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## SPEECH OF HIS HONOR THE SUPERINTENDENT ON OPENING THE FOURTH SESSION OF THIRD PROVINCIAL COUNCIL OF THE PROVINCE OF WELLINGTON.

MR. SPEAKER AND GENTLEMEN OF THE PROVINCIAL COUNCIL,—

Recent events will I trust constitute a sufficient apology to you for my absence on the day appointed for the opening of this session; more especially, as I am enabled, by the visit I have paid to the scene of the late conflict, and by the intercourse I have held with the natives all along the West Coast, to speak with far greater confidence than I otherwise could have done, both as to the present and future prospects of the Province; and also, by my personal communications with the Honorable the Colonial Secretary, to submit to your consideration various important measures already stamped with the sanction of His Excellency's Government.

In reference to our relations with the native population of the Province, they have, as you are well aware, been of a very critical character during the past year, requiring on the part of the Government the utmost circumspection, discretion, and firmness. It is well known that a large proportion of the natives of this Province stood committed to the cause which, in the Provinces of Auckland and Taranaki, has involved its supporters in armed rebellion, and the probability of such an occurrence in this Province, I need not say, has been a subject of daily anxiety to myself and the officers of the General Government to whose administration the details of native affairs have been entrusted.

I am glad now to be able to report most favorably of our position.

The attack on Wanganui, threatened by a body of fanatics, infatuated by an insane delusion, evoked the loyalty of a large section of the natives of that district, who, to the number of nearly 400, took up arms in defence of the European population, and vigorously repelled the onslaught on that portion of the Province, which may be said to have already commenced by the

downward march of the followers of the "false prophet."

The conduct of the friendly natives on this occasion entitles them to the highest commendation, and to our warmest gratitude; and it is not a little creditable to the European population at Wanganui, that upwards of twenty years intercourse with these natives should, at a period when so much dissatisfaction and distrust exist elsewhere, have resulted in the maintenance and exhibition of a disposition so thoroughly loyal and friendly. It will be my endeavour (as it has ever been) so to co-operate with the General Government as to promote and secure the continuance of such feelings between the two races who inhabit this Province.

Another event little, if any less satisfactory, has within the last few days occurred, in more immediate proximity to Wellington. The Ngatiawa chief, Wi Tako, who is known all through New Zealand as having been one of the most zealous supporters of the King movement, and who is, perhaps, the ablest man who has espoused that cause, has now abandoned it, and signed a declaration of allegiance to the Queen.

There is little doubt that this may be accepted as the abandonment of that cause by all its supporters between Wanganui and Hawke's Bay, and it will, I trust, be shortly followed by an announcement to that effect. I cannot quit this subject, without expressing my own firm conviction that, to the discretion of Wi Tako, and his firmness in holding back the less prudent members of his party, may be attributed almost entirely the fact that this Province has hitherto escaped being involved in the open hostilities which have inflicted so much damage and loss upon the settled districts of other parts of the Colony.

These facts and the entire success which appears to have attended the campaign in the Wai-kato, by which the large tribes of that district are

practically subjugated, and all prospect of any formidable combination amongst them put an end to for the future, lead me confidently to hope that the day is not far distant when this unhappy rebellion may be considered as finally suppressed, and the way re-opened for the peaceful re-establishment, side by side, of the two races to whom Providence has allotted the task of elevating these islands to the position among nations, which they are, without question, some day destined to fill.

Although the unsettled state of affairs in this Island has not been favorable for land purchasing operations, you will be glad to learn that they have not been unattended with success. In opening your last session, I informed you that the terms of purchase of the Waitotara block had been arranged, and I have now to state that the balance of the purchase money was paid in July, but for various reasons was deposited in the Bank by the natives until last month, when it was most fairly and satisfactorily distributed, and that, though no question as to the validity of the purchase ever has been raised by the natives, before I left Wanganui I received an intimation that the rebel Kingites had resolved upon abandoning their reserves in the block, and retiring to the north side of the Waitotara River.

After long and weary negotiations and many disappointments, I am happy at last to announce to you that a Memorandum of Agreement for the sale of the Upper Manawatu block has been duly signed—that all the owners have, after repeated runangas, agreed to the terms, and that the final Deed of Purchase is being prepared. The amount of the purchase money, £12,000, is probably the largest sum ever yet paid at any one time to the natives; but when you consider that the block comprises some 250,000 acres chiefly of rich alluvial land; that it abounds in valuable timber; that the river is navigable for some 30 miles; that probably no district in New Zealand of equal area is capable of supporting so large a population; and especially when you reflect how much a large European population located in the centre of the West Coast, in a district so easily accessible to steamers, will tend to the maintenance of peace, and the security of the whole Province, you will scarcely deem the sum agreed to be paid for it excessive. You have now acquired (including the Awahou block) 270,000 acres of the long and much desired Manawatu territory.

With respect to the remainder of the Manawatu district—while I am unwilling to raise undue expectations—I feel very confident that events are gradually, if not rapidly, tending to the only possible solution of the long pending dispute between the Ngatiapas on the one side, and the Ngatiraukawas and Rangitanis on the other, viz., the cession of the block to the Crown. The former in January last, formally handed over to me whatever interests they might be proved to have in the land, and I know that some of the most influential chiefs of the latter are now disposed to sell, and that this disposition to sell will be not a little fostered and stimulated by the sale of the Upper Manawatu. It would be both ungenerous and unfair if I did not take this, the earliest opportunity, of publicly acknowledging the invaluable services rendered in this matter by Mr. Walter Buller. Had it not been for his cordial co-operation, and for his indefatigable exertions to induce the natives to come to reasonable terms, the sale would, in all probability, have been postponed for an indefinite period.

The agreement for the sale of another extensive and valuable block called the Muhinui, situate between the Horowhenua and Ohau rivers, and extending from the sea coast to the Ruahine Ranges, has also been duly executed by the owners; the purchase money being £1100. And I am informed that as soon as the boundaries of

this block are surveyed, an adjacent block will be offered to me.

The purchase of the three small blocks in the Wairarapa, surveyed last year, and containing in the aggregate some 13,000 acres, has been delayed by the question of price. An instalment on a portion of the Forty Mile Bush, within this Province, has been paid on behalf of the Province by Mr. McLean, who, I have little doubt, will succeed in acquiring the greater portion of that district during the ensuing year, the principal owners (the sellers of the Upper Manawatu) having long been and still being most anxious to dispose of it.

I need not say that these acquisitions, and the certainty of further acquisitions of territory, change so entirely, not merely the whole aspect of affairs in, but the actual position of, this Province, that we can have no hesitation in at once resuming immigration and the prosecution of public works on an extensive scale.

You are, no doubt, aware, that out of the Three Million Loan, authorised by the General Assembly, a very considerable amount was appropriated to the introduction of settlers into the Northern Island, to their location, and to roads and other public works. Of this amount, there was allocated to such portion of this Province as lies south of Wanganui, the sum of £45,000 for immigration, and £135,000 for public works; and to Taranaki and the part of this Province which lies north of Wanganui £75,000 for immigration, and £225,000 for public works;—the interest and sinking fund on the amounts so expended in each Province, being a charge upon its revenue. Assuming that the Loan (guaranteed by the Imperial Government) will not bear more than 4 per cent. interest, and that the sum of £250,000 is expended in this Province on immigration, military settlements, and public works, the annual charge imposed upon our revenues will not amount to more than £10,000, a charge which your present revenue can easily bear, but which must be deemed wholly insignificant if regard be had to your future prospects, and to the rapid development of your resources which such an expenditure on the objects proposed will at once cause.

In a memorandum which I recently addressed to His Excellency's Ministers, I pointed out that there were three trunk lines of road, which it was extremely desirable, both for the interests of the North Island generally, and of this Province in particular, should be opened up as soon as possible:—The first extending from Wanganui to the Waitotara river, a distance of about 25 miles would be ultimately continued to the Patea river, the northern boundary of the Province; the second, which may be termed the north eastern, would lead from Masterton, in the Wairarapa, to the boundary line of the Province, situated in the Forty Mile Bush, opposite the Manawatu Gorge, and would be continuous with a main line of road to be taken through the Napier portion of the same bush to the Rua Taniwha Plains. Were this line of road from the Wairarapa to the Rua Taniwha Plains opened up, a distance of about 50 miles, through the bush (which is nearly equally divided between the Provinces of Wellington and Hawke's Bay), the entire inland communication would then be established between the towns of Wellington and Napier, a distance of nearly 200 miles—the roads being already open for traffic from Wellington to Masterton, and from Napier to Rua Taniwha respectively. In other words, the formation of about 50 miles of road would enable the Colony to avail itself of an internal communication, nearly 200 miles in length, the detached ends of which are at present only serviceable in a provincial sense; the third trunk line (being a continuation of the Wanganui-Rangi-

tiki road) would commence at the Rangitiki river, and passing through the centre of the Manawatu district, would be carried to that part of the Tarrarua Range where it thins out and affords an easy passage to the Forty Mile Bush, where it would intersect the Wellington-Napier trunk line. The length of this line would be about 40 miles. I further proposed that all these roads should be laid off with a view to their being ultimately converted into railroads. His Excellency's Government have not only expressed their concurrence in these views, but have authorised me to commence any or all of these lines as soon as the requisite surveys are executed.

It is proposed that these lines should mainly be constructed by immigrants to be introduced under the provisions of the Loan Appropriation Act, upon the same system as was so successfully adopted in the Wairarapa—that ample reserves, divided into sections of a reasonable size, be made in each district through which a road is being made, upon which the immigrants would be located with the option of purchasing their allotments at the upset price at any time during the progress of the work, and with permission to work as many days as they may think fit on their own farms. The advantages of such a system are sufficiently obvious. By having Government employment given to them almost at their very doors, the immigrants gain by a few days work in each week on the roads the means of subsistence, and are enabled to devote the remainder of their time to bringing their farms under cultivation. The first difficulties of settlement are in a great measure obviated, and the temporary laborer by the acquisition of a freehold is ultimately converted into a permanent settler.

Instructions will I hope be sent by this mail to Mr. Morrison, and also to Mr. C. R. Carter, who before leaving kindly placed his services at my disposal, to select and send out with the least possible delay, a considerable number of immigrants, chiefly of young married couples, on the best terms on which they can be procured. I say the best terms, for the emigration market fluctuates so much that it is unwise to fetter your agents by too stringent instructions. Preference will, of course, be given *ceteris paribus* to those who contribute towards their own passage; but if necessary the agents will be authorised to pay the whole amount, taking Promissory Notes, with the understanding that if the immigrant remains in the Province two years, and pays half the amount, the other moiety will be remitted—these being the same conditions as are in force in the Nelson Province.

Looking at the large population recently attracted and still flowing to the Marlborough gold diggings, of which there will ever be a considerable number unemployed, I apprehend there will be no difficulty in procuring any amount of labor that we may require for the immediate prosecution of the works I have referred to, nor am I without hopes that large bodies of natives in each district will readily accept employment upon them.

While I have no great faith in Military Settlements, I have nevertheless accepted with pleasure the authority given me by Ministers to enrol from 100 to 300 military settlers, as, I believe, that in no part of New Zealand can the experiment be more fairly tried, and with greater prospects of success, than in the country north of Wanganui; these men will at first be employed in making the trunk line between Wanganui and Waitotara, with the view of their being ultimately located in the territory between the Waitotara and Patea Rivers, a block of land at present occupied almost exclusively by rebel natives, who

have all along been engaged in the wars. Whether this land should be taken by compulsory purchase, or by the process of confiscation, is, of course, a question for the consideration of His Excellency's Government; but the public safety of the settlement of Wanganui imperatively demands, especially after the recent raid upon the Wanganui River by these very natives, that the territory in question should be occupied by a population both friendly and capable of guarding our northern frontier. And none insist so strongly upon such a barrier being established against the Ngatiruanuis as the natives of Wanganui, to whom we have contracted a debt of gratitude exceedingly difficult for us ever to discharge.

In order to remedy in some degree the disproportion of the sexes which these military settlements and the proposed immigration will necessarily entail, and which constitutes to my mind the greatest curse which can be inflicted on any country, more especially on a young community, I earnestly hope that you will accede to my recommendation to appropriate the sum of £4,000 to the introduction of young unmarried females, under the superintendence of Miss Rye who has kindly volunteered her services in selecting them, and with whose philanthropic views we must all warmly sympathise.

Grievous as was the disappointment which you experienced at the refusal of the General Government to ratify Mr. Crosbie Ward's contract for the establishment of Steam Communication between England, New Zealand and Australia *via* Panama, there is every reason to hope, thanks mainly to the prompt and generous action taken in the matter by Canterbury, backed as she is by the majority of the other Provinces, that the General Assembly will insist upon the contract being carried out. I no sooner heard of the determination of Canterbury to take upon itself, if necessary, the whole contract, than I intimated my intention to recommend you to guarantee one half of the amount of the subsidy alledged to be in excess of the sum voted by the General Assembly, and after the unanimous expression of opinion recently pronounced here in favor of Mr. Ward's contract, I confidently rely upon your supporting Canterbury to the extent proposed.

That Wellington should have been selected as the port of call ought not to have excited any surprise, for in all the correspondence that has taken place upon this subject—a correspondence extending over a period of seven years—Wellington has almost invariably been indicated, and for the twofold reason; 1st. That it is accessible at all times and in all weathers to vessels of any size; and 2nd. That it is the port from which the mails can be most speedily dispatched to the other provinces of New Zealand, and from which also the interests of all the Colonies of Australia can be most easily and equitably served; for while to call at Auckland would make the interests of Victoria subservient to those of New South Wales—in other words would make it a Sydney line; and to call at Otago would deprive Sydney of any benefit—would make it a Melbourne line, the position of this port is so central that it places the Southern and the Northern colonies of Australia on an equal footing.

You will be glad to learn that by the last mail Mr. Morrison intimated that he had, on behalf of the Province, entered into an agreement with the Inter-colonial Company for the erection by the latter of a patent slip in Evans' Bay—the principal conditions being, that the slip should be capable of taking up vessels of 1,500 tons, that the charges should be subject to the approval of the Provincial Government, that the Government should grant the site, and guarantee for a period of fifteen years interest at the rate of seven per

cent. on an outlay not to exceed £25,000—the Company binding themselves to keep the slip in efficient working order during the whole period of such guarantee. Looking to the vast increase of shipping in these seas, especially to the great and rapidly increasing number of steamers, to the enormous expense and losses inflicted upon the various companies by being obliged to send their vessels to Sydney for repairs—I think you will agree with me, that it is not possible to over estimate the advantages which the erection of a slip will confer upon this port. In order to render your harbor if possible still more accessible, and to remove every possible objection to it, and to afford increased facilities to the Panama steamers and shipping generally, I have to recommend to you, in accordance with the suggestions of Capt. J. Vine Hall, the establishment of a harbor-light on Point Gordon, and extensive additions to the wharf. The light will enable vessels to keep clear of the shoal off Ward's Island, and also direct them to the anchorage in Worsler's Bay. The proposed additions to the wharf consist in a lengthening of the southern end of the present outer T—an extension of the wharf of 160 feet, with a cross head at the end 300 feet long and 50 feet wide; the extension and the cross head to be constructed with iron piles and framing.

The Otago S.S. Company have proposed to me the running of their two powerful steamers, the Scotia and Albion, between Melbourne and Cook's Strait, provided the Provinces specially benefited will offer them a moderate subsidy. It is proposed to try the experiment for six months of despatching one steamer from Melbourne to Cook's Strait and Otago on the 11th; and the other from Melbourne to Otago and Cook's Strait on the 4th; both vessels returning to Melbourne direct from Otago and Cook's Strait respectively. Should the experiment answer the expectations of its promoters, the European Mail (if it arrive at its due date in Melbourne) would reach Wellington on the 17th or 18th, five or six days earlier than at present, while the departure of the homeward mail would be delayed until the 19th, or five days later than at present. Supposing the dates of arrival and departure can be fixed at something like those above mentioned, so as to give an opportunity for answering letters, I have acquainted the projectors that I would recommend your voting them a subsidy of £200 a month each way, payable only on the satisfactory performance of the engagement by the respective steamers, as otherwise the great object of the subsidy—the saving a month in the course of post—would be altogether lost.

The correspondence with Mr. Morrison, and other parties in England, relative to the system of railroads, proposed by you last session, will be laid before you, from which you will gather that as soon as the native title is extinguished to the remainder of the districts through which they will pass, there will be little difficulty in inducing parties to undertake their construction on something like the terms suggested.

The returns of the various District Highways Boards, showing as they do amongst other interesting facts, that some fifty-three miles of road have been formed and a considerable portion metalled during the past year, will I know be ample justification to you for my proposing to continue during the present year the grant in aid of two-thirds, and also to give special grants of the same amount as last year, to all Boards still requiring them.

Taking the ordinary expenses of Government at £16,000, you will find placed on the Estimates for Surveys, £7,000; Engineers' Department, £2,000. Under the head of Sundry Undertak-

ings, £8,000, including £2,650 for Educational purposes and Council Library. £3,400 for Steam Subsidies. £300 for Observatory and Explorations. £300 for Ferries. £500 for Insurance, Repairs, &c. £900 for Wharf, Queen's Warehouse, and Toll Bar. Under the head of Roads, for repairs, £4,000; improving Porirua Road, £1,000; Featherston to Masterton, £1,500; Featherston to Te Kopi, £1,000; Masterton to Castle Point, £1,500; widening Rimutaka, £1,000; Rangitiki to Wanganui, £2,000; Grants-in-aid, £15,000. Under the head of Special Grants, to Materawa, £500; Upper Rangitiki, £500; Brunswick Line, £300; Kahauraponga, £300; Lower Rangitiki, £200; Pahautanui, £200; Ohariu, £300; North Makara, £200; South Makara, £100; Featherston, £200; Masterton, £300; Horokiwi, £50; Wai-nui-o-mata, £500; Belmont, £200; Warehama, £200; Western Hutt, No. 2, £300; Kai Warra, £200; Karori, £200. Under the head of Sundry Works—for Water to Reclaimed Land, £200; Pilot's Houses, £300; Lighthouse on Point Gordon, £500; New Zealand Exhibition, £500; Additions to Gaol, Wellington, £1,000; House for native chiefs, £600; Wharf at Wanganui, £1,500; Court Houses at Turakina, Rangitiki, and Manawatu, £600; Immigration (female), £4,000; lengthening southern end of outer T in Deep Water Wharf, £2,500; Extension and adding outer Cross Head, £11,000. Purchase of Lands for public purposes, £1,000. Interest on Loans, £11,250, and Appropriations under Special Acts, £1,050. Making a total expenditure of £105,782.

Before going into the estimate of revenue for the current year, it will be satisfactory to you to learn that the receipts of the past fully realised my expectations. The  $\frac{3}{4}$  gross Customs receipts amounted to £16,556, instead of £16,000. The territorial revenue, estimated at £32,000, yielded £31,985, exclusive of some arrears of rents, and though there was a deficiency of nearly £2,000 in the estimated receipts from promissory notes, there was such an increase on other sources of revenue, that the total receipts for the year (including balances and the proceeds of the loan of £25,000) estimated at £98,859, amounted to £98,542. And while the minimum premium at which the loan of £25,000 was to be parted with, was fixed by the Government at 10 per cent., the whole was sold at a premium of  $11\frac{1}{2}$  per cent., the tenders for it amounting to £92,060, and the nett proceeds to £27,650. And further, if you will examine the accounts both of the past and previous years, you will perceive this gratifying fact, that the ordinary revenue has ever been not only sufficient to meet the ordinary expenses of Government, and the interest on the loans, but that there has always been a very large surplus of it available, together with the whole of the territorial revenue, for public works. I need scarcely say to you, that as long as we maintain this position, our finances must be regarded as being in a highly satisfactory and prosperous condition.

The ways and means of meeting the expenditure I have proposed are these:—Balances in hands of Provincial Treasurer, on the 1st of April last, £17,188; in London, £840; interest from Hawke's Bay, £2,500; refund of cost of lighthouse, £7,000—of advance to the Commissioners of City Reserves, £430; and I estimate the three-eighths Customs, £20,000; licenses, £2,100; pilotage, £750; assessments, £700; hospital, £150; incidental receipts, £1,500; toll bar, £1,500; wharfage and warehouse, £1,500; rates on land, £5,000; proceeds of reclaimed land, £7,000; promissory notes, £1,200; territorial receipts, £36,000—giving a total income for this year of £105,358.

Of the Bills which will be laid before you there are none that require any remarks from me, inasmuch as the most important of them, the Bill for taxing certain lands for the repair of trunk lines—for the apportionment of the representation—and those relating to the patent slip, have all been prepared in conformity with your previously expressed views.

In conclusion, whether regard be had to the state of our relations with the natives; to the almost certainty of peace being before long re-established on a firm and permanent basis; to the recent acquisitions of territory and the prospect of further purchases; to the great public works in contemplation, and the large stream of emigration proposed; to the removal of the Seat

of Government, and the establishment of the Panama line; or to the state of our finances and the ample funds at our disposal—I feel that I am fairly entitled at this, your last session, to congratulate you upon the present state and future prospects of the Province; and especially bound to thank you for the cordial co-operation and assistance you have ever afforded me during by far the most critical period through which this Province has yet passed.

I. E. FEATHERSTON,  
Superintendent.

Superintendent's Office,  
Wellington, 8th June, 1864.