for shipping ports, &c., and I shall therefore not touch upon that question here.

In regard to the geological formation of the country between Jackson's Bay and the Haast River, I prefer giving a few short extracts from Dr. James Hector's Geological Survey of New Zealand during 1866 and 1867. They are as follows:—

“From Jackson's Bay to Arnott Point (north of Haast), a distance of thirty miles, there are no secondary ranges of hills, the mountains rising abruptly from a level plain about five miles in width, composed by the alluvial gravels and silts brought down by the Rivers Waita, Haast, Okura, Waitototo, and Arawata. The lower ranges are only represented by several isolated wooded cones, such as the Mosquito Hill north of the Haast, and Mount Rayer (Mount McLean) north of the Arawata.”

“The shingle in all these rivers is almost wholly of clay or mica schist, with quartz derived from the veins which intersect these rocks. The isolated hills are, however, composed of granite, according to Dr. Haast, who explored the district in 1863. . . . It (the flat country) grows excellent timber, such as rimu, yellow pine, white pine, rata, and birch, and the undergrowth is light and very easily cleared. The soil is light loam two to six feet deep, resting on shingle, and is not so ferruginous as the soil further south, nor so tenacious as the subsoil in the neighbourhood of Hokitika. . . . Gold is got along the beach in greater or less quantity right from Jackson's Bay northward to the Waita River to the north of Haast River, being associated with gray quartz sand, but to the south with black iron sand. From the sea the outline of high terraces can be discerned along the spurs of the back ranges, especially at the northern extremity of the flat, where the coast ranges again commence, so that it is possible that heavier gold may yet be found in this district; that which has as yet been obtained being of the finest grain.”

Since the above was written several “rushes” of importance to that part of Westland have taken place, and gold workings of considerable extent were carried on both to the north and south of the Haast River. Two distinct leads of gold have been worked between the Haast and Okura Rivers, and several others on the north side of the Haast, where only lately a party of miners completed a water-race of four miles in length, carrying forty Government heads of water. Judging from the experience at other beaches, where four, five, and more leads have invariably been found and worked, it is but reasonable to expect that a like result will at some future time reward prospecting for other leads between Haast and Jackson's Bay. There is moreover the work of “beach combing,” which has been most successfully carried on (especially between the Okura and Waitototo Rivers) by a number of miners, and which, together with the working of regular leads, forms a matter of the very greatest importance in the settlement of that part of Westland. Whenever black gold-bearing sand is covering the beaches, the settler may leave off cultivating his ground for a few days and take to beach combing—one of the easiest and withal most remunerative descriptions of gold working, and so earn a few pounds in a very short time. Moreover, what Dr. Hector looked upon as possible, viz. “that heavier gold would yet be found in that district,” has become a fact.

Heavy nuggety gold has been found in various parts, most of it impregnated with quartz, which is an almost infallible sign of quartz reefs in the district, most probably up one or more of the rivers. Under any circumstances, whether the settlers will ever engage in mining pursuits themselves, or strictly attend to their farms, they have the prospect of remunerative work, and of a market for their produce at their very doors. As it is absolutely certain that the opening up of quartz reefs or new gold-workings will at once attract a large population to the district to the south of the settlement, as well as to the north of it, gold has been found on every beach and in almost every watercourse, and a number of diggers are at present in full work at Stafford River, about five miles south of Jackson's Bay.

The principal drawback, up to the present, in connection with the opening up of the southern portion of the province, has been the great difficulty of getting supplies of provisions, and many an exploring and prospecting party had to abandon their task on that very account; and, remembering the beautiful samples of coarse gold which from time to time during these last seven years have been brought to Hokitika from the south, the expectation that the special settlement will prove to be the means of hastening the development of our gold fields in the southern district is perfectly legitimate. Besides the presence of gold fields in and near the proposed settlement, there are a number of other

matters well worthy of special mention, as for instance *limestone*, which exists at the headland of Jackson's Bay, extending from the Promontary to near Smooth Water Bay on the south, and to the east boundary of the township of Arawata (Jackson's Bay) on the east. Somewhere near this east boundary the formation of Jackson's range changes into slate, and has been proved to be of an auriferous nature up to what is called the forks of the Arawata. *Sandstone* of superior quality is to be found in Smooth Water Bay, Hominy Cove, and several of the other bays to the south of Jackson's. This also will one day prove a source of wealth, seeing the distance from Smooth Water Bay to Jackson's—which is undoubtedly the best harbour on our coast—is only two miles, and the engineering difficulties of connecting the two bays by road or tramway are apparently few and slight. *Coal*.—Detached pieces have been found in a creek between Smooth Water Bay and Hominy Cove, indicating the presence of seams somewhere in that range. *Clay*, for brickmaking, &c.—Clay of very superior quality exists on the flat land south of the Arawata, and within only a mile and a half from the landing-place in Jackson's Bay. This is a desideratum of the greatest importance, seeing that many thousands of pounds are yearly spent in importing bricks from Melbourne, Lyttelton, and other East Coast ports to Hokitika and Greymouth. There is positively no clay about Hokitika fit for producing good bricks, and Greymouth, though better off in that respect than Hokitika, has not the proper material, certainly not clay to equal that found near the Arawata.

Fishing Ground.—Report speaks of Jackson's Bay in the highest terms as a good fishing-ground. I have had no opportunity of personally testing that question, but the testimony of those who did agree, and is loud in the praise of Jackson's Bay as a suitable place for a fishing station. It is difficult to say to what extent this industry may be developed in the hands of an enterprising man. If fish-curing is once established at Jackson's, it will give employment to a great number of men, seeing the market for these commodities is great. Up to the present all the smoked and salted fish consumed on this coast has been imported from Great Britain, America, or the sister colonies.

The survey of the special settlement blocks, as well as the survey of the town of Arawata, at Jackson's Bay, is now in hand. Mr. Browning, one of the most experienced surveyors on the Coast, is in charge of the party, which consists of two assistants and the requisite number of men. One party is employed at the survey of the town of Arawata; the other, at the survey of the land between Jackson's and the Arawata River; and Mr. Browning himself at the survey of the road from the port to proposed site for bridge across the Arawata River, a distance of about six miles. The sections in the town of Arawata are surveyed quarter-acre sections, and the land between Jackson's and the Arawata River is being "cut up" into ten-acre suburban sections. I am very much pleased your Honor decided upon making the land south of the Arawata River suburban land, more especially as the settlers are thereby enabled to remove to their respective allotments at once, and still be within easy distance of the works it is proposed they should be employed at. Moreover, while located on their ten-acre suburban allotments, they live near to each other, are close to the port, and in every way more comfortable than they would have been if scattered over a five times larger area, and located on a fifty-acre rural section between Arawata and Waitoto Rivers. The occupation of the ten-acre allotment will be, to the new immigrants, the passing through a sort of an apprenticeship in cultivating New Zealand bush country; and having the advantage of learning from the old colonists located among them, they will the better be prepared to face the work awaiting them on the fifty-acre farm.

If the settlement proves a success, and I cannot see how, under ordinarily careful management, it can fail to do so, these suburban sections will be of very great value. The area of land suitable for town allotments at the port is very circumscribed, owing to the hilly nature of the country between Jackson's Bay and Smooth Water. This being the case, building allotments in the port will be very valuable, and it will be found that ultimately the town will consist of nothing else but houses of business, and that the business people themselves will secure land for residences in the country. The land nearest to the port, and suitable for such a purpose, is the land north of the Arawata, and proposed to be given to the immigrants in ten-acre suburban lots; and they are certain, in that case, to command town-section prices for their suburban allotments. In connection with the survey of this two thousand-acre block of suburban land, I beg to suggest to your Honor the advisability of reserving every tenth section for educational purposes, and so provide the means for making full provision for educating the youth of Jackson's Bay district. The survey of the town of Arawata is peculiar, and unlike most of the surveys of other towns, owing to the hilly nature of the ground which the town reserve covers. The position of the streets will to a great extent be regulated by the contours of the hillsides, and the town allotments and reserves must be made to "fall in" as best they can.

In all probability the general appearance of the map of the town will be very irregular; but it is better to waive good appearance in that particular than incur heavy expense thereafter in the construction of the streets, as has been the case in some of our New Zealand towns. After the above surveys are completed, I propose taking the subdivision of the rural land between Arawata and Waitoto in hand. There is a town reserve of 100 acres at the mouth of the Arawata east bank, and another one of 160 acres at the mouth of the Okuru, north bank of northern branch, both of which I propose not to touch until a demand for town sections there is known to exist, and the necessity for surveying them arises. Along the coast, from the Haast to the west boundary of special settlement block (Jackson's Bay), I shall make a reserve for gold workings of five chains in depth, to cover any black sand gold leads which may be opened hereafter. The several streaks or belts of high timber which run through the special settlement block will be carefully fixed on map, so as to facilitate the location of timber reserves for saw-mill purposes, and the usual Provincial and General Government reserves will be made as required. The surveys in Jackson's Bay District will have to be carried on independently of the surveys in the northern districts, but will be connected with the trigonometrical station Lieutenant Woods erected on top of Jackson's Head when surveying the coast line, and with such other auxiliary stations as it may be found necessary to construct.

In regard to the connection of the settlement with the port, I beg strongly to recommend the construction of a tramway with light iron rails, in preference to the construction of a road. It appears to me, that the establishment of saw-mills on special settlement block is a matter on which, to a certain extent, the success of the scheme depends; at all events, the working of these mills necessi-

tates the employment of a large number of men, establishes an export trade, and so connects Jackson's Bay at once with the rest of the colonies.

It is necessary and proper, that in the first place the Government should provide work for the settlers as proposed, but the sooner the change is effected from Government to private employer the better. Now the prospect of effecting this change at an early date appears to be greatest in connection with the establishment of saw-mills on the special settlement block, and I consider that the requirements of saw-mills should be met as far as possible, and that a tramway as above be constructed instead of a road. The proportion in haulage between road and wooden tramway is as one to ten, and indeed, with but an ordinary road to cart the timber to port on, I question very much whether saw-mills on the settlement could compete with saw-mills established near Hokitika or Greymouth.

The question of expense cannot be fully gone into, owing to the survey of line of road not being completed. The correct estimate of the works is, however, not likely to vary much from the following figures :—

Wooden tramway	...	...	...	...	...	...	£750 per mile.
15-ft. dray road	...	...	...	...	...	...	£1,000 "
Tramway with 15-lb. iron rail	...	...	...	...	...	...	£1,700 "

The iron tramway, though the most expensive by far in construction, will be the most suitable and the cheapest in the end. The cost of the line from the port to the Arawata River varies very much at different localities; the first mile from port to flat land, will come to double the expense of any of the succeeding miles. This, however, has been taken into consideration in the estimate, and the cost at per mile noted is an average of the total cost of construction. At the port, a jetty will have to be run out into deep water; the surroundings are favourable for construction, but not being in possession of data sufficient to guide me in forming an estimate now, I shall report upon it, as also upon the bridge across the Arawata River at some future time.

In conclusion, I beg to refer to the favourable position of this settlement as regards connection, or facilities for connection with the East Coast provinces, Otago and Canterbury, by way of Haast River Pass. This pass is the lowest pass known; its altitude is only 1,716 feet, while all the others range from 3,000 to 4,000 feet in height. The saddle between Haast River on West Coast, and Makarora River on the east side of dividing range, is distant only thirty-two miles from the special settlement, and twenty miles from Wanaka Lake, in Otago Province. An Otago party is now surveying this pass with the view of fixing upon a line of railway by which to connect the East and West Coasts of the Middle Island.

I have, &c.,

GERHARD MULLEE,

Chief Surveyor.

His Honor the Superintendent, Province of Westland.

Enclosure 3 in No. 20.

The CHIEF HARBOUR MASTER to His Honor the SUPERINTENDENT, Westland.

SIR,—

Harbour Department, Westland, Hokitika, 8th December, 1874.

In accordance with your request that I should furnish some particulars respecting the anchorages of Jackson's Bay, and also report upon the various rivers situated in the Jackson's Bay district, I have the honor to report as follows :—

The anchorages in Jackson's Bay are perfectly safe for shipping, and consist of inner and outer anchorage on the west and south-west sides of the bay, with a depth of from 10 fathoms, reducing as the vessel proceeds southwards to 4 fathoms, over a stiff mud bottom. The bay is exposed to gales from the north-east and north, but the sea never comes home with any force; and I am of opinion that the cause of this is, that during heavy northerly gales a larger body of water is carried or forced into the bay on the east side, which runs round the bottom of the bay to the south-west and west, passes out with some force round Jackson's Head, and is finally blended with the current setting south-west outside the Head. At these times a heavy tide-rip or overfall extends from Jackson's Head to the south-east, nearly as far as the Arawata River, whilst inside the break the water is comparatively smooth.

I would recommend any small vessel visiting Jackson's Bay to go well into the south-west part of the bay and anchor in 4 fathoms, and if her stay was long, moor with both anchors to keep from fouling her anchors. I have found Trottmann's patent anchors keep clear of fouling for a period of fourteen days at one time. Larger vessels should anchor in about from 10 to 12 fathoms, as directed in "Stokes' New Zealand." Vessels coming from the southward should keep outside of a small half-tide rock, called the "Haboaka Rock," immediately off the pitch of the Head, and which is always discernible by the swell of the ocean breaking on it at high water. Although there is a clear passage between it and the detached reef off the Head, it should not be attempted by strangers. The whole of the bay is clear of dangers as far north as Mussel Point, situated about two miles south of the entrance to the Okuru River, off which point an extensive reef stretches four miles to seaward, and which is but little known. The western portion of the reef is covered at spring tides, but from that to the main shore the reef extends eastward and in broken patches, some of which show themselves above the sea at low-water spring tides, and are very dangerous, and, until carefully surveyed, ought to be avoided. The northernmost known danger is nearly as far north as the entrance of the Okura River. From the north-west side of the Mussel Reef there is a clear passage of about three miles in a north-easterly direction to "Open Bay Islands" of "Stokes' New Zealand Pilot," with a depth of from 16 to 18 fathoms on a sandy and shingly bottom. This passage was carefully examined during the "St. Kilda's" visit in 1868, and no danger found between the reef and the island. Around and near to the islands the bottom is very rocky, but good holding-ground is found for small vessels under the south-east corner of the island during northerly and north-easterly gales, but a careful watch must be kept for a sudden shift to south-west. In that case a good shelter can be found at the north-east end. A reef

of rocks stretches to the north for some distance, which breaks the sea rolling round that end. There are two detached rocks in a line with each other, and in one with the extreme north end of the island, neither of which are covered at low water, but are at high water. The northernmost one is about one mile and a half from the island; there is deep water between them, and at the time of the visit of the "St. Kilda" 12 to 14 fathoms was found. All around to the northward of the islands is foul ground, but an excellent fishing-ground for blue cod and trumpeter. In fact, all around the island fish can be caught in abundance, and crayfish can also be obtained on the rocks. These islands, and the rocks around Jackson's Head, are a particularly favourite resort for seals. Nearly in a line from the islands to the entrance to the Haast is a half-tide rock, called the "Alhambra Rock," upon which the sea breaks very heavily, and is often seen to break in 8 fathoms off the entrance. The ground all around it is clear.

The Haast River discharges into the sea immediately to the westward of Mosquito Hill, and is easily discernible from sea by the break in the bush, and the gorge to the south-east of Mosquito Hill. The bar is shifting shingle, and has variable depths on it according to the season, as much as 9 feet sometimes, and sometimes barely 6 feet. Vessels drawing 6 feet navigated it in 1866, and may still continue to do so. About seven miles south of the Haast is the Okura River, with a shifting bar, and a fair average depth of water of from 7 to 9 feet. The bar of this river is well sheltered from seaward by the Open Bay Islands and reefs. The heavy sea which breaks on the coast during stormy weather does not reach this bar with near the force it does the Haast and the Waiototo, and the bar can be crossed in safety by a small vessel when it would be dangerous to attempt the Haast. The Okura, to my mind, is the best river on that part of the coast for navigation for small craft, on account of the shelter which it has to seaward. Seven miles farther south is the Waiatoto River, with the deepest bar on the coast, but exposed to the north-west winds; yet, although so much exposed, the channel keeps moderately good, and vessels drawing from 7 to 8 feet could navigate it with ease. Six miles further south is the Arawata River, with a shifting shingle bar, and at times the shallowest on the coast; the bar shifts from north to south-west with great rapidity. During heavy freshes each of the rivers enumerated above discharges an immense quantity of water into the sea, which generally clears out their respective bars.

In conclusion, I may state that, after nine years' experience on the West Coast, and having seen Jackson's Bay in all weathers, I have no hesitation in recommending it as a safe anchorage, proper precautions being taken as regards moorings and clear anchors.

His Honor the Superintendent, Westland.

I have, &c.,
THOS. TURNBULL,
Chief Harbour Master for Westland.

Enclosure 4 in No. 20.

Mr. J. MATTHIES to His Honor the SUPERINTENDENT, Westland.

SIR,—

Hokitika, 15th September, 1874.

I have the honor to lay before you herewith the outline of a plan of forming a special settlement down South. As this is justly termed a special settlement, so a special class of immigrants is required to insure success.

The two attempts at special settlements (Martin's Bay and Stewart's Island) illustrate two facts to be avoided: 1st. In holding out great inducements to acquire land; and 2nd, in depending only on one branch of industry, they both proved failures. Happily the district of Jackson's Bay offers all the advantages of successful agriculture, comparatively a near market, and riches of the sea. On the development of these resources the success of the settlement depends. The assistance and advantages held out by Government to intending settlers—that is, by employing them half their time for two years—will give them a fair start and place them in an independent position by that time. By adopting the co-operative system and forming themselves into a community, their united labours could be better directed to one purpose; some preparing land for cultivation, others in fishing, thereby supplying food, while the rest may be employed at public works, the benefits would be shared alike, and every one's interest represented. By this plan not only could the men be kept at the same work more profitably, but also would not be subjected to continual shifts at the public works, and no time would unnecessarily be lost. The clearing and planting would go on uninterruptedly, and the object to become independent and employers of labour soonest gained. The gradual increase of population and a sure supply of farm produce, would soon decide enterprising men with capital to develop the timber trade of that district.

To obtain these results, I propose to introduce a class of immigrants coming from a similar coast to this, accustomed to agricultural labour and fishing: I mean Pomerania, a province of Prussia bordering on the Baltic Sea, which people stand in high estimation even in their own country. They lead a simple and primitive life; physically they are a sturdy and healthy race, and are of the Protestant faith. They would not come out with extravagant notions of making a fortune, but with aim and intent to acquire a home of their own, with plenty to live on. Their inherited frugality and industry would soon raise them far above their expectations. Coming all from the same district, related or known to one another, they would naturally cling to and assist one another, never thinking of shifting or leaving their friends. The assisting of the sick, and perhaps the support of widows, could reasonably be expected to be undertaken by them so as not to become a burden. I may here also state, that the women are handy in spinning and weaving, and making clothes for themselves, a great consideration in a retired settlement. The great resemblance in manners and otherwise to the British nation, the close connection of language, would soon cause them to be amalgamated with the present population of the Coast. The resources of the district for them to develop would be the general production of farm produce, especially barley, cultivation and dressing of Native and European flax, and planting of osier beds. The breeding of stock would be a matter of time, but fishing and potting of crayfish for export

should be taken in hand as soon as possible; the burning of lime, a necessary article in reclaiming lands, be worked, and if the Survey Department could give information as to existing rock lime, would be valuable. As I intend to cast my lot in with this, and the sincere interest and zeal I feel in this project, I must plead for my shortcomings if I have been tedious and not lucid enough. A lifelong gratefulness I offer, should this meet your Honor's favourable consideration.

His Honor the Superintendent, Westland.

I have, &c.,
JULIUS MATTHIES.

No. 21.

His Honor the SUPERINTENDENT, Westland, to the Hon. the MINISTER for IMMIGRATION.

(No. 59.)

SIR,—

Superintendent's Office, Hokitika, 18th January, 1875.

Referring to my letter of the 14th December last, I have now the honor to inform you that I have this morning despatched the first twenty settlers to Jackson's Bay settlement. These have been selected from a large number of applicants, and are all good men desirous of permanently locating themselves on the land. With them I have sent timber all ready framed, sufficient to erect at once a store and eight cottages, so that the provisions and tools which also accompanied them may be housed, and the men themselves provided with temporary accommodation in a very few days after landing. By the next trip of the steamer, in about ten days, I shall be able to send the other twelve cottages I have had framed here, and about another thirty settlers, thereby completing the first part of the scheme which related to persons resident on the Coast, and so preparing the way for the immigrants that may come from the home country. I may say that great care has been exercised in the selection of those chosen to go down, and I think that the settlement may be said to be fairly started.

I trust that instructions have been sent home by the last mail to the Agent-General to send out immigrants for the settlement, and that you will soon be able to inform me of the first shipment being on the way. As I understand that there are a number of German immigrants now on their way out, I would recommend that twenty-five or fifty families might with great advantage be sent to the settlement; they are steady and industrious, and I think would be suitable for the place. There is plenty of work to be done in connection with the commencement of the roads, and there need therefore be no difficulty in despatching them at once.

I have sent you by the "Charles Edward" fifty copies of the reports on the settlement and the general conditions, and I shall be glad to send you a further supply should you desire it. I shall be glad to hear from you as soon as possible whether the action I have already taken meets with your approval.

The Hon. the Minister for Immigration, Wellington.

I have, &c.,
JAS. A. BONAR,
Superintendent.

No. 22.

His Honor the SUPERINTENDENT, Westland, to the Hon. the MINISTER for IMMIGRATION.

SIR,—

Superintendent's Office, Hokitika, 25th January, 1875.

I have the honor to enclose you herewith a report from our Chief Surveyor on the special settlements at Jackson's Bay, and a general outline of the works contemplated to be done there.

As you will see from this, the principal work to be pushed on is the construction of the road from the proposed site of the jetty to Neil's Point; this is the only difficult part of the road we are likely to have to encounter, and every exertion will be made to push it forward. It is, however, of special importance that I should get your decision as to the construction of a tramway or light railway, along which the timber traffic can be conducted to the harbour. The importance of this I have already alluded to in my letter of the 14th December last, and I need not therefore do more than state my conviction that this will be needed soon, as in the first instance the export of sawn timber must prove one of the mainstays of the settlement. There are many persons preparing now to establish saw-mills in the locality, trusting to this tramway being constructed, and a very serious check will be given to the prevailing feeling in favour of the success of the settlement if this is not done.

The construction of a jetty is also a work of considerable importance, as at present everything has to be landed in boats on a flat stony beach; and with even a moderate swell this would be a work of considerable risk, both to boats and cargo. The expense I do not think will be very heavy, and I propose, therefore, to get plans prepared without delay.

After the other twelve cottages now prepared here are sent down, I do not think it will be necessary to send more from here, as some persons are going down by the next trip of the steamer who intend starting a small saw-mill at once, and will supply us with timber at a reasonable price on the spot; and I am desirous, having of course a due regard to economy as well, that as many of the requirements of the settlement as possible should be met from its own resources.

I hope also by next steamer to have some twenty or thirty more men picked out to proceed to the settlement, and from the works indicated you will see that there will be ample employment for all. It is, however, very desirable that we should get some of the newly-arrived immigrants early, so that they may share in the necessary expenditure which is going on, and so acquire means for permanently settling on their land.

The Hon. the Minister for Immigration, Wellington, N.Z.

I have, &c.,
JAMES A. BONAR,
Superintendent.

Enclosure in No. 22.

The CHIEF SURVEYOR to His Honor the SUPERINTENDENT, Westland.

SIR,—

Chief Surveyor's Office, Hokitika, 23rd January, 1875.

I have the honor to inform you that the surveys at Jackson's Bay settlement are progressing satisfactorily on the whole. The town survey is completed, and I shall be able to submit map of it at return of next steamer from the settlement. The road survey from the bay to the Arawata, as well as the survey of the suburban sections, I did not find in as forward a state as I had reason to expect, owing to the survey of Smooth-Water Valley having been taken in hand by Mr. Browning, who was induced thus far to deviate from my instructions on finding a considerable extent (above 5,000 acres) of superior agricultural land in said valley. The survey of above road, and suburban sections is however now vigorously pushed forward; and I do not think that the few weeks' survey in Smooth Water Valley will cause much inconvenience to the settlers who have gone down by "Waipara," seeing they will be fully employed for a number of weeks at clearing General Government reserves for immigration barracks and depôt, and erecting the same. By the time these works are completed, the suburban-section surveys will be sufficiently far advanced to enable them to make their selection.

Your Honor is aware that twenty-two immigrants went to Jackson's last week, and as many will leave for the settlement this week; their families are proposed to be sent thither on a subsequent occasion. The order of work at which the men will be employed is as follows:—

1. Clearing reserves in town of Arawata.
2. Erecting twenty cottages and depôt.
3. Road from site of proposed jetty towards Neil's Point.
4. Road from Neil's Point to Arawata River through suburban lands.
5. Jetty at Jackson's Bay.
6. Tramway bridge across Arawata River.

In connection with the construction of road from Jackson's Bay to Neil's Point, a number of chains of stone wall will have to be erected, and to insure substantial work I purpose sending one of the tried Christchurch Road men to supervise that work as well as the blasting operations. The clearing through flat to Arawata River will be only 33 feet wide, and formation 10 feet. This is done under the supposition that either an ordinary tramway, or tram with iron rails, will be constructed. Should a road be decided upon, the clearing should be 1 chain, and the formation not less than 17 feet, equal to a 14-feet metalled road.

As the construction of road or tramway from the bay to the flat land will occupy at least six months with the labour available, I have decided upon shortly setting a number of immigrants to clear and form road through flat country, so as to give access to sections with as little delay as possible.

The steamer stayed at Jackson's Bay too short a time to admit of my doing all I intended to; the boats were all required for discharging cargo, and I had therefore no opportunity of taking soundings and finally fixing upon site for jetty. This work, however, is being attended to now, and plans and sections will be forwarded from Jackson's Bay by next steamer.

A jetty is very much needed, and I would be glad to learn whether I might proceed with the construction of it soon, as in that case I purpose preparing plans, &c., at once.

The store and eight of the cottages were taken to Jackson's on last week's trip, and the remaining twelve cottages will be sent there by next trip of the steamer.

I have &c.,

GERHARD MULLER,
Chief Surveyor.

His Honor the Superintendent, Province of Westland.

No. 23.

The Hon. the MINISTER for IMMIGRATION to His Honor the SUPERINTENDENT, Westland.

SIR,—

Immigration Office, Wellington, 5th February, 1875.

I have the honor to acknowledge the receipt of your letters of the numbers and dates quoted in the margin, having reference to the special settlement in Jackson's Bay, and to thank your Honor for the very full information afforded relative to the steps which have been taken towards starting the enterprise, and with which arrangements I beg to express my general approval.

2. The block of 60,000 acres, according to your request, will be taken under the Immigration and Public Works Acts, and the Proclamation will appear in the next issue of the *Gazette*. The Regulations forwarded by your Honor will be withheld from *Gazette* pending an intimation of your wish that they should be published.

3. With regard to the construction of the tramway, jetty, &c., with which you request authority to proceed, it will be necessary, considering the high price of labour, and that only £12,000 is available for all expenses connected with the settlement, that plans and specifications, and some reliable estimate of the cost should be prepared and submitted to me for the approval of the Public Works Department before I can decide upon authorizing any of the proposed works.

4. I would suggest to your Honor the advisability of not sending down more people at present to Jackson's Bay than are actually necessary. The scarcity of labour in Westland is so great that the removal of even a small number of efficient workmen from the settled districts where they are so urgently required will be severely felt, and must necessarily increase the cost and difficulty of carrying on the public works now in hand.

5. Copy of the correspondence with your Honor shall be forwarded to the Agent-General by the next mail, with instructions to give effect, as far as possible, to your wishes expressed therein.

I have, &c.,

H. A. ATKINSON.

His Honor the Superintendent, Hokitika.

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No. 24.

His Honor the SUPERINTENDENT, Westland, to the Hon. the MINISTER for IMMIGRATION.

(No. 170.)

SIR,—

Superintendent's Office, Hokitika, 15th February, 1875.

I have the honor to acknowledge the receipt of your letter of the 5th instant (No. 23), on the subject of the special settlement at Jackson's Bay.

With reference to the tramway, jetty, &c., I am having plans prepared which I will submit for your consideration before taking any definite action. In the meantime, I am pushing on the surveys and the construction of the road which will connect with the township at the harbour, these being the most urgent works required. The number of immigrants already sent down will be barely sufficient to push on these works as fast as I could wish, but I do not propose to send more of our Coast people down after this steamer, and by her there are only a few going to whom promises had previously been made.

I have, &c.,

JAS. A. BONAR,

Superintendent.

The Hon. the Minister for Immigration, Wellington.

No. 25.

His Honor the SUPERINTENDENT, Westland, to Hon. the MINISTER for IMMIGRATION.

SIR,—

Wellington, 7th July, 1875.

I have the honor to forward, for your information, copy of a report upon the Special Settlement at Jackson's Bay, from its first inception up to 31st May ultimo, which I have lately received from Mr. D. Macfarlane, the Resident Agent.

I have, &c.,

J. A. BONAR,

Superintendent.

The Hon. the Minister for Immigration, Wellington.

Enclosure in No. 25.

Mr. D. MACFARLANE to His Honor the SUPERINTENDENT, Westland.

SIR,—

Resident Agent's Office, Jackson's Bay, 1st June, 1875.

I have the honor to lay before you the following progressive report of the Jackson's Bay Special Settlement, from its first inception up to the 31st May, 1875.

On the 25th November, 1874, Mr. Browning and party commenced survey operations, which have resulted in the laying out of the town of Arawata, the principal port town of the settlement; the 10-acre suburban block, upon which the present settlers are now located; and the 30-acre sections, lying between the Arawata and Wiototo rivers, on which the surveyors are now employed.

The first consignment of settlers, numbering twenty-two men, together with store and offices, twenty two-roomed cottages in frame, and a supply of stores, tools, &c., were landed on the 19th January, 1875.

The work of clearing, levelling, draining, and road-making on the reserves was commenced forthwith; and at the same time temporary shelter and protection was provided for the men and goods, by making use of the building material to hand. The erection of buildings proceeded in due course, and we have now on the Immigration Reserve twenty cottages, blacksmith's and carpenter's shops, and tool house. On the Government Reserve we have store, Survey and Resident Agent's offices.

From time to time our population has increased, until we now number 60 men, 25 women, and 72 children; total, 157. Since the formation of the settlement, we have had two births and one death. With this one exception the general health of the settlers has been good, only trifling ailments showing themselves occasionally, which yielded to simple treatment. But, notwithstanding being in possession of a very complete medicine chest, there is a certain amount of uneasiness felt, and naturally so, amongst men engaged in following dangerous occupations, as, in the event of any serious accident taking place, the absence of a medical man might be productive of fatal consequences; and seeing that the population will be very largely increased during the summer, it would be well that this matter should receive your most earnest consideration.

With the exception of four men who have taken to mining pursuits, the whole of the settlers have been employed in clearing, draining, road-making, house-building, and boating, the number of day work performed for the Government being 2,252 days, at a cost of £982 Ss.; the rate of wages paid to labourers being 8s. per day of eight hours; and for skilled labour, from 10s. to 12s. per day. A good pack-track, 84 chains in length, has been completed round the bluffs on the bay shore: for particulars of this and other works, see Schedules A and B attached. The completion of this track facilitates communication between the town and settlement very much. Hitherto, the whole of the stores and personal effects of the settlers had to be boated across the bay and over the Arawata bar, at great risk and expense.

On the 6th March the first allotment of sections in the suburban block took place, when forty-six were allotted: up to date, the number being fifty-four in all. During the time the men have not been at work for the Government, they have been busy erecting houses and clearing their land. Twenty-four houses have been completed, and others are in course of construction, and a considerable amount of clearing is being done, preparatory to putting in crops in the spring. A few of the settlers have got cows, goats, and pigs, but the cost and risk of bringing stock here is a drawback that can only be overcome by the opening of the track *viâ* the Haast Valley. All stores, tools, and seeds are being supplied to the settlers

at cost price. The work of clearing the Jackson's Bay Road, which runs through the suburban block, is being proceeded with rapidly, 28 ten-chain sections having been let, at an average price of 35s. per chain, clearing one chain wide.

The amount of *reliable* information I have been able to obtain, as bearing upon the resources of the district, is, as yet, limited; but where I have had an opportunity of ascertaining by personal inspection, or through the medium of the Survey Department, of the value of the various products of the place, I am glad to be able to report favourably. Independent of the agricultural and grazing capabilities of the settlement, the following synopsis of our ascertained products will give a certain amount of reliable data to go upon—viz., a large area of first-class timber on the north of the Arawata; extensive deposits of brick and pottery clays on and near the suburban sections; and in the immediate neighbourhood of the town immense deposits of limestone, with marked indications of the presence of coal. The fisheries also in the bay, from the great number and variety of fish found, will yet become an important industry. The development of the mineral resources of the district has not as yet received the attention which their importance merits, there being only one party of three men prospecting for gold on the head waters of the Cascade River. This party were forwarded with their stores and appliances by boat to Bain Bay, being unable to enter the Cascade River. They left Jackson's Bay on the 25th April, and calculated on being away at least two months. Other valuable minerals are said to exist in the neighbourhood, but in the absence of positive facts we must wait for further developments.

I am pleased to be able to report that the majority of the settlers are going into the business of settling with considerable spirit, and I anticipate that by next harvest we shall be able to show good returns. Of course it is a less difficult manner in some respects for men such as we have here now, the majority of whom have been thoroughly colonized, to get along than it will be for those coming direct from Home, to whom the rough and ready shifts of colonial life are unknown. But if they are not above being shown and taught a little, and can be induced to abandon some of their old-world notions of the fitness of things, and above all if they come possessed of plenty of muscular power and the will to use it, it does not so much matter whether they have been town or country-bred, British or foreign. Given the will and ability to work, and there can be no doubt of their success as colonists.

Before concluding my report, I would respectfully call your attention to one or two matters in connection with the settlement, a due regard to which will materially promote the interest of the place. The first relates to communication with the port, and the second the overland track to the East Coast *via* the Haast Valley.

The principal industries available at present, in which capitalists are likely to invest, will be the erection of saw-mills for the manufacture of timber, the establishment of brick and pottery works, and the manufacture of lime for export and home consumption; and as the cost of haulage in connection with the industries indicated will be the principal consideration in the estimate of the paying nature of such concerns, it will be advisable to reduce it to its minimum by the construction of a light railway, even if it should prove in some degree more expensive primarily than an ordinary road. This, together with the erection of a suitable jetty, would give facilities for the export of our products, and induce employers of labour to settle amongst us, thereby relieving the Government, and at the same time making the settlement self-supporting. With reference to the overland communication with the East Coast, it is of the utmost importance that the construction of a track through the Haast Valley should be pushed ahead with increased vigour by increasing the number of men at work, as it is by this route only the majority of settlers look to obtain stock at such prices as they can afford to pay. I would therefore urge upon you the necessity that exists for having it opened for traffic as soon as possible.

The only other matter that calls for comment is in connection with Jackson's Bay as a harbour, and I am glad to be able, from personal observations carefully noted during the prevalence of heavy weather outside, and especially with the wind at north-east and east, to indorse the valuable report laid before you by the Chief Harbour Master of Westland, Captain Turnbull, as to its suitability and safety as a harbour in all weathers.

I have, &c.,

D. MACFARLANE,

Resident Agent.

The Hon. J. A. Bonar, Superintendent, Westland.

SCHEDULE A.

WORK DONE in the TOWN of ARAWATA, from 19th January to 31st May, 1875.

Bush-clearing	...	...	...	...	42 square chains.
Footpaths, formed and metalled, average width 8 feet	...	...	...	...	15 chains.
Filling and levelling	...	...	...	...	91 cubic yards.
Ditches	...	...	...	...	26 chains.
Excavated from ditches	...	...	...	...	763 cubic yards.
Excavated for cottage and forge sites	...	...	...	...	98 cubic yards.
Buildings erected:					
Store and offices.					
Twenty two-roomed cottages.					
Blacksmith's and carpenter's shops.					
Tool-house.					
Stock-yard.					
Large lifeboat repaired.					

SCHEDULE B.

WORK DONE ON THE SETTLEMENT FROM 19th JANUARY TO 31st MAY, 1875.

Bush-clearing	...	...	...	...	84 square chains.
Excavating	...	...	...	...	935 cubic yards.
Blasting hard rocks	...	...	...	...	317 cubic yards.
Blasting soft rocks	...	...	...	...	62 cubic yards.
Ditching	...	...	...	...	71 cubic yards.
Forming on level ground	...	...	...	...	6 chains.
Forming on sidelings	...	...	...	...	50 chains.

O T A G O.

No. 26.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

(No. 14848-14.)

SIR,—

Superintendent's Office, Dunedin, 13th March, 1875.

Referring to "The Immigrants Land Act, 1873," I desire to bring under your notice a difficulty in giving effect to its provisions in this province, with a view to steps being taken to enable those who have orders to make suitable selections under "The Otago Waste Lands Act, 1872."

The minimum sale of rural land is fifty acres, and hence the land is surveyed into allotments of from 50 to 300 acres. It appears that those who wish to select in virtue of their orders object to the expense of getting a resurvey. Moreover, it appears to be considered essential that those immigrants should be settled in suitable localities, contiguous to population, and where they are likely to obtain employment.

In order to secure these objects, I would suggest that suitable blocks of land be selected and surveyed into 20-acre allotments, and as soon as the land has been surveyed that it should be purchased by the General Government for the purpose of satisfying immigrants' land orders.

Should the General Government agree to this proposal, blocks might be surveyed with as little delay as possible, in order that all cause of complaint as to difficulty of procuring suitable allotments may be removed.

I have, &c.,

J. MACANDREW,
Superintendent.

The Hon. the Colonial Secretary, Wellington.

No. 27.

The Hon. the MINISTER FOR IMMIGRATION to His Honor the SUPERINTENDENT, Otago.

SIR,—

Immigration Office, Wellington, 13th May, 1875.

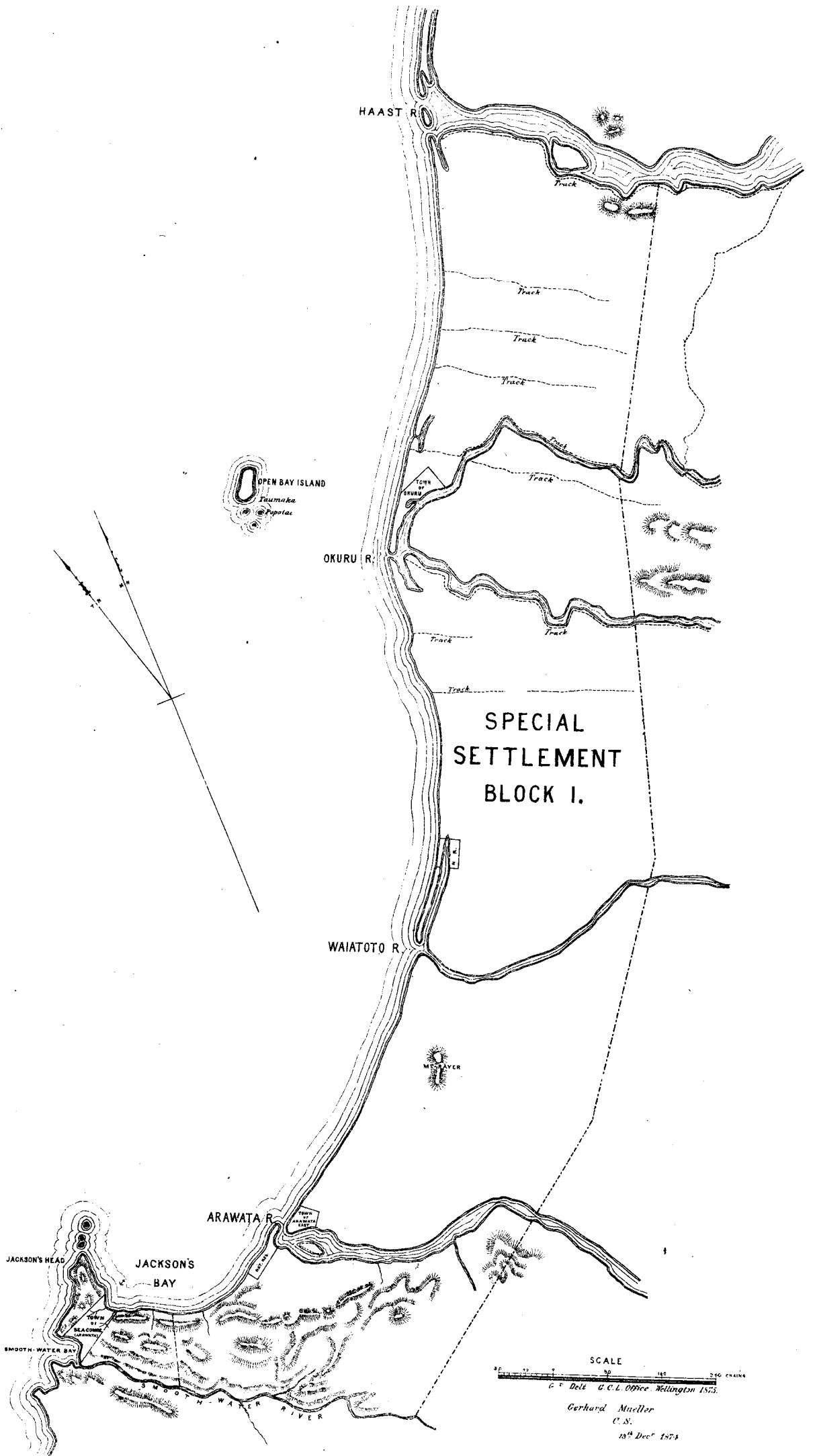
I have the honor to acknowledge the receipt of your letter No. 14848-14, of 13th March ultimo, relative to the difficulty experienced in Otago in giving effect to the provisions of the Immigrants Land Act, and making certain suggestions with a view to enable those persons who have orders to make suitable selections under "The Otago Waste Lands Act, 1872." The Government have given very careful consideration to the views of your Honor upon the subject, and entirely agree with their scope and spirit in carrying out the details of the scheme. However, I desire to propose certain modifications, which would enable it without delay to be adopted, and which probably will commend themselves to your Honor's judgment.

As the immigrants registered for land orders are generally married men with families, it is the exception rather than the rule that the minimum of £20 worth of land is applied for, and I therefore think that the sections surveyed should vary in size, so as to suit the requirements of families of various numbers, *e.g.* say twenty, forty, sixty, eighty, and a hundred acres; and instead of the General Government purchasing at once, which might involve technical difficulties, I propose that the land be purchased as occupied; and I further would suggest to your Honor that it might upon the whole be more convenient that the blocks proposed to be set apart should be taken under the Public Works and Immigration Act, and the land dealt with thereunder by special regulations adapted to meet the circumstances of the case, to be agreed between your Honor and myself.

I have, &c.,

H. A. ATKINSON.

His Honor the Superintendent, Otago.



HAAST R.

OKURU R.

WAIATOTO R.

ARAWATA R.

SPECIAL
SETTLEMENT
BLOCK I.

OPEN BAY ISLAND
Tasmaka
Popotai

JACKSON'S HEAD
JACKSON'S BAY

SMOOTH-WATER BAY

SMOOTH-WATER RIVER

SCALE
0 50 100 150 200 CHAINS

G. F. Dole & Co. Office Wellington 1873.

Gerhard Mueller
C.S.

18th Decr 1873

