

## Wellington Province – Miscellaneous Enclosures

To Superintendents Letters 01 Mar 1863 to 16 Apr 1868 (5 items)  
Archives NZ Reference ACIA 16199 WP 7/1/23 (R17053861)

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**[1]** H. Halse, Native Office Auckland 06 Mar 1863 to the Resident Magistrate, Central Whanganui  
Sir, I am directed by the Colonial Treasurer to acknowledge the receipt of your letter of the 19th ultimo, and to authorise you to incur any expense not exceeding ten shillings per week in procuring an Office for your use.

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**[2]** James Scott, Sydney 31 Aug 1863 to I. E. Featherston, Superintendent  
Sir, I have the honor to inform you that since my arrival in Sydney after a protracted passage of 26 days I have laid the offer you made respecting the Patent Slip before several parties who are likely to entertain the Scheme and from the information I have given them respecting the ... they do not think it would be advisable to lay down a Ship the principal reason being that that part of the country being subject to Volcanic Commotions which would seriously injure the ship and therefore be a constant source of trouble and expense in effecting the necessary repairs. They seem to think that under the circumstances a Floating Dock such as I mentioned to the Secretary would be preferable and more suitable to the requirements of the place the more especially as it would not be subject to any Volcanic interruptions. I would therefore suggest that a Dock capable of taking up vessels from 1500 to 2000 tons (in my opinion the latter size) should be constructed seeing that there is every probability of your having headquarters of the Panama Route at Wellington before long. I should therefore like to know as early as possible if you approve of the Dock and if you would agree to it on the same conditions as those mentioned in your communication to me respecting a Patent Slip. On receipt of your letter in reply I shall lose no time in forwarding to you Plans and Specifications and the cost of the whole affair.

P.S. The estimate for a Hydraulic ... Floating Dock to take on Vessels of 1500 tons the Dock to be 230 feet long capable of a 1500 ton ship £40,600 and a Dock for 1200 tons £38,300.

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**[3]** Thomas Gilbert, Ohariu Valley 29 Jun 1864 to the Provincial Secretary  
Sir, I the undersigned hereby tender to perform highway work of metalling on the Ohariu road according to the Specification at three pound per chain.

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**[4]** D. S. Durie, Wanganui 30 Jun 1864 to I. E. Featherston  
My dear Featherston, Will you oblige me by obtaining a Commission in the new Militia Force that is about to be raised north of Waitotara for a distant relation of mine viz Edward Bolingbrooke Seymour son of the Revd D. Seymour, County Westmeath, Ireland. He has served for some time in the Taranaki Volunteers and was recommended by Colonels Warre & Logan for a Commission, but there being no vacancies at Taranaki he returned about three months up to Wanganui, during which time he has been serving in the Defence Force at Rangitikei and can if... can produce a good testimonial from Captain Noake. Your complying with the above will confer an obligation... Mr Boyle of the New Zealand Bank has promised to recommend my youngest son James for a Colonel-ship to the Inspector when he comes here. Charles Broughton you will perceive has succeeded in recovering Captain Lloyd's head, the 57th I believe intend to present him with a piece of Plate. [White is rather disgusted.]

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[5] James Hogg, District Engineer, Engineer's Office, Wanganui 16 Apr 1868 to Hickson Esquire, Provincial Secretary, Wellington

Sir, I have the honour to forward to you a tabulated statement of the extent of Roads made in the Districts of Wanganui & Rangitikei together with other works connected therewith, the cost of the same, and the total expenditure in each Road District from the 1<sup>st</sup> April 1867 to the 31<sup>st</sup> March 1868. Owing to the operations of the District Road Boards having been brought to a stand for a considerable period during the past year the amount of work done is not so much as in the previous year, but they are all again in full operation, and have large contracts let. I beg to submit to the Government that the order and general working of all the Road Boards would be much improved and would facilitate the compiling of information contained in reports required by the Government and would be more complete if the financial year of the Boards was to terminate on the 31<sup>st</sup> of March, as is the case with the Government. I have spoken with several of the Chairmen of Boards on the subject, who consider that it would be much better.

During the past year I have been engaged in my usual duties of laying off roads, preparing plans and specifications of the different works constructed in the various Road Districts and supervising the same, receiving the material of the Wanganui Bridge, and all other duties connected with the Public Works. The Roads laid off are as follow.

District	Name of Road	M	F	C	L
Upper Rangitikei	Porewa (By Hammond)	0	3	6	37
Upper Rangitikei	Jeffersons (By Palgreen)	0	4	2	00
Upper Rangitikei	Porewa (By Cockburns)	2	0	6	25
Upper Rangitikei	Halls (By Marshalls)	2	2	5	92
Upper Rangitikei	Bremmers (Tutaenui)	0	7	2	50
Upper Rangitikei	Sykes (North boundary)	1	4	1	26
Upper Rangitikei	Tutaenui (Upper)	1	5	1	6
Upper Rangitikei	Paul & Griffins	1	4	5	80
Upper Rangitikei	Hances	1	2	2	00
Upper Rangitikei	Perry (Back boundary section)	1	4	5	96
Waitotara	Lower Waitotara	8	2	7	30
Mataongaonga	Sweenys	0	1	7	00
Mataongaonga	Pickups Valley	0	2	6	00
Mataongaonga	Eastern Union	1	0	5	00
Matarawa	Union No.2 to No.3	0	7	7	05
Matarawa	Wanengati Union	0	4	6	00
Mataongaonga	Longacre Valley	0	6	7	00
Turakina Valley	Union Turakina to Kahauraponga	2	2	9	20
Turakina Valley	Turakina to Fern Flats	4	1	0	35
	<b>TOTAL</b>	35	4	3	74

Note: The units M, F, C, and L may be Miles, Furlongs, Chains and Links respectively

The only Government contract now running and which terminates on the 31<sup>st</sup> March 1869 is that for the repair and maintenance of the Great N. Western Road between Wanganui and Rangitikei which is for the annual sum of £1,000.

I have before reported to the Government that to improve the Road between Wanganui and Turakina by taking off the points of the side cuttings would cost about £500. I have since gone over the road and measured off some of the worst points which to straighten and make the road in these places not less than 20 feet wide would cost £250.

As the traffic on the Wanganui and Rangitikei road is now very heavy, and as I judge it unlikely that the maintenance will not again be taken as low (many of the Bridges & culverts will require to be renewed) I have had taken the amount of traffic entering & returning Wanganui by this road, extending over three weeks at intervals.

Traffic as follows

Number	Description	Rate per unit	Total cost
736	Saddle horses	6d	£18 8s
108	Single horse carts	1s	£5 8s
81	Double horse carts	1s 6d	£6 1s 6d
2	Four horse waggons	2s 6d	5s
7	Three horse waggons	2s	14s
12	Two horse waggons	1s 6d	18s
87	Two wheel gigs	1s	£4 7s
1	Bullock Dray (6 bullocks)	2s 6d	2s 6d
66	Four wheel springs	1s 6d	£4 19s
115	Large cattle	3d	£1 8s 9d
-	Horses	-	-
1090	Sheep	1d	£4 10s 10d
		<b>TOTAL</b>	£47 2s 7d

I have heard settlers express themselves very favourable to a toll, most of the heavy traffic is done by persons who have no property along the line of road, and the burden of keeping the road in repair would fall on the persons who used it. The above computation is the ordinary traffic. There are seasons of the year when it is much greater and is always increasing. The above statement concludes all that has come within the sphere of my duties.

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Statement of the Extent of Roads made in the Districts of Wanganui and Rangitikei from the 1<sup>st</sup> April 1867 to the 31<sup>st</sup> March 1868

#### Brunswick District

Great Western Road Road formed – 2 furlongs, 1 chain, 46 links £11 5s 6d  
 Great Western Road Road metalled – 6 furlongs, 3 chains £35 2s 6d  
 Brunswick Road Road formed – 1 furlong, 4 chains £8 8s  
 Total extent in the district – 1 mile, 3 furlongs, 2 chains, 46 links; approximate cost £827 18s  
 Annual cost of maintenance £70; 23 chains of bush fallen on Western line £4 12s; fencing sides of deep embankment £4 – total expenditure £153 5s

#### Kahauraponga District

Bonny Glen, Fern Flats & Junction Roads

Total extent in the District – 10 miles, 5 furlongs, 7 chains; approximate cost £3,940 12s 11d  
 Annual cost of maintenance including culverts £144 15s 10d; 1016 cubic yards of gravel £164 15s – total expenditure £309 10s 10d

#### Mataongaonga District

No.3 Line Road formed – 6 furlongs, 2 chains £54 16s 6d  
 River Bank Road formed & metalled – 1 furlong, 5 chains, 50 links £35  
 Kukoto Valley Road formed – 1 mile, 7 furlings, 50 links £248 16s 8d  
 Pickups Valley Road formed – 1 furlong, 3 chains, 21 links £64 18s 5d  
 No.3 Line Road metalled – 1 furlong, 4 chains, 83 links £28 10s 1d  
 Total extent in the District – 7 miles 3 furlongs, 7 chains, 21 links; approx. cost £1,894 19s 11d  
 Bridle Track continuation of No.3 Line to the Wangaehu river 3 miles, 7 furlongs, 9 chains – cost £344 3s; Improving the road to the Upper Ferry £28 10s; Mataongaonga Bridge £253; Shakespears Cliff £181 2s 9d; Advances in contracts in progress £80; Repairs and advertisements &c £13 17s 6d – total expenditure £1,332 16s 11d.

Matarawa District

No.2 Line Road formed & metalled – 2 furlongs, 50 links £110 9s 6d  
 Total extent in the district – 15 miles, 4 furlongs, 50 links; approximate cost £5,287 2s 1d  
 Annual cost of maintenance £266 7s 9d; Shakespears Cliff £224 11s; Advertisements, Stationery &c £7 4s 7d – total expenditure £608 12s 9d

Upper Rangitikei District

Hammonds Road metalled – 4 furlongs, 8 chains, 50 links £126 2s  
 Porewa Road metalled – 1 furlong £48 7s 6d  
 Marshalls Road formed – 5 furlongs, 3 chains, 50 links £78 18s 3d  
 Marshalls Road metalled – 1 mile 5 furlongs, 1 chain £321 2s 9d  
 Jeffersons Road formed – 2 furlongs 7 chains, 20 links £21 13s 9d  
 Pukapapa Road formed – 3 furlongs, 6 chains £17 2s  
 Porewa Road formed – 1 mile, 1 furlong, 7 chains, 25 links £228 10s  
 Cliff Road formed – 2 miles, 2 chains, 80 links £78 4s  
 Total extent in the district – 34 miles 7 furlongs, 5 chains, 75 links; app. cost £11,179 11s 10½d  
 Annual cost of maintenance £240 2s 10½d; Foreman of works wages £107 10s; 20,640 feet timber for culverts & bridges £166 7s 3d; Making and fixing 46 culverts & 6 bridges £76 5s; Advances on contracts in progress £207 2s 6d; Small contracts and days labour £134 4s 6d; Stationery, advertising &c £10 12s – total expenditure £1,862 4s 4½d

Tunuharu District

River Bank Road formed & metalled – 2 furlongs, 6 chains, 50 links £109  
 River Bank Road metalled – 2 furlongs £85  
 Total extent in the district – 8 miles, 6 furlongs, 8 chains, 50 links; approx. cost £3,517 11s 9d  
 Bridle Track on Missionary Line 1 mile, 2 furlongs, 3 chains cost £65 13s 6d; Advertising, stationery &c £4 18s – total expenditure £264 11s 6d

Turakina Valley District

Turakina Valley Road formed – 5 furlongs, 2 chains, 66 links £122 1s  
 Total extent of district – 11 miles, 6 chains, 66 links; approximate cost £3,471 2s 7d  
 Repairs £85 6s; 30 chains fencing £25 10s; Advertising &c £3 3s 6d – total expenditure £236 6d

North Makirikiri District

River Bank Road formed – 2 furlongs £200  
 Total extent of district – 6 miles, 1 furlong, 4 chains; approximate cost £1,214 16s 6d  
 Bridge on Kukoto Stream £58 18s; Bridge on Waipahara Stream £80; Maintenance £67 18s 6d – total expenditure £226 16s 6d

South Makirikiri District

Makirikiri – South Makirikiri Stream, two bridges with 80 chains & approaches £157 7s

Lower Rangitikei District

Lower Rangitikei – total extent of district 8 miles, 6 furlongs; approximate cost £1,821 4s 2d  
 One new culvert £5; balance paid on contract completed last year £150; advertising &c 10s – total expenditure £155 10s

Note: Several of the Boards have only now got into working order, and on collecting their last years rates the delay has been caused by Judge Ward's decision that the Boards of Wardens as at that time constituted had no power to levy rates which there are others of the Boards that have now their last years and present years rates at their disposal and have large contracts let.