

1878.
NEW ZEALAND.

JACKSON'S BAY SPECIAL SETTLEMENT

(FURTHER PAPERS RELATIVE TO).

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

No. 1.

MR. PATTEN to the UNDER SECRETARY for IMMIGRATION.

SIR,—

Hokitika, 19th August, 1878.

I have the honor to forward herewith the annual report of the Resident Agent on the special settlement at Jackson's Bay, up to the 30th June, 1878.

As the report is very comprehensive, there is little need for me to comment on it; but I should like to remark that, taking all the circumstances into consideration, and the great difficulties that had to be encountered in the formation of the settlement, it may now be fairly assumed that the object for which it was originally intended has been attained.

Notwithstanding the difficult nature of the country, and the class of immigrants located there, the Resident Agent, by his energy and perseverance, has brought the settlement to that condition that it can now be fairly left (with one or two exceptions, to which I shall presently allude) to maintain itself without any further Government aid. Of course, amongst some of the settlers, there exists a feeling of discontent, and a desire to make things as unpleasant as possible; but such a feeling is unavoidable in a settlement of this description, where men of so many different nationalities have been brought together. Out of mere trifles things have been magnifying into matters of importance, and complaints have been lodged against the Resident Agent, which, on investigation, could not be substantiated. I consider that Mr. Macfarlane, through the whole of the trying time he has been in charge of the settlement, has evinced a spirit to deal fairly with all classes, and whatever complaints have been made have not been owing to any action on the part of the Resident Agent, but have been occasioned by the settlers themselves.

With regard to the settlement being in future independent of Government aid, the fact of such a harbour being accessible for sailing vessels, and the large extent of bush country available for saw-milling purposes, has led to the erection of a saw-mill by private enterprise at the Arawata River, the plant for which has been conveyed by a sailing vessel from Hokitika, and landed and placed in position by the aid of the settlers, some of whom are shareholders in the mill. The masters of sailing vessels who have called in at the Bay speak in favourable terms of it as a port; and a vessel called the "Jane Ann Andersen," capable of carrying 250,000 feet of sawn timber, has been chartered to convey the first order that is being cut by the saw-mill for the market. There is every probability of other mills being erected shortly, and a large timber trade carried on for years.

Quite recently, alluvial gold, in pieces of between one and two ounces in weight, have been found in the district, and a very fine parcel of gold was received by the Union Bank of Australia per s.s. "Maori," on her last trip. It was obtained in the neighbourhood of the Haast River. No doubt a rich gold field will be developed in time. The country between the Haast and the Paringa River is looked upon as being very rich in minerals.

The completion of the existing contracts, and the construction of the Paringa and Haast Track will afford employment for such of the settlers who are not otherwise engaged, and the breeding of cattle and farming will occupy the attention of others. About twenty men are employed at the saw-mill.

The completion of a jetty at the Bay is a work that is alluded to by Mr. Macfarlane as being one of vital importance to the district, and, as a chain of it has already been constructed, I hope that the completion of it may be favourably considered. That it will not be exposed to such violent action of the sea as was imagined, the evidence of masters of steamers and sailing vessels who have lain there during heavy weather will confirm. Moreover, as the Resident Agent, during his residence of three and

a half years has made this matter one of his subjects of constant observation, his experience should be of considerable value.

Reviewing the whole circumstances in connection with the settlement, I think the result will not be found unfavourable. For instance, a number of families have been permanently settled there, overland communication has been opened up with Otago, cattle runs have been taken up, and stock brought over to supply the market. A saw-mill has been erected, which finds employment for twenty men, cattle-breeding, gold-mining, farming, and seal-fishing are also carried on; and lastly, from the Bay prospecting parties have been fitted out and started to explore the coast, which were the means of discovering the copper mine in Dusky Sound, and a marble quarry in Caswell Sounds. Of the future settlement of this portion of the Middle Island, I think there need be no cause for apprehension.

I have, &c.,

EDWARD PATTEN,

Officer in Charge.

The Under Secretary for Immigration, Wellington.

Enclosure 1 in No. 1.

ANNUAL REPORT.

Mr. MACFARLANE to Mr. PATTEN.

SIR,—

Jackson's Bay Special Settlement, 30th June, 1878.

In accordance with instructions, I have the honor to submit, for the consideration of the Government and the House of Representatives, my annual report on the Jackson's Bay Special Settlement, to which is attached statement of receipts and expenditure from 4th January, 1875, to 30th June, 1878; Schedule A showing amount of work done by settlers for the Government, and Schedule B giving population and stock returns to date.

Population returns show an increase of about 10 per cent. on last year's returns; this percentage being mostly due to natural increase, the arrivals and departures of adults being nearly equal. The departure of those of the adults who have left for good will be no loss to the settlement, and would be a gain to the colony if they left it to-morrow.

The vital statistics for the district show thirty births as against four deaths, three of the deaths being infants under ten weeks' old, and the adult was killed by the falling of a tree. This, in the absence of any medical man in the district, speaks well for the healthiness of the coast.

Education.—Under the management of a Local Committee there have been three public schools opened in the settlement—namely, one at Arawata, where the Central Board have erected a substantial and commodious schoolroom; one at Arawata Flat, where the Board are now building a new school-house; and another at the Okura, where the Committee have made such temporary arrangements as regards schoolhouses, &c., as will meet the wants of the place for some time. Some of the foreign portion of our population require reminding of the necessity that exists for educating their children, but, on the whole, most of the settlers are reasonably attentive to their duties in this respect. Two reading-rooms have been established on the settlement, where the Colonial, English, Irish, and Scotch newspapers may be read. The supply of books and periodicals is limited, if we except the handsome donation of German and Italian books made to the settlers by an unknown friend in Wellington. No doubt this defect will be remedied as the settlement progresses.

In church matters the field is still open. I have had communications from the Rev. Father Binsfeld and the Rev. Mr. Elton, of Hokitika, touching on the spiritual welfare of the settlers, also a donation of Sunday-school books from the Committee of the Presbyterian Sunday-school, Hokitika, and a parcel of Bibles from the Bible Society in Dunedin; but, with the exception of a Sunday-school conducted by Mr. and Mrs. Porter, and some kind of service by one of the Poles at Smoothwater, amongst themselves, I am not aware of anything being done to obviate our rather anomalous position in spiritual affairs. No doubt it is a difficult matter to deal with where such difference of opinion exist, and unless a teacher could be found with love and charity wide enough to enable him to sink minor differences, and to sacrifice dogma to the higher duty of teaching truth and righteousness, without diverging into the by-paths of sectarianism, the difficulty might be got over, but I have very little hope of seeing any one established here in the position indicated.

In connection with the administration of justice, a Resident Magistrate has been appointed to the district, enabling the settlers to have their cases dealt with without the trouble and expense of going to Hokitika as heretofore.

With regard to crime, I am glad to be able to report favourably, only a few cases of common assault having been dealt with during the year; but, as a necessary adjunct to this department, tenders have been accepted for the erection of a small lock-up, which will be finished in September.

In referring to the more immediate surroundings of the settlers, my report, in some respects, cannot be looked upon as very favourable, as, consequent upon the exceptionally bad weather with which the whole coast was visited, both in spring and autumn, a partial failure of the crops was the result. This applies more especially to the potato crop, which, in many cases, rotted in the ground. Carrots, turnips, and oats gave good returns, but, on account of the continued wet weather, they were with difficulty saved, thus causing heavy loss and much disappointment to the settlers. As a contrast to this, I would call your attention to the stock returns attached, the increase on last year's returns being very gratifying; and, when we take into consideration the very high prices paid for dairy cattle on the settlement (from £10 to £18 per head), the difference in the figures is still more significant.

A very important change has been effected during the year in the manner in which stores have been supplied to the settlers—viz., the letting by tender of the Government stores to a private firm. The stores have been let for a period of three years at a yearly rental of £15 per annum. A noticeable feature in connection with the closing of the Government store is that the sales have fallen off at least 25 per cent., showing that the settlers are now more economical in their habits than

formerly. It is a matter for regret that the change could not have been made earlier, but with the class of people to be dealt with it was a very difficult thing to do, as no private individual would have been able to render the assistance absolutely necessary in the case of the majority of the settlers sent here. On the 31st December, 1877, when the Government stores were closed, the indebtedness of settlers for goods supplied was £3,323 14s. 4d., distributed over 110 accounts. Since that date to the 30th June now ending, £472 7s. 1d. has been paid on account of this indebtedness, and all work done for the Government by such as are still indebted is now subject to a discount of 20 per cent. on same account.

Schedule A attached will give an idea of road and other work done by settlers for the Government in opening up the block for settlement, whereby a large area of good land is now available. The somewhat sudden stoppage of public works leaves some of the work in rather an unfinished state; more especially does this apply to the jetty at the Bay, and the completion of the wire bridge across the Turnbull River, the material for which is all on the ground, and half of the abutments completed. The Bay and Arawata Road will be finished in September, thus opening communication to the port with all the different points of the settlement. The only other matter calling for special remark is the unfinished jetty at the Bay. About a chain of this work was nearly finished when the order to stop all further work was received. In the interim, Mr. Blackett, the Government Engineer, called at the Bay to inspect and report on the site and the work done. I am anxiously waiting instructions on this matter, as the construction of this jetty is of paramount importance to the settlement, as in the event of its non-completion all our efforts in the way of settlement, and in starting new industries to take the place of the public works now nearly finished, will be of no avail. Our industries must be in articles of export, and, as our only highway to market is by the sea, the necessity for providing accommodation for vessels is apparent. In anticipation of the stoppage of public works an effort was made by a few of the settlers and others to obtain a saw-mill plant for the Arawata, and, after some trouble and delay, I am glad to be able to report that the mill is now all but completed. The cutting capacity of the mill is 30,000 feet per week, running eight hours per day; twenty men will be employed, and I anticipate they will be in full working order about the middle of July. The settlers are in treaty for two mills of equal capacity for the Okura and the Wiatoto Rivers.

Arrangements are also being made for vessels to load at the Bay, so soon as facilities for doing so are afforded. I am also sanguine as to the opening of a trade in lime, limestone, and sandstone from here. A short distance from the jetty we have immense deposits of lime and sandstone. The stone has been pronounced a first-class building stone by a competent judge, Dr. Hector. The limestone has been submitted to Mr. Blair, Government Engineer, to ascertain its economic value. One small kiln has been burned with satisfactory results, but I anticipate, if the stone is approved of, the trade will be in the raw material. Fat stock from the Clark and other runs will be shipped to the Westland markets whenever opportunity offers. All this export trade is contingent upon the completion of the jetty, so that vessels can come alongside and load.

No mineral discoveries of importance have been made during the past year in the settlement proper with the exception of the discovery of a 2 ft. 6 in. seam of waste coal having a very slight dip to the N.E., and occurring in the blue clay marls in the range facing the Bay. The seam is of no value at the outcrop, but it is of value as showing the existence of true coal beds in the immediate neighbourhood, and will require looking into.

Three parties are out prospecting for gold in the district, and, making Jackson's Bay their base of operations, two parties went south prospecting for minerals, &c., during the year, with results entirely to their satisfaction. The first party, Docherty and Carmichael (a settler), went from here to Dusky Bay, their visit resulting in the discovery of a valuable copper mine. The second party also connected with the settlement went to the sounds, and returned by last trip of the "Maori," having been fortunate in discovering an immense deposit of white statuary marble, as also a dark variety; they also bring samples of copper ore, but of poor quality. They are now taking steps to utilize their discovery.

Several abortive attempts have been made in connection with our fisheries, but as yet no one has worked this valuable industry to advantage. A boat's crew from the settlement have made a successful start in sealing. After a week's absence they returned with over a hundred skins, and as soon as the weather will permit they intend working the coast as far as the sounds.

In February the settlement was honored by a visit from the Hon. James Macandrew, accompanied by the Hon. Mr. Gisborne and Captain Fraser. A number of the settlers waited upon them and pointed out the inconvenience the settlement was labouring under from the want of jetty accommodation, and also the necessity that existed for opening up overland communication through the Haast Pass to Otago and Canterbury, and to Hokitika, *via* the Paringa. In reply, the Hon. Mr. Macandrew said that in the settlement proper, with the exception of the amount required to complete the jetty, he did not think the Government could be expected to do much more, and the settlers would do well to rely more on their own efforts; but, as public money was to be spent on the Haast and Paringa Tracks, he had arranged with the County of Westland to expend £1,500 on the Haast and Paringa Track, and that he was endeavouring to arrange with Vincent County to spend an equal amount on the Haast Pass Track, the joint amounts to be supplemented by £3,000 from the General Government, and that the work would be put in hand at once, the settlers to have the first offer of it.

The deputation expressed themselves well satisfied with the proposed arrangements, and thanked the Minister for his courtesy and consideration. Through some misunderstanding with the counties, I am sorry to say no action appears to have been taken to give effect to the above. This is to be regretted in the interests of the colony generally, more so than on account of any loss or inconvenience that may have resulted to our more immediate district; for, as pointed out in a previous report, the importance of this road (the Paringa) should not be underrated, as it is likely to lead to the opening up of an extensive and valuable gold field. The samples of gold being found in the streams some miles below where they will be crossed by the proposed road are very suggestive of rich

deposits further inland. The gold is very similar to that found in the Lyell District—very coarse gold, and often impregnated with rose-coloured quartz. Heretofore the gold-workings have been in the more recent or alluvial formations, but with this road opened, touching as it does the great auriferous belt of rock running through the Island, the source from whence all the alluvial gold of the coast is derived, may we not anticipate important discoveries to result from the opening up and thorough prospecting of such a promising district?

The Haast Pass Track into Otago and Canterbury is also a work requiring despatch, as until it is made passable for stock those parties who have taken up runs on the various rivers in and near the settlement are unable to get stock to them, as they are unwilling to risk large mobs of cattle on the present track.

In connection with and as tending to very materially assist the various industries that are now being initiated by the settlers and others, it is very desirable that effect should be given to the promise made some two years ago by the Government, that a steam-launch should be sent to the Bay for the use of the settlers. From Bruce Bay in the north to the farthest south sound the whole coast is accessible by sea only, and as in this stretch of coast innumerable harbours are available to a small craft such as we desire, and as the recent discoveries in the sounds are likely to lead to further ventures in the same direction, I think the necessity for some such vessel will be apparant. Martin's Bay, Big Bay, and the Gorge River, the two latter of which will yet come into prominence as gold-producing districts, would be greatly benefited, as very frequently the "Maori" has to pass without landing cargo. The benefit to the settlement would be very great, and would, I am assured, induce a much larger investment of capital in the district. The assistance that could be rendered to parties prospecting on the coast would be invaluable, and the outlay, as compared with the benefits that are sure to follow the opening up of new mineral districts, would be trifling. Moreover, no plea of interference with vested interests can be brought against this, as under the head of subsidies the Government are in the habit of assisting or subsidizing vessels in the interest of certain ports when such interest is clearly shown to be the public interest. I therefore think it would be promoting the best interest of the country if such facilities as above indicated could be granted. Like all other new districts, our wants are many. In the first place, the completion of the jetty is of vital importance to our rising industries, and, in fact, to the very existence of the settlement itself. In the second place, a steam-launch is wanted for the Bay and settlements north and south of us; and in the third place, the carrying through of the roads already promised, and provision made for the maintenance of the thirty-three miles of roads constructed within the settlement, and that steps be taken to open up communication by horse-track through the Cascade Valley (where a large area of excellent land would be available) with Big Bay and Martin's, thereby connecting the different settlements with the East Coast and the northern parts of Westland.

In judging of the policy of initiating this settlement and the amount of success attending the experiment, due regard must be had to the prospective as well as the realized results that have already accrued; to its surroundings in the shape of natural advantages; and also to the character of the immigrants sent here, whose exaggerated notions of what the Government were bound to do for them were only equalled by their thorough unsuitableness for the task of pioneering a new settlement.

As a centre from which to operate in opening up the South-west Coast, no better site could have been chosen, possessing, as it does, one of the best harbours on the West Coast (having no bar risks, and being easily accessible to either steam or sailing vessels), vast natural resources that can and are now being turned to account by the settlers, and embracing within its area the outlet to the great natural road from the East to the West Coast, through the Haast Pass. The realized results may be summed up thus: The settlement of over four hundred souls in a district formerly unoccupied; the establishment of industries that promise to develop into great importance and that will attract settlers of a kind more suited to the requirements of the place than those with whom the experiment was made; the stocking of the Clarke and other river runs with cattle; and the mineral discoveries made to the southward through the facilities given to prospectors who made this their base of operations.

The prospective benefits likely to accrue to the country from a more thorough exploration of the South-west Coast will be apparent to any one at all conversant with its mineral character. However, it would be manifestly unfair, under present circumstances, to apply the same rule to this settlement, where, at present, we are only concerned in trying to develop the more common industries of the country, as would be applicable to the latest manifestation of the power of gold in promoting settlement recently witnessed in the more northern part of the province. Genuine prosperity in such cases is sometimes more apparent than real, for strike off nine-tenths of those who act as mere mediums of exchange and who produce very little, and we can then form a better estimate of their value as compared with the more slow-going settlements, such as this. Were the matter looked at in this light the great difference in appearance between such places as a new gold field and settlements where the more ordinary industries of life are carried on would be less striking, and would be estimated at their true value.

As bearing on the question of free and assisted immigration, as applied to foreigners, it may not be out of place to draw attention to the very indifferent raw material we have had to deal with. No doubt many of them have done as well as they knew how, as in the case of the Poles and Germans, many of whom will ultimately make good settlers. It is not so much the want of will in their case, as that, through want of skill, their labour is often misapplied; but this is an evil that with some of them time will remedy. With regard to the Italians, I am sorry to say my experience with the majority of them has been anything but satisfactory; the same want of knowledge, the same lack of resource, but possessing far less of the will to work which characterizes the others; there is too much of the *dolce far niente* spirit about them ever to become successful settlers. I need only refer to the results of Italian immigration to the Argentine Republic, as commented upon by T. Brassey, Esq., M.P., in an article in a recent number of the "Nineteenth Century," where he says,— "Of the 140,000 or 150,000 Italians who have landed in the Republic since 1862, one-third at least

have returned home. The Italians cannot therefore be esteemed a valuable addition to the population of the Republic. They seldom have sufficient enterprise to leave the towns, and bring new districts under cultivation. During the year 1870, out of upwards of 40,000 immigrants, not more than 1,000 proceeded to the interior provinces." Thus instead of adding to the wealth of the country, by becoming producers, they enter into competition with the already too numerous mediums of exchange, and become consumers. Their unfitness to act as pioneers of settlement may be ascribed to climatic influences, or to their previous habits of life; at any rate, they have not been a success in this district. There are some good men amongst them, as amongst other settlers, but the proportion is very small. The settlement has been heavily handicapped by having such material to work with; but, notwithstanding this and other drawbacks we have had to encounter, I have not the slightest doubt of its ultimate success, and the operation of the inevitable law of natural selection will no doubt result in the "survival of the fittest."

I have, &c.,

D. MACFARLANE,

Government Resident Agent.

Edward Patten, Esq., Officer in Charge, Hokitika.

Enclosure 2 in No. 1.

MR. MACFARLANE to MR. PATTEN.

SIR,—

Resident Agent's Office, Jackson's Bay, 15th August, 1878.

I have the honor to report that the whole of the road work authorized by the Government is now let and in hand, and, weather permitting, will be finished about the middle of September. As the whole of the work was let by tender, I had considerable difficulty in allotting a fair share to each; but, with the exception of the Italians at the Okura, the matter was satisfactorily arranged. With regard to the Italians, I was compelled to make some provision for them at the Okura until the work commenced on the Haast Track, where they could obtain steady employment, as the work at the Bay was of such a nature that, after a trial, they could not make enough to keep themselves and families, and, as there was a small balance over the estimated cost of construction of the Bay Road, I applied it to the completing of some road work at the Okura.

I have also to report having commenced the Haast Pass Track, and I hope to have the work of construction put in hand about the beginning of October. I am also pleased to be able to report on the successful establishment of a steam saw-mill on the Arawata, the mill being the property of H. and T. Haworth, saw-millers and merchants, and a number of the settlers at the Bay. Everything is in good working order, and they are now executing an order for Landon and Co., of Christchurch, of 250,000 feet, to be shipped in the barque "Jane Ann Andersen," for Lyttelton. Seeing that the success of the undertaking depends in a great degree upon the facilities afforded for loading, the completion of the jetty is of the utmost importance, not only to this company, but to others, who are only waiting to see whether the jetty will be finished. In every other respect the harbour is a very good one, and, as the timber trade from this place admits of an almost indefinite extension, I trust that the matter will receive the attention its importance merits.

I have also to report that, by the steamer "Maori" leaving to-day, three Polish and two Italian families leave the settlement. I was applied to by them for free passages to Hokitika and Greymouth, which I refused, on these grounds—viz., that they were able to pay their own passages, and that they could obtain employment if they chose to take it. *Re* complaints from foreign settlers through their respective Consuls, please find reports under separate cover.

I have also to report a serious loss of life from a boat accident between Jackson's and Big Bays. A. Williamson, with four men and a boy, left Jackson's Bay in an open boat for Big Bay, and some time after the bodies of four men and the boy were found on the beach. The boat and the body of the other man has not yet been seen. It is conjectured that the boat capsized, as it was blowing fresh at the time and the boat was light. One of the men drowned (a Pole) has left a widow and four children wholly unprovided for. Until such time as arrangements can be made, I have had to render the family some little assistance. The traffic up and down the coast in open open boats has, up to the date of this accident, been carried on with impunity, but the late fatal occurrence will do a great deal towards stopping prospecting parties from risking their lives in open boats along the coast; hence the necessity for placing a steam-launch at the Bay for the purpose of working the bays and rivers to the south and north of the settlement, and I have not the least doubt but that the expense incurred would be more than met by the discoveries made and the facilities afforded for ordinary settlement. Trusting this matter will not be overlooked by the Government when dealing with the future of the settlement,

I have, &c.

E. Patten, Esq., Officer in Charge, Hokitika.

D. MACFARLANE.

SCHEDULE A.

ABSTRACT showing Public Works completed to 30th June, 1878, Town of Arawata.

Description.	Width of Clearing.	Width of Formation.	Average Depth.	No. of chains completed.	Square chains.	Covering No. of square feet.	Total chains.	Total square chains.	Total square feet.	Cubic yards.
Streets	1 chain	16 feet	...	31	...	...	31	...	...	...
Clearing ... ..	...	...	...	...	50	...	...	50	...	...
Outfall drains ... ..	...	...	2ft. 6in.	8	...	...	...	...	...	...
Side drains ... ..	...	...	2ft. 6in.	16	...	...	24	...	...	...
Bridges ... ..	...	...	...	...	...	216	...	...	216	...
Culverts ... ..	...	...	...	...	...	306	...	...	306	...
Jetty (framed)* ... ..	...	...	...	1	...	...	...	...	...	400
Buildings† ... ..	...	...	...	...	...	...	...	...	...	...
<i>Main Roads.</i>										
Bay and Arawata Road	1 chain	18 feet	...	384	...	...	...	...	...	...
" " "	1 "	14 feet	...	26	...	...	465	...	...	...
" " "	½ "	6 feet	...	55	...	...	...	...	...	...
Clearing ... ..	...	...	...	...	508	...	...	508	...	...
Outfall drains ... ..	...	...	...	...	...	...	...	...	...	...
Side drains ... ..	...	...	3 feet	347	...	...	347	...	...	...
Bridges ... ..	...	...	...	...	...	900	...	...	900	...
Culverts (planked) ... ..	...	...	...	...	...	1,746	...	...	1,746	...
Arawata Flat Cross Road	1 chain	5 feet	...	17	...	...	17	...	...	...
Clearing ... ..	...	...	...	...	54	...	...	54	...	...
Outfall drains ... ..	...	...	4 feet	79	...	...	79	...	...	...
Arawata and Jackson's River Road	16 feet	6 feet	...	120	...	...	120	...	...	...
" " "	8 "	...	...	580	...	...	700	...	...	...
Clearing ... ..	...	...	...	...	22	...	...	92	...	...
Drains ... ..	...	...	2 feet	130	...	...	130	...	...	...
Smoothwater Road	20 feet	6 feet	...	260	...	...	260	...	...	...
Clearing ... ..	...	...	...	...	97	...	...	97	...	...
Culverts ... ..	...	...	...	...	...	571	...	...	571	...
Waitoto Roads	33 feet	14 feet	...	62	...	...	...	...	...	...
" " "	16 feet	6 feet	...	209	...	...	271	...	...	...
Clearing ... ..	...	...	...	...	154	...	...	154	...	...
Outfall drains ... ..	...	...	4 feet	10	...	...	...	...	...	...
Side drains ... ..	...	...	2 feet	220	...	...	230	...	...	...
Buildings‡ ... ..	...	...	...	...	...	...	...	...	...	...
Okura Roads	16 feet	6 feet	...	352	...	...	...	...	...	...
" " "	8 feet	...	...	389	...	...	741	...	...	...
Clearing ... ..	...	...	...	...	205	...	...	205	...	...
Outfall drains ... ..	...	...	2 feet	32	...	...	...	...	...	...
Side drains ... ..	...	...	2 feet	302	...	...	334	...	...	...
Log culverts ... ..	...	...	...	...	...	1,704	...	...	1,704	...
Pile jetty ... ..	...	...	...	...	...	540	...	...	540	...
Wire footbridge§ ... ..	...	...	...	...	...	...	...	...	...	...
Buildings|| ... ..	...	...	...	...	...	...	...	...	...	...
Haast River Roads	16 feet	6 feet	...	77	...	...	77	...	...	...
Clearing ... ..	...	...	...	...	19	...	...	19	...	...
Wire bridge across lagoon¶ ... ..	...	...	...	...	...	...	...	...	...	...
Paved ford in lagoon ... ..	...	...	...	...	...	...	...	...	...	140

* Stone-work.

† 17 cottages, blacksmith's shop, Resident Agent's house, stores and Government office, stables and shed.

‡ 2 weather-boarded houses.

§ 2 spans of 150 feet each,=300 feet superficial, finished.

|| 1 store, 1 office, blacksmith's shop, and stable.

¶ 66-feet span.

SCHEDULE B.

POPULATION and STOCK RETURNS, 30th June, 1878.

Locality.	POPULATION.			Locality.	STOCK RETURNS.		
	1877.	1878.	Increase.		1877.	1878.	Increase.
Jackson's Bay, Smoothwater Valley, Waitoto River, Okura and Turnbull Rivers, Haast River	367	402	35	Jackson's Bay, Smoothwater Valley, Waitoto River, Okura and Turnbull Rivers, Haast River	83 46 10 ...	227 99 16 30	144 cattle 55 pigs 6 horses 30 sheep

RETURN of Expenditure, Jackson's Bay, from its initiation to date.

On what Service.	Date.	HOKITIKA.	WELLINGTON.	Total.	
		Paid out of Imprest.	Paid by Paymaster-General.		
		£ s. d.	£ s. d.	£ s. d.	
Buildings	{ Jan. 4, 1875, to June 30, 1878 }	12 15 4	156 18 6	169 13 10	
Cost of surveys	"	2,749 2 1	96 15 8	2,845 17 9	
Freight	"	266 6 0	247 12 0	513 18 0	
Provisions	"	1,200 3 0	2,208 12 11	3,408 15 11	
Stationery, including medicine chest, printing, advertising, &c.	"	340 14 1	...	340 14 1	
Boat-house, &c.	"	41 8 8	33 15 0	75 3 8	
Cost of management, including salary Resident Agent, and necessary tools	{ Nov. 4, 1874, to June 30, 1878 }	1,179 9 8	494 19 4	1,674 9 0	
Expenditure on public works, settlers' labour, &c.	{ Jan. 1, 1875, to June 30, 1878 }	16,845 2 4	...	16,845 2 4	
Arawata streets	"	136 5 0	...	136 5 0	
		22,771 6 2	3,238 13 5	26,009 19 7	

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1878.

Price 6d.]

