

## Public Works 1853-1868

Charles Sanderson was Provincial Engineer for the whole of the Auckland Province (Northland to the Waikato) from 1853 until 1863. During this time he was responsible for the construction of many Roads and Bridges in the young Colony, working under very difficult circumstances and with limited financial resources. He associated with many people in different walks of life throughout the Province. I have put together a collection of letters, pertaining to this time, obtained from The Auckland City Library New Zealand Manuscripts.

Auckland was the first Capital of New Zealand and these letters are transcribed from the clerks' copies of the original documents. The original letters were sent to Wellington when it became the Capital; many were lost when the sailing ship they were transported on went down in a storm. The copies are now stored in the Library Archives. Because of the nature of the source of these manuscripts, absolute accuracy is not possible and many are incomplete. However, historians may find their contents useful. For complete accuracy I would suggest further research in the Provincial Gazettes, which are available in most major libraries.

Because of Charles Sanderson's involvement as a Committee Member on the early Board of Education and the Mechanic's Institute (the fore runner of the Public Library) Newspaper articles and the Minutes of the Board of Education are also included.

It was a note in the book "Early New Zealand Engineers," by Furkert, that "nothing was known of Charles Sanderson", which motivated me to collate this material. The project was extensive, the writing often difficult to decipher and has taken more than 10 years to complete at considerable personal expense. I sincerely thank Theresa Graham of A.C.L. for her assistance in this project and trust it will benefit researchers of early New Zealand History.

As I transcribed his letters, I developed a high regard for Charles Sanderson, and observed how this visionary young man (my Great, great, grandfather) gave unstintingly of his time, effort and energy, in an honest and conscientious manner, to lay a foundation in this Province from which we benefit today.

Jill Kemp  
49 Plateau Heights  
Mt. Maunganui,  
New Zealand.  
[southvenus@xtra.co.nz](mailto:southvenus@xtra.co.nz)

Mr. CHARLES SANDERSON  
CIVIL ENGINEER AND MACHINIST  
COOK STREET- HOBSON STREET  
AUCKLAND

Designs and Estimates furnished for Civil Engineering  
Works, Clipper Ships and Steamers, Engines, Boilers,  
Mills and Machinery in General.

From: "The New Zealander" (Auckland)  
Wednesday 2<sup>nd</sup> November 1853

AUCKLAND MECHANIC'S INSTITUTE.

Copied from the Southern Cross daily newspaper: February? 1853

The Annual Meeting of the members of this Institution was held in the Hall of the Institute, on Thursday evening last.

Dr BENNETT, Vice President, in the Chair.

The Honorary Secretary, Mr. A.W. HANSARD, read the following Report for the past year:

Another year in the history of our Mechanic's Institution having passed away it becomes the duty of that number of your members appointed at the General Annual Meeting held on 6<sup>th</sup> February 1852 as a Committee for the management of it's general affairs, to report to you thereupon.

Your Committee, although they feel there is ample cause to regret that an Institution promoted and carried on for the furtherance of such objects as those of the Auckland Mechanic's Institution, does not count among it's members a far greater number of that class for which more especially (as indeed its name would indicate) it is intended. Still, they feel there is cause for congratulation that, notwithstanding the many changes and exciting events arising around us during the past year, your Institution has been able to keep it's ground - to fulfil (although it must not be concealed only to a very limited extent) the purpose of it's establishment, viz. The promotion of useful and entertaining knowledge, and to do somewhat in facilitating and adding to its means of usefulness in the future.

These who reflect on the changes, which have affected the community generally, that your Committee have to report that the fluctuations in the roll of the members of the past

year have been considerable, will regard it as a matter of very little surprise. By the Report presented at the last Annual General Meeting, it appeared that there were on the 31<sup>st</sup> January 1852, 95 members of the Institution. In the first quarter of the (Institutes) year now ending there were 101 members, in the second quarter there were 98, in the third 94, and in the quarter ending 30<sup>th</sup> January (1853) there were but 89 members on the roll. Your Committee, however, have hope that as the lessening of the number of the members may in this, as in last year, be very easily accounted for, on the recollection of the influence excited by the golden attractions of the neighbouring colonies, so that as the reaction is now from various causes commencing to operate, the numbers and strength of the Institution may, from the same reasoning, now be looked for to begin to increase in even much greater proportion.

In the course of the last year 22 new members have joined the Institution. Your Committee, although they have made every exertion to accomplish so great a desideratum, have been unable to obtain any considerable number of Lectures to be delivered in your Hall. Application made at different times to nineteen gentlemen whom it was thought would be highly qualified, if willing, to forward the objects of the Institution; having been successful only in the following cases:

The Rev. Mr. HAMER, who, on the 12<sup>th</sup> of March, delivered a Lecture on the "*Advantages and Pleasures of Scientific Knowledge and Pursuits.*"

Dr. BENNETT, one of the Vice- Presidents, who on the 13<sup>th</sup> of April, delivered a Lecture on, "*The Life and Writings of Oliver Goldsmith.*"

Mr. Wm. SINGER, who on the 4<sup>th</sup> of May, delivered a Lecture on "*Education According to the Glasgow Training System.*"

Wm. GISBORNE Esq., who, on the 19<sup>th</sup> of May, delivered a lecture on, "*The Age We Live In.*"

Dr. DALLISTON, who, on the 16<sup>th</sup> of August, delivered a lecture on, "*Anatomy and Physiology.*"

Mr. B. REYNOLDS, who, on the 7<sup>th</sup> of July, delivered a Lecture on, "*The Writings Of Charles Dickens.*"

Captain ROUGH, who, on the 19<sup>th</sup> of January last, delivered a Lecture on, "*The State of Chile in 1850.*"

And, Mr. SANDERSON, who has undertaken to give a Lecture about the end of next month.

Although the attendance at the Lectures has not again this year been so numerous as might have been hoped for and anticipated, your Committee believe, that the cordial thanks of this Institution will be acknowledged by all to be due to the above-named gentlemen who have kindly aided in forwarding the interest and objects of your Institution.

Your Committee have done all the means at their disposal would allow in increasing the attractions to the Library. They have purchased at various opportunities 132 Volumes at an expense of £151:6s and 8d; amongst those purchased is a complete set of Sir Walter Scott's novels, which several members have at times expressed a desire to have in the Library.

The Library has also received several valuable additions by donation, amongst which are an almost complete set of “Weald’s Elementary etc. which will be due to Mr. CULPAN in a few days.

The Funds of the Institution, which have hitherto been receiving accession from the Odd Fellows Society, and from the Independent Congregation, will no longer receive these aids- the Odd Fellows Society having removed to their new Hall, ceased to occupy your building for their meetings after November last, and Mr. HAMER shortly afterwards removed his congregation meetings to their Hall. The Institution is therefore now indeed almost entirely dependant on the subscriptions of the members for the support of the necessary expenses, the addition of further books to the Library, and any contingencies, which may from time to time arise.

Your Committee in now resigning into your hands the trust which you have done them the honor to entrust to them, would therefore, endeavor to impress upon the mind of the friends of Education- and the promotion of Useful and Entertaining Knowledge- the imperative necessity to keep up and continually to add to the numerical strength of the Institution, and thus increase it’s sphere of usefulness. The Committee who you may now appoint, may be provided with the means of furthering the objects of the Institution- may meet with those who will be willing as well as able to impart information on subjects of general interest- may be furnished by you or elsewhere with means for the purchase of books for the Library- may be able to establish classes, or otherwise promote the objects of the Institution; but it is the general number of members who, by showing their interest in receiving, and inducing others to come in and receive the benefits of the Institution, that will afford them the encouragement, and rewarding satisfaction they will hope to participate in, with yourselves, in the increasing prosperity of your Institution.

Mr. HANSARD then read the Financial Statement for the year, as attested by the signatures of the Auditors, Messrs. A. CLARK and R. SCHULTZ. On the motion of Mr. SWINBURN, seconded by Mr. FAIRBURN, the General and Financial Reports as thus presented were adopted and approved by the Meeting.

The formal nomination of Patron, and the election of several officers of the Institution for the ensuing year were then proceeded within the manner prescribed by the Laws, with the following results:

Patron- His Excellency the Governor-in-Chief.

President- Wm. SWAINSON, Esq., Attorney-General.

Vice Presidents- Dr BENNETT and Mr. T. FORSAITH.

Treasurer- Mr. WELLESLEY HUGHES.

Secretary- (There was no appointment to this office, as the late Honorary Secretary, Mr. A. W. HANSARD had resigned, and the Rule requiring a notice of nomination to be posted ten days before the Meeting, had not been acted on by any of the members. It was agreed, therefore, that the new Committee should make such

arrangements as they may judge best for the performance of the duties at present b y the Assistant- Secretary and Librarian.)

Committee- Messrs. J.T. BOYLAN, W. BOURNE, Archibald CLARK, Wm. CONNELL, P. DIGNAN, E. FAIRBURN, A. W. HANSARD, T. MACKY, L. O'BRIEN, W. PULHAM, T. RUSSELL, M. SOMERVILLE, A. SWINBURN, J. WILLIAMSON and W.C. CLARK.

Auditors- Messrs. A. CLARK, L. O'BRIEN, and R. SCHULTZ.

On the motion of Mr. J. WILLIAMSON, seconded by Mr. .A. CLARK, it was resolved, that the thanks of the meeting be given to Mr. HANSARD for his efficient and valuable services to the Institute as Honorary Secretary.

Mr. L. O'BRIEN then moved, seconded by Mr. J. WILLIAMSON, the addition to the following words to Rule 10 (that which requires ten days notice must be given of the intention, to nominate the offices of President, Vice President, Treasurer and Secretary respectively) - "Provided that in case no such notice shall have been posted, the Officers for the last year shall continue in their respective offices for the ensuing year. But provided also that in the event of any such Officers refusing to act for the ensuing year, it shall be competent for the General Meeting of Subscribers to elect from among themselves, persons to fill such offices." Carried.

This concluded the business, and, after the usual vote of thanks to the Chairman.

The Meeting separated.

-----

### AUCKLAND MECHANICS' INSTITUTION.

In consequence of the inclemency of the  
Weather on Thursday last, the Lecture  
On "**The Electric Telegraph**," illustrated by  
Working models, by **C. SANDERSON**, Esq. Was  
Postponed to Monday evening next, the 15<sup>th</sup>  
Instant, at 8 o'clock.

(Southern Cross. August 1<sup>st</sup> 1853)

## SUBMARINE TELEGRAPH BETWEEN THE OLD AND NEW WORLDS.

To the Editor of the New Zealander.

Sir, The very interesting subject of the Electric Telegraph having been brought under consideration by the exhibition of model apparatus in the Mechanics' Institute on Monday evening, - and as anything further relating to the probable utility of the extended application of that wonderful discovery may be interesting to those who were present, and many, especially the young people who were not, I beg you will insert the following which I have lately fell in with in a number of the Mining Journal, a paper to which but a few of your readers have access, and oblige, Your etc.

A MEMBER OF THE AUCKLAND MECHANICS' INSTITUTE.

(An article followed, discussing the desire and difficulties of laying a cable under the Atlantic Ocean connecting England with Europe and America by Electric Telegraph.)

AUCKLAND  
PROVINCIAL GOVERNMENT  
GAZETTE.

Published by Authority.

AUCKLAND, TUESDAY, FEBRARY 7, 1854

### Copied from "The New Zealander."

February? 1853

Mechanics' Institute-

The Lecture on "**The Electric Telegraph**" which had been postponed from Thursday week on account of the inclemency of the weather, was delivered on Monday evening last, in the Hall of the Institute, by Mr. Charles **SANDERSON**. On this occasion the fineness of the evening combined with the attractiveness of the subject to ensure a large crowd from end to end, many being unable to obtain seats. The Lecturer, after a rapid review of the means by which signals and telegraphic communications were

Session 5.

## **Mechanic's Institute, Museum.**

(Requesting Financial Assistance.)

His Honor  
The Superintendent.  
Sir,

Auckland  
March 4<sup>th</sup> 1856

On behalf, and at the desire of the Committee of Management of the Auckland Mechanic's Institute, I have very respectfully, as Chairman of the Committee, to lay before your Honor an application unanimously resolved upon at a numerously attended Meeting on yesterday evening.

For a long time it has been deemed of great importance to the Attainment of the ends of the Institution that, in addition to the advantages afforded by the Library and the Lectures, other sources of both instruction and rational amusement should be open to the Members. The necessity of this has recently been more urgently pressed on account of the number of young men, engaged in commercial and other pursuits, who have not family Circles in which to pass their leisure hours, and to whom such an attempt to provide a safe place of resort and occasional entertainment, might be acceptable and valuable.

The Committee have now decided on making an immediate and vigorous effort to accomplish this object Plans are already in progress, for the erection of the necessary additions to the present Building, and for obtaining a suitable supply of Periodicals etc for the Reading Room. The project will, however, unavoidable involve a serious outlay, and it is clear that unless the expenditure be sufficient to make the Institute attractive, the scheme must result in failure.

It is intended to solicit subscriptions from the public generally, but although the Committee anticipate that such an appeal will be met [with] the characteristic liberality of the Citizens of Auckland, there is reason to apprehend that private subscriptions will fall short of the amount requisite to conduct the movement with efficiency which is essential to it's success.

Under these circumstances, the Committee feel their duty to make a respectful and earnest Appeal to the Provincial Govt. for aid from the Provincial Funds in an undertaking so manifestly tending to the intellectual and Social benefit of the Community at large, without distinction of religious or political party.

It is unnecessary that I should trouble your Honor by more detailed statements in this Communication as the three **Presidents of the Institute, Mr. J.C. FIRTH, and Mr. C. SANDERSON with Revd. Mr. HANSEN**, have been appointed by the Committee to wait on your Honor for the purpose of giving any information you may desire on the subject. I shall only add, that the Committee entertain a strong confidence that, in view of

the whole case, it will appear right to your Honor to recommend, and to the Provincial Council to vote a liberal grant in aid of the enlargement and improvement of this the only Institution of it's class in the Province.

(Signed) John B. BENNETT. President.  
Auckland Mech. Institute. (Copy)

-----

**List of Periodicals and Journals**  
proposed to be supplied to the  
**Reading Room**  
of the  
**Mechanic's Institute, Auckland.**

**Periodicals**

Edinburgh Review  
Blackwood's Magazine  
Journal of the Society of Arts  
Art Journal  
Household Words  
Leisure Hour  
Family Friend

Quarterly Review  
Dublin University Magazine  
Athenaeum  
Practical Mechanic  
Chamber's Journal  
Family Herald

**Journals**

Times  
Leeds Mercury  
Melbourne Argus  
Hobarton Courier  
Southern Cross  
Scotsman  
Builder  
Wellington Spectator  
Nelson Examiner  
Lyttleton Times

Home News  
Illustrated London News  
Sydney Empire  
New Zealander  
Punch  
Dublin Warbler  
Taranaki Herald  
Wellington Independent  
Canterbury Standard  
Otago Witness

-----



Session 15.

## **Auckland Mechanic's Institute**

**\*\* Note: This is the beginnings of Auckland Public Library.**

High Street and Chancery Street

Established 1843

Patron: His Excellency The Governor.

President: F. WHITAKER Esq. (*Wm. RATTRAY Esq. crossed out*)

Vice Presidents: W. RATTRAY & G.P. PIERCE (*P.A. PHILLIPS, James GEORGE crossed out.*)

Treasurer: J.C. McDOWELL.

Secretary: B. HAYLES.

And a Committee of Fifteen Members Elected Annually.

This Institution was established for promotion of useful and entertaining knowledge amongst it's Members and the Community generally, by the delivery of **Lectures**, during the Winter Months, on a variety of interesting topics.

**A Library** of Reference and Circulation, containing upwards of 2,000 Volumes, in every class of Literature, and constantly receiving additions of New and Popular Works. Open from 10 to 12 a.m., and 4 to 10 p.m. A **Reading Room**, supplied with Home and Colonial Newspapers, Magazines, Reviews, and open daily (Sundays excepted) from 9a.m. to 10p.m.

The following Newspapers and Periodicals are constantly kept on the Reading Room table, and the most important field for reference.

### English Newspapers:

Times Illustrates London News  
Saturday Review, Home News  
British Army Gazette

Illustrated Times, Weekly Dispatch  
United Service gazette  
Leeds Mercury, Dublin Warder, Scotsman

### Colonial Papers:

Sydney Morning Herald  
Adelaide Observer  
Moreton Bay Courier

Melbourne Argus  
Hobarton Mercury  
New York Herald

### New Zealand Publications

Aucklander, Daily Southern Cross  
Otago Witness, Southern News  
N.Z. Spectator, Nelson Examiner

New Zealander, Lyttleton Times  
Taranaki Herald, New Zealand Advertiser  
Hawkes Bay Herald, Hawkes Bay Times

### Periodicals:

Blackwood,  
Art Journal  
London Journal  
Dublin University  
Builder  
Temple bar  
Punch  
Chamber's Journal

All the Year Round  
Macmillan's Magazine  
Nautical Magazine  
Athenaeum  
Family Herald  
Once-a-week  
Prac. Mechanic's Journal  
Family Friend

Leisure Hour, New Zealand Magazine, Quarterly Edinburgh,  
North British and North America Reviews.

## Hall And Committee Room

The capacious Hall of the institute 60x30 with ante rooms, for hire for Public Meetings, Concerts, Balls etc. at moderate rates. A Large room 25x12 for Committees, Private Meetings etc.

Subscription – Terms: Twenty Shillings per annum or Five Shillings per Quarter, Payable in Advance.

All Ship Captains have free admission to the Reading Room during their stay in harbour. Immigrants arriving in this city have free access to the Reading Room for one month after their arrival, on recommendation of a Member.

Benjamin HAYLES Secretary.

The total number of Members belonging to the Institute is 369. More than half of that number consists of Tradesmen, Mechanics, Clerks, Apprentices and Shop men. The present liabilities of the Institute amount to upwards of £230. The Library wants a fresh supply of Books those on hand being nearly worn out. In other Provinces Mechanic's Institutes while called by that name or Literary Institution of "Athenaeums" all receive aid from the Provincial Governments- £400 Canterbury, £100 New Plymouth, £500 Dunedin. Immigrants arriving have Free access to the Reading Room for one month after their arrival. Ship Captains while in port are entitled to the same privileges.

<b>Name</b>	<b>Calling</b>	<b>Yearly Sub.</b>
M. BRUCE	Mechanic	10/-
Thos. VAUGHAN	Mechanic	20/-
J. COCHRANE	Auctioneer	20/-
F. P. GARDENER	Mechanic	20/-
Robert LIMMUS	Mechanic	10/-
D. CROMBIE	Shop Keeper	10/-
J. GUIRION	Mechanic	20/-
J. GILBERD	Master Workman	20/-
BROPHY	Shopkeeper	10/-
Wm. WILLIAMS	Mechanic	10/-
James YOUNG 1 <sup>st</sup>	Butcher	20/-
James YOUNG 2 <sup>nd</sup>	Mechanic	10/-
D. COLLINS	Cabinet Maker	10/-
J.C. McDOWELL	Storekeeper	10/-
Capt. CAMPBELL	Gentleman	20/-
S. BROWNING	Merchant	20/-
? H. ARMSTRONG	Clerk	20/-
Thos. WHITE 1 <sup>st</sup>	Apprentice	10/-
Thos. WHITE 2 <sup>nd</sup>	Apprentice	10/-
W. HILL	Clerk	20/-
J.M. HILL	Clerk	20/-
Thos. PEACOCK	Optician	20/-
F. KIRKLAND	Mechanic	10/-
J. MOORE 1 <sup>st</sup>	Mechanic	10/-
J. MOORE 2 <sup>nd</sup>	Mechanic	10/-

R. PATTERSON	Merchant	20/-
R. RATHBONE	Mechanic	10/-
W.H. FOURACRE	Mechanic	10/-
J.L. HOLLAND	Mechanic	20/-
A.W. SHAW	Mechanic	20/-
J.SHEEHAN	Clerk	20/-
<b>A BRUCE</b>	<b>Mechanic</b>	<b>20/-</b>
J. POWELL	Merchant	20/-
Wm. LEFFERM	Mechanic	20/-
J. VARTY	Stationer	20/-
Miss HAMILTON		10/-
James GEORGE	Gentleman	20/-
H. De BURG ADAMS	Military Officer	20/-
E. CRAIG	Master Mechanic	10/-
H. OLSON	Mechanic	20/-
Thos. NORTH	Clerk	20/-
Thos. BACON	Draper's Assistant	20/-
James BARNES	Mechanic	10/-
James McGREGOR	Mechanic	20/-
G. THOMSON	Merchant	20/-
Dr, DYER	Gentleman	20/-
E.J. COX	Solicitor	20/-
J.E. DRURY	Storekeeper	20/-
R.L. THOMSON	Gentleman	20/-
W. AITKEN	Land Agent	20/-
J. RATTRAY	Merchant	20/-
Chas. HEAPHY	Surveyor	20/-
S. MONKS	Mechanic	20/-
R.YATES	Mechanic	10/-
Hy. RIDINGS	Auctioneer	20/-
J.T. BOYLAN	Merchant	10/-
Robert CARR	Farmer	10/-
Hy. LEVY	Shopkeeper	20/-
G.P. HORNER?	Shopkeeper	20/-
G.B. DAWSON	Mechanic	10/-
Mrs. WEBSTER		10/-
Thos. SOPPETT	Mechanic	10/-
Ed. SMITH	Mechanic	10/-
J. RULE	Mechanic	10/-
<b>? C. GEORGE</b>	<b>Clerk</b>	<b>10/-</b>
J.E. GARTH	R. Magst.	20/-
M. SOMERVILLE	Storekeeper	20/-
J. THOMAS	Mechanic	20/-
J. BUCHANAN	Storekeeper	20/-
J. BABER SEUR	Gentleman	20/-
Geo. TURRELL	Shopkeeper	20/-
Revd. D. BRUCE	Minister	20/-
A. LIVINGSTONE	Mechanic	10/-
Dr BENNETT	Registrar Just.	20/-
J. DIDDUMS	School Master	20/-
H. REID	Land Agent	20/-

W. McLEOD	Apprentice	6/-
A. BUCKLAND	Auctioneer	20/-
J.H. BURNSIDE	Merchant	20/-
Mr. OUTHWAITE	Registrar Lapreum C.	20/-
Dr CAMPBELL	Gentleman	L.M.
J.J. MOORE	Printer	L.M.
J. BUCHANAN	Insurance Agent	20/-
J. COLEMAN	Gentleman	20/-
J. M. CLARK	Draper	20/-
T.L. JONES	Military Officer	20/-
P. LEONARD	Mechanic	20/-
J. BROWN	Mechanic	10/-
W.C. DALDY	Merchant	20/-
Wm. BOYD	Mechanic	20/-
R. BROWN	Mechanic	10/-
S. EDWARDS	Merchant	20/-
W. EWEN	Merchant	20/-
Mrs EWEN		10/-
J.C. FIRTH	Miller	20/-
Col. NATION	Military Officer	20/-
Miss K. BROWNE		10/-
Wm. GISBORNE	Govt. Office	20/-
<b>J. GUTHRIE?</b>	Minister	20/-
<b>W. ? GRAHAM?</b>	?	?
Geo. COLE	Mechanic	10/-
Thos. HENDERSON	Merchant	20/-
A.C. WILSON	Bank Clerk	20/-
Robert HORNE	Draper	20/-
J. HALYDAY	Master Mechanic	20/-
Geo. CRUIKSHANK	Showman	10/-
Wm. MILLER	Mechanic	20/-
F.L. PRIME	Storekeeper	20/-
A. HICKS	Watchmaker	20/-
E. NATHAN		10/-
J.J. FITZGIBBON	Clerk P.C.	20/-
Chas. LAWSON	Draper	10/-
J.F. LEIGHTON	Stationer	20/-
D.A.G. HOBEN	Storekeeper	20/-
Thos. STEVENS	Clerk	20/-
F.H. MERRIMAN	Solicitor	20/-
T.G. SHEPHERD	Merchant	20/-
J. MATHESON	Merchant	20/-
A.A. MELVIN	Gentleman	20/-
Mr. BOYLAN	Storekeeper	10/-
J. ARTHUR	Mechanic's Ap.	10/-
J.W. MERRICK	Merchant	20/-
W. McCAUL	Tailor	10/-
R. DAVIS	Drapers Asst.	20/-
G.T. KEETLEY	Clerk	20/-
J. NAUGHTON	Com.Of Police	20/-
G. B. OWEN	Merchant	20/-

Wm. PRITCHARD	Mechanic	20/-
M.M. MONTGOMERY	Clerk	10/-
P.A. PHILLIPS	Storekeeper	20/-
G.P. PIERCE	Manager of Insurance Co.	20/-
R. F. PORTER	Govt. Offices	20/-
R. RIDINGS	Auctioneer	20/-
Thos. RUSSELL	Solicitor	20/-
Capt. RATTRAY	Merchant	20/-
Wm. RATTRAY	Draper	20/-
R.J. GILL		20/-
A. PICARD	Military Officer	10/-
H. ANDREWS	Clerk	20/-
Mrs. MAHONEY		10/-
Capt. SABRON?	Merchant	20/-
J. BRIGHAM		10/-
Thos. WESTON	Merchant	20/-
R. TAYLOR	Master Mechanic	20/-
Hy. POTTER	Chemist	20/-
W. THOMSON	Confectioner	20/-
H. TAYLOR	Apprentice	10/-
F. WHITTAKER	Solicitor	20/-
M. SULLIVAN	Mechanic	10/-
G. CHAPMAN	Stationer	20/-
J. LAWSON	Mechanic	20/-
R. McDONALD	Cabinet Maker	20/-
A. ABRAHAM	Gentleman	20/-
P. RYAN	Mechanic	10/-
J. GOODFELLOW	Merchant	20/-
W. SWAINSON	Gentleman	20/-
Revd. D. JONES	Minister	20/-
Reader WOOD	Govt. Office	20/-
Wm. SWANSON	Mechanic	20/-
Geo. BELL	Mechanic	10/-
J. CRUIKSHANK	Merchant	20/-
J.A. GILFILLAN	Merchant	20/-
Wm. BRACEY	Solicitor	20/-
G. WILLIAMS	Mechanic	10/-
Ed. DAVIS	Mechanic	20/-
J.T. GARLICK	Clerk	10/-
Thos. OSBOURNE	Apprentice	12/-
<b>J. MASON</b>	<b>Mechanic</b>	<b>20/-</b>
<b>Mr. CHISLETT</b>	<b>Military Officer</b>	<b>20/-</b>
H.W. TYLER	Clerk	20/-
Hy. SEWELL	Govt. Office	20/-
A. BEVERIDGE	Solicitor	20/-
A. ISAACS	Mechanic	20/-
A.C. LAPHAM	Mechanic	10/-
C. ESLAR	Military Schoolmaster	20/-
Mr. PETUIGALE	Gentleman	20/-
R. W. DYSON	Draper	20/-
B. TONKS	Clerk	10/-

Geo. VUCICH	Storekeepers Asst.	20/-
A. ASHTON	Clerk	10/-
Thos. MACKY	Merchant	20/-
G.B. GARLAND	Mechanic	10/-
C. SANDERSON	Civil Engineer	20/-
Mrs. TUCKER		10/-
A. KENNEDY	Manager of Bank	20/-
D. EVITH	Gun maker	20/-
J. HENDERSON	Merchant	20/-
J. CONWAY	Apprentice	6/-
Miss DRURY		10/-
F. GITTOS	Mechanic	10/-
Mrs. PRATT		10/-
J. HOWARD	Clerk	10/-
R. GARLICK	Lad	10/-
W.C. HILL	Clerk	20/-
Wm. LEARY	Clerk	10/-
A. CLARK		10/-
Hy. MONRO	Clerk	10/-
Geo. WEBSTER	Merchant	20/-
J. FINLAY	Mechanic	10/-
Hy. PARTINGTON	Merchant	20/-
Wm. MOYES	Mechanic	10/-
<b>Thos. MACFARLANE</b>	<b>Merchant</b>	<b>20/-</b>
R.O. SULLIVAN	Mechanic	20/-
Hy. NESBITT	Mechanic	20/-
J. J. SCALES		20/-
R. TURNBULL	Gentleman	20/-
L. ADAMS	Mechanic	10/-
T.J. HARLOW	Mechanic	20/-
C. LYMAS	Schoolmaster	20/-
E. STEWKELLER		20/-
J. McGREGOR	Drapers Ass.	20/-
Hy. ALLRIGHT	C. Engineer	10/-
J. Mc GUFFIE	Sadler	20/-
Hy. LEIGLER	Mechanic	10/-
E. WALL	Mechanic	10/-
A.A. WATT		20/-
W. COPPELL	Clerk	10/-
J. THOBURN	Mechanic	10/-
G. H. CRAWFORD	Clerk	20/-
Hy. WRIGHT	Storekeepers Ass.	10/-
Mr STORY	Clerk	10/-
W. P. KIRKWOOD	Brewer	20/-
J. WRIGLEY	Architect	20/-
F. Von STURMER	Reporter	10/-
E. F. NORRIS	Native Teacher	20/-
Alf GRUB	Bank Clerk	20/-
Wm. BLEUCOWE	Mechanic	10/-
Major STOREY	Military Officer	20/-
James DACRE	Lad	10/-

R. MCKAY	Clerk	20/-
G. S. STEELE	Clerk	20/-
W.P. STEVENS	Mechanic	10/-
M. RAWBUS?	Clerk	20/-
G. E. LEE	Solicitor	20/-
Mr. LALLY	Gentleman	20/-
<b>J. BECK</b>	<b>Watchmaker</b>	<b>20/-</b>
Wm. ATKIN	Printer	20/-
J.F. NAUGHTON	Clerk	10/-
W. GARRICK	Mechanic	10/-
E. CLARKE	Mechanic	10/-
N. PHILLIPS	Storekeepers Ass.	10/-
Wm. FRAZER	Clerk	10/-
F. G. ABBEY	Architect	20/-
J. BROWN 1 <sup>st</sup>	Mechanic	20/-
J. BROWN 2 <sup>nd</sup>	Mechanic	20/-
J. WAYMOUTH	Accountant	20/-
S.C. PHILLIPS	Auctioneer	20/-
Bayr.? GILWER	Clerk	10/-
Geo. DIDSBURY	Mechanic	10/-
Capt. FITZGERALD	Gentleman	20/-
Col. BALBEAVIS	Gentleman	20/-
J. SMART	Merchant	20/-
Mr HARRISON	Merchant	20/-
F. SMITH	Shoemaker	10/-
Mrs. BERRY		10/-
Mr. MACCATTIE	Merchant	20/-
E. MALCOM	Sail Maker	20/-
J.G. ANDERSON		20/-
James HORNE	Drapers Ass.	10/-
E.T. MACARTY	Coach Painter	10/-
Hy. BESWICK	Draper's Ass.	20/-
Bays. WITT	Lad	10/-
Wm. BAYSLIP	Mechanic	10/-
R. WATERSTOW	Merchant	20/-
J. ANDREWS	Architect	10/-
J. OLDHAM	Storekeeper	20/-
D.J. DALY	Gentleman	20/-
A. DOMETT	Gentleman	20/-
<b>H.H. LUSK</b>		<b>20/-</b>
? EVESHARP	Mechanic	10/=
? GILBERD	Painter	20/-
Wm. FIELD		20/-
? E. HELEM	Farmer	10/-
? OXLEY	Mechanic	20/-
? OXLEY	Mechanic	20/-
? SEYMORE	Mechanic	20/-
? BLACKBURN	Mechanic	20/-
? VICKERY	Mechanic	20/-
J. UTTING	C.Baguire?	20/-
G. WOOLWORTH		10/-

Alf KING		20/-
R? HOBBS	Draper	20/-
Wm. MAUGHAN		10/-
J. ANDERTON	Clerk	20/-
Hy. KEESING	Gentleman	20/-
? H. BARTLEY	Gentleman	20/-
E. GURNEY	Mechanic	20/-
? A. FENN	Mechanic	20/-
? GIBBONS	Timber merchant	20/-
Col. SILLERY	Gentleman	20/-
J. HOLLAND	Mechanic	20/-
? MOORE	Mechanic	10/-
Wm. ARTHUR	Clerk	10/-
? Harvey	Sadler	10/-
E. IRELAND	Farmer	20/-
F. OUTHWAITE		20/-
? PARKER	Mechanic	20/-
? R. BRETON	Gentleman	10/-
? COOPER	Mechanic	10/-
Geo. GILWES?	Clerk	10/-
? SELWYN	Gentleman	20/-
? FRENCH	Schoolmaster	10/-
<b>? MACKY</b>	<b>Apprentice</b>	<b>6/-</b>
J.I. OSBORNE	Mechanic	20/-
Robt. WATSON	Mechanic	20/-
J. VALENTINE	Inspector of Schools	20/-
Chas. KAY		10/-
J.N. MILLER	Lad	12/-
J.A. MILLER	Lad	12/-
Robert GRAHAM	Superintendent	20/-
S. COCHRANE	Auctioneer	20/-
Geo. FRASER	Clerk	20/-
Col. MOULDS	Military Officer	20/-
Capt. SHAW	Military Officer	20/-
Major MOULD	Military Officer	20/-
Hy. WHITE	Bricklayer	20/-
E.J. MATHEWS	Builder	20/-
J. BEETON	Builder	20/-
S. JONES	Auctioneer	20/-
T.W. BROWN		20/-
B. KEAN	Mechanic	20/-
R. SHEDDAN	Cooper	10/-
W. THORNBURIE?	Mechanic	20/-
J. WILLIAMSON	Mechanic	20/-
P. MCDONALD	Mechanic	20/-
L. ROBERTSON	Mechanic	20/-
A. MCMENIS	Mechanic	20/-
A. ROSS	Mechanic	20/-
W. ADAIR	Mechanic	20/-
N. LLOYD	Mechanic	20/-
C. STEVENSON	Mechanic	20/-



Captain JACKSON		20/-
F.C. DEAN	Land Agent	20/-
A.J. WADHAM	Mechanic	20/-
J. THORPE	Mechanic	20/-
J. RIGG	Auctioneer	20/-
<b>E. DRURY</b>	<b>Clerk</b>	<b>20/-</b>
E. BUCHANAN	Builder	20/-
S. JACKSON	Insurance Agent	20/-
J. CASEY		20/-
Geo. BOYD	Builder	20/-
S. HARVEY	Mechanic	20/-
Hy. SMITH	Mechanic	20/-
W. FELTS	Mechanic	20/-
G. WRIGHT	Mechanic	20/-
G. GUILDING	Mechanic	20/-
J. REED	Mechanic	20/-
J. GASGOYNE	Mechanic	20/-
W. LEXTON	Mechanic	20/-
J. CARTER	Mechanic	20/-
E. CLARK	Mechanic	10/-

*\*\* The names in **bold** precede some names that were lost during photocopying of the page and need completing.*

-----

To Surveyor General.  
Mr. W.R. GUNDRY

Surveyor General's Office  
28<sup>th</sup> December 1848

Sir,

In reply to your letter of the 18<sup>th</sup> instant requesting the level of Albert Street opposite Lot 18 of Section 15. I beg to inform you that the center of that Street will be sunk 2ft. 6 in. opposite the South West Angle and raised 9in. opposite the North West Angle of the Allotment mentioned.

I remain, Sir,

Your most obedient Servant  
(Signed) Ch. W. LIGAR

(True Copy. Robert Lusk.)

### **Albert Street.**

To His Honor  
The Superintendent  
Auckland  
Sir,

Onehunga  
July 15<sup>th</sup> 1859

Having heard that it is proposed to execute some works in the City of Auckland which will have the effect of altering the level of that Street opposite the property of the late Mr. W.R. GUNDRY, I have the honor to inform you, that as Trustee of the Estate of Mr. GUNDRY, I shall oppose by all legal means any such alteration in the level and if any such alteration shall nevertheless be made, I shall deem it my duty to seek for compensation to the full amount of the injury that will be done to the property by any alteration of the level. I have further to inform you that the late Mr. GUNDRY obtained from the General Government a statement of the permanent level as then fixed and built in accordance therewith. I append a Copy of the letter to Mr. GUNDRY for your Honor's information.

I am, Sir,

Yours etc.

(Sd.) A.G. PURCHAS.

-----  
Appended. (Note by Mr. SANDERSON)

The Section amended, herewith annexed meets the wishes of Mr. PURCHAS, and the other inhabitants agree to the alteration being made.

(Sd.) Chas. SANDERSON. C.E.

12/1/1860  
-----

Southern Cross January 4<sup>th</sup> 1853

Correspondence

THE QUEEN STREET WHARF!!!

TO THE EDITOR OF THE SOUTHERN CROSS.

Sir,- It is usually the practice with Engineers and others before commencing any works, to make out correct drawings and specifications, to serve as a guide to the contractors, who are bound in penalties, by the words of their contract, "To complete all works, in all respects, in strict accordance with the plans and specifications hereunto annexed." It is the duty of the Engineer, Clerk of Works, &c, to see that this is done. These are the rules in England, and indeed, as far as I am aware, in most other countries; but New Zealand appears to enjoy a rule of her own; her contractors- lucky men- appear to do just as they like.

I presume there was a drawing made of the Queen Street Wharf, and that it showed the walling and pile heads, making straight lines from end to end. If anyone wants to see an extraordinary combination of eccentric curves, let them walk down to the wharf, and I doubt if near the outer end they will find three piles in line with one another. It is nothing to the purpose to say that the piles have shifted in driving, or since driven, if the drawing shows a straight line, the contractor out to be made to take up and re-pile until the work is done properly. It is a disgrace to the survey department to allow such work to pass; but as long as gentlemen in office are allowed to put their relations, boys just from school, into births, whether fit for them or not, we poor Aucklandites will be obliged to pay for teaching them their professions; perhaps a higher rate than the £4000 for a Queen Street Pier.

I trust our new Superintendent and Council will look pretty closely into the Survey department; I think it would pay for the trouble: the amount of salaries seems to me very exorbitant, when we have no public roads to show for it. Meantime, I think the most sensible plan would be to stop the present works altogether; it is preposterous to suppose such a work can stand for any time; the inner end is rotten in many places already, and the constant wash of the tide will gradually take the earth away, till the whole falls.

It would cost as much to render the present structure permanent, as it would to build a new one altogether; therefore, every penny spent on it is just so much money pitched into the river. If they cannot propose anything decent and practical themselves, let them advertise for plans, and throw the works open to competition.

Hoping that the reign of mis-rule draws to an end, I remain &c.

Chas. SANDERSON.

Auckland January 4<sup>th</sup> 1853

**Extract from:       Votes and Proceedings  
                              of the  
                              Auckland Provincial Council.**

Session 1. Tuesday, November 15, 1853.

14. Applications from Messrs. ELLIOT, **SANDERSON**, and ORMSBY respectively, for the office of Provincial Surveyor, together with a letter from His Honor bringing Mr. ROY under the notice of the Council for the same office.

**Application For Provincial Engineer**

To His Honor  
The Superintendent.  
Sir,

Auckland 1<sup>st</sup> November 1853

As an engineer will be required for the Province of Auckland, I beg respectfully, to offer myself as a Candidate for the Office, believing myself, after 15 years study and practice, to be fully competent to undertake the various duties connected with it.

The range of subjects coming under the practical notice of a Civil Engineer is so extensive and varied, that it is impossible to enumerate them here any but those works more particularly wanted just at present. I am well versed in the various modes of constructing Bridges of Wood, Iron or Stone. Dock and Harbor Works, Piers, Repairing Slips, Drainage and Water Works and laying out and construction of Roads, Canals and Railroads as well as various machinery, necessary for carrying out these works economically and expeditiously.

It is true I have only just commenced practice here, and therefore cannot point to any works executed upon my plans, or under my Superintendence. The late Mr. JACKSON and myself agreed to practice together, as soon as we saw any opening. I regret, sincerely, I am now alone, for I feel that the Colony sustained a great loss in my poor friend.

To obviate all objections, as the Salary is quite a secondary consideration with me, I beg respectfully to offer to undertake the duties temporarily, as I feel that a short trial would prove to your Honor my Zeal and fitness for the Office.

As to respectability I beg you to refer to Messrs. BAIN, GILFILLAN and FORSAITH.

Your Honors,  
(Sd) Chas. **SANDERSON**. C. E. (Sd. J.B.)

## **Committee on Offices of Provincial Government.**

Session 1. Box 1. Extracts from:  
William CONNELL. Chairman.

### **Audit Department.**

A Board of Audit to consist of three members to be elected by and from the Provincial Council. No Salary to attach to this Office.

One Audit Clerk. £200 per Annum.

### **Public Works.**

Civil Engineer and Surveyor of Roads.

Under this head the Committee recommend a probationary appointment, with only a moderate Salary. But they think it should be clearly understood that in the event of the duties of the Office being fulfilled with efficiency which their importance demands, the Appointment would be confirmed and a liberal Salary awarded. The Committee strongly recommend that all Works be done by tender and contract.

### **Police.**

On this subject, the Committee having given every consideration to the Minute of.....

-----

Session 1. Box 2.

## **Revenue and Expenditure.**

4<sup>th</sup> November 1853

Minute to accompany the Supplementary Estimates for 1854:

1. No appointment having yet been made to the Office of Provincial Engineer, an accurate estimate of the cost of the proposed building cannot be given. It is thought that the sum named will cover the probable expenditure.

-----

Session 1. Box 2. Standing Rules and Orders Feb. 1854

Schedule of Proposed Lines of Steam Services

Service	Nature of Service	Rate of Subsidy	Time for which to be given	Total
Auckland to Opotiki & Turanganui or Poverty Bay	Fortnightly	£60 per month	12 Months	720:0:0
Auckland to Tauranga	Once Weekly	£15 a week	12 Months	780:0:0
Kaipara Harbour trading from Helensville to the various Settlements	Once Weekly	£400 a year	12 Months	400:0:0
Onehunga to Raglan & Waikato or Onehunga to Kaipara	Fortnightly alternate trips	£60 a month	12 Months	720:0:0
Bay of Islands to Awanui & Wangaroa and back by steamer running to the Bay	Once a Month	£20 a month	12 Months	240:0:0
Onehunga to Waiuku, Awatu & Pollock Settlement	Bi- weekly Trips	£180 per 12 months	12 Months	180:0:0
Mahurangi & Hot Springs	Once Weekly	£15 a month	12 Months	180:0:0
Thames & Coromandel to Tapu	Once Daily	£10 a Month	12 Months	120:0:0
9. Auckland to Omaha, Waipu & Mangapai	Once Weekly	£150 per 12 Months	12 Months	<u>150:0:0</u> <u>3490:0:0</u>
Fiji Service	Once Monthly	£100 a Month	12 Months	<u>1200:0:0</u> <u>£4600:0:0</u>

**Engineer's Office, Auckland.**

January 24<sup>th</sup>, 1854.

Tenders will be received at this Office  
until Saturday, 4<sup>th</sup> February, from Persons  
desirous of contracting for forming and  
metalling that portion of Onehunga Road  
extending from the end of the metal at Epsom  
to the causeway at the end of BEVERIDGE'S Section.  
Specification can be seen at this Office.

CHARLES SANDERSON,  
Provincial Engineer.

**GREAT SOUTH ROAD**

Provincial Engineer's Office, Auckland,  
4<sup>th</sup> February 1854

Tenders will be received at this office  
Until noon of WEDNESDAY, the 15<sup>th</sup>  
instant, for the under mentioned works:-

1. Making an Embankment across and  
Draining the Swamp near Mr. DILWORTH'S  
Property.
2. Clearing away and breaking up the  
blocks of Scoria across the roadway.
3. Repairing the Fascine Bridges across  
the swamps between Otahuhu and Papakura.
4. Carrying the Road over the small swamp  
next to Papakura River.
5. Building a Timber Bridge over the  
Papakura River.
6. Repairing the Bridge and approaches at  
Slippery Creek.
7. Building a Timber Bridge over the second  
Branch of Slippery Creek.

Plans and specifications of these works can be seen at this Office.

Chas. SANDERSON,  
Provincial Engineer.

Session 2.

## **Report On Public Works**

Since the 1<sup>st</sup> January 1854

In the

Province of Auckland.

### **Report on Roads and Bridges.**

#### **Onehunga Road.**

##### **1<sup>st</sup> Division.**

**RODGERS to  
BREVRIDGES**

Length 52 Chains, length of cuttings 950 feet

Length of Embankments 350 ft, contents of  
cuttings 1300 cubic yards.

Cost.

139 Cubic yards Metal at 5/9	£401:7:0
“ Carting Metal at 5/-	349:0:0
“ Carting 395 C. Y. Gravel at 2/8	49:7:6
“ Rolling and Sundries	28:0:0
“ Labour	<u>330:9:0</u>
	£ 1158:3:9

The cost of this Road has been increased by at least 20% mainly owing to the lateness of the season, and the breaking up of the weather. I consider Road Making in this Province should commence as soon after August as the weather will permit, and all works should be suspended at the end of March, the remaining portions of the Year being devoted to the repairing of those Roads already completed.

When a newly made road has had traffic of one or two months upon it, the surface gets consolidated, and the greater portion of the rain water runs off to the side channels at once, keeping the substratum comparatively dry and hard. The Road being then in a condition to resist the weights taken over it, improves every day. But, when, as in the present case, a Road is made during the wet weather, the rain naturally soaks through the metal, and keeps the bed soft, thus entailing a great loss, both from waste of metal, and cost of labour, forming a very serious disadvantage to be contended against.

##### **2<sup>nd</sup> Division.**

**BEVRIDGES  
To KELLY'S**

Length 717yards, Length metalled 60 yards

Length of cuttings 90 feet, Length of Embankment

50 feet. Contents of Cuttings 2000 Cubic Yards.

The broken Metal used was ready in the One Tree



Hill Quarry. 20 yards of it are still unspread.

Carting. 66 Cubic yards Metal at 2/6	£8:5:0
Labour	<u>263:0:0</u>
	<u>£271:5:0</u>

The Cost of this portion of the Road, had been enhanced both by the weather, and by having to re form the Road three times, owing to the Traffic cutting it up. I have been reluctantly compelled to close this portion of the winter, and although I am adverse to inconveniencing Settlers, still as a measure of economy, I should recommend all roads during their formation, until they are metalled. I had hoped the Works would have been completed, before the wet season set in, but all the disposable Carts were employed under Mr. CODLIN, drawing Metal for the first portion of the Road, and consequently until his contract was completed, which was not until the end of May, I could not obtain the necessary Carts, and the season was too far advance at that time to admit of our working. Indeed, had I been able to metal, it would not have been prudent to allow traffic over the Road until Spring.

The Gradients on this portion of the line are very light, most of the hollows having been filled up from the Cuttings. The Embankment across the basin by HENRY'S is 320 feet long, and contains 1200 cubic yards materials. The cost average 2% per cubic yard. In Mr. FRANCIS paddock, a pond has been dug, towards the cost of which he had been paid 1/3 for purpose of receiving the water which usual laid on the road. I consider this the cheapest mode of accomplishing the object in view, viz. draining the road, which it did for some time, the water filtering away through the porous strata at the sides. But the late continued heavy rains brought down so much clay held in suspension in the water, that the strata have got filled up and the water has overflowed the pond. This is a matter of little consequences as the road has been raised 4 feet above the old level, and would remain perfectly uninjured even should there be 2 feet water at the sides.

-----

## Wahu Road.

**Symond Street to**

**Khyber Pass.**

**Length 27 Chains, Military Labour**

Cost

Labour		£401:10: 0
45 Cubic yards metal of}		10: 2: 6
Peter GRACE at 4/6		
51 Cubic Yards from Jail	7/-	17:17: 0
Carting 362 Loads	@ 2/5	43:14:10
Carting 51 Loads	@ 3/-	7:13: 0
Wood for Tool handles etc		2:19: 0
		<hr/>
		£483:16: 4
Less balance of 177 C.Y Metal in per Y. 5/3		46: 9: 3
		<u>£437: 7: 1</u>

Of the sum paid for Labour, £80:6:0 being deducted for the Cost of forming and spreading it will be found that the Metal breaking has cost the enormous sum of £321:4:0, or 12/9 ½ per cubic yard.

I do not look upon this as **any proof of the uselessness of Military Labour** for executing Public Works, for I believe it can be made most valuable to the Colony, if a different system be followed. I would respectfully suggest that so far as the actual working parties, the Sergeants should take all their orders direct from me, as Engineer, and to be answerable to me for the due performance of the work, in place of my orders having to go to them through their Officers. I feel convinced this should prevent much delay, and as the men would still be under the control of their own Officers I do not think it would be found to affect the discipline. Another improvement I think would be, changing the Sergeants once a month instead of once a week. I should like to see them take an interest in their work, and pride themselves upon doing their piece of Road well. This will hardly be the case, when, just as a man has got into the way of working, he is removed and a fresh hand comes out, to go through the same course of learning.

The Metal breaking must be done at p yard cube, proper arrangements being made that no men may overwork themselves. Excavating should also be done this way.

Your Honor will perceive I still leave the men in Charge of the Captain and two Subalterns as before, merely relieving those Gentlemen from any responsibility as regards the performance of the work, and not in any way interfering with their Control over the men. The whole of this Road is on the clay formation, and not being commenced until the 6<sup>th</sup> March, the wet weather set in soon after the first 3 inch coat of metal was

rolled, or in any way set. The Traffic, mostly carts laden with Stone, as might be expected, soon cut the surface into deep ruts. And the clay became so soft, that it appeared the best economy to let the road alone until the dry weather, rather than put more metal upon it, whilst it remained so soft. From the nature of the soil, it will be necessary to put a 6 inch Coat of gravel or sand, to form a porous strata under the metal, and prevent the clay from working up. This done, I believe the Road will be as good as any here.

Scoria portion: **Karangahape Line.**

From the junction with the Cabbage Tree Swamp Road, the old Karangahape Line runs through scoria land, to the first creek (McDONALD'S) Mr W. J. YOUNG has taken a contract to open this portion for the sum of £335 and more than 2/3 of the work is completed. As this road is not likely to have every much traffic over it, except Farm produce, I have admitted steeper gradients than I should otherwise have done. The sharpest is 1 in 10 for a very short distance only, about the same rise as a portion of the Mechanic's Bay Hill.

Culvert at: **McDonald's Creek.**

Mr W.J. YOUNG has also undertaken to construct a rough scoria culvert of two openings across McDONALD'S Creek for the sum of £85. The stream runs between steep banks, and owing to the quantity of water the works are suspended for a time, as it is impossible to get the foundations in until the water subsides.

The conduct of the Settlers in the neighbourhood, in threatening Mr YOUNG with an action if he took any stone from their land, for the purpose of building the culvert, cannot, I think, be too strongly reprehended. They complain of the want of roads and bridges, but will do nothing to help themselves, and throw obstacles in the way of those willing to do the work.

### **Oakley's Creek.**

Messrs. ROONEY and JOHNSTONE have contracted to erect a timber platform Bridge of three 14 feet spans, and 13 ft clear width, across this creek for the sum of £136:0:0

The time required by these three contractors for the completion of their works, viz. Mr YOUNG 7 months, Mefsr. ROONEY and JOHNSTONE 5 months, induced me for the present to stop the issue of any more notices for Tenders. I believe Contracts will be taken much more readily when the dry season sets in, and practically there will be no loss of time.

## Khyber Pass Road

Length of Road formed 15 Chains, Length of Cutting 12 Chains, Length of Embankment Chains.

About  $\frac{1}{4}$  Cutting finished = 1000 cubic yards.

Labour	£127: 9:9
Carting Spoil	<u>40:17:6</u>
	168: 7: 3
Less value of 130 c. yard metal in Q.y @ 5/3	<u>32: 2: 6</u>
	£134: 4: 9

The Cost of Cutting only was for

Labour	44: 5: 0
Carting	<u>40:17: 6</u>
	<u>£85: 2: 6</u>

or about  $\frac{1}{8}$  per cubic yard. The remaining portion will not cost more than  $\frac{1}{2}$  p yard, as weather will be dry, if done piecework. When completed this Road will have a gradient of 1 in 17, which is about the same as a portion of Wakefield street, and I believe, it will receive the greater portion of the traffic to and from Auckland, as there will be a saving of distance, as well as a steep hill, the dangerous turn to Mechanic's Bay.

## Waikato Road

Upon this Road **the most important in the Colony**, the following detached works have been undertaken:

Hollow near Mr. DILWORTH'S.

At Mr. DILWORTH'S Farm the road runs through the Center of a Basin at the foot of two Hills, and every winter a Pond is formed having a depth of 2 feet. Mr. DILWORTH wished this to be drained, by a Pond to be dug in his field, but declined paying any portion of the cost. I therefore had a ditch dug, 10 chains long, and 5 feet greatest depth, which has effectively drained this portion of the Road. The rise on the Auckland side has been cut down and an Embankment 120 yards long has been carried across the Hollow, raising the Road  $2\frac{1}{2}$  feet. Owing to the lateness of the Season, I have not metalled this, by the Spring the bank will be nearly as solid as any part of the Road.

There was a Tender, which was declined, execute this work for the sum of £240. The cost including stone culvert was

For wages	42:15:9
For Carting earth	<u>25:10:0</u>
	£68: 5: 9

Metalled and finished I expect the cost will be about £160 showing a saving to the Province of £80.

This Earth Work being all done in fine dry weather cost 1/6 per yard.

#### Cutting at ???'s Hill.

A Cutting and Embankment have been commenced here, but works have been suspended for the Winter Months, as I have found the Cost can up in wet weather to about 6/- p cubic yard. There is a large Culvert under the main bank, and 3 small ones, each 66 feet long, with small fillings in over them, included in this Cost.

Labour	119:15:0
Cartage	<u>80: 5: 0</u>
	£200: 0: 0

The present effect of these works has been to render the road impassable, but the good will be shown next Spring when I hope this road will be made and metalled.

#### Scoria Mass by Crossing

At the corner of HEARY'S Farm a Mass of Scoria extended across the Main Road completely blocking it up. By blasting an opening 30 feet in width has been carried right through. More than 900 cubic feet stone having been quarried out at a cost of 31/2d per cubic foot.

Cost	
Labour	£123:15: 1
Powder	7:16: 3
Tools	<u>12 : 8:10</u>
	£144: 0: 2

#### Fascine taken between Otahuhu and Papakura.

Mr W. HUNTER has taken a contract to repair the whole of these for the sum of £100. There are fifteen of these in all, and five of them are in a very dangerous state, having been made of very perishable Papakura wood.

#### Gully next?? River.

Mr RUNCIMAN has agreed to construct a culvert, and an Embankment across this Gully for the sum of £35. The Roadway is to have a width of 15 feet.

## Papakura Bridge.

Across the Papakura River, a framed Plank Bridge of 33 feet span, and 16 1/2 feet clear width, has been constructed from my designs, by **Mr. D. SIMPSON** for the sum of £214:14:2. The workmanship and materials being very good, I confidently expect this bridge to be equal to any weight or amount of traffic, likely to be over it.

## Wiuku Road

### Slippery Creek Bridge.

Across the second branch of Slippery Creek, Mr RUNCIMAN has erected a Timber Platform Bridge for the sum of £70. Guaranteeing to uphold it for 10 years, for the annual payment of £3. The low rate at which this Bridge was executed, was owing to the Contractor having some time back, prepared the greater portion of the Timber for the Bridge, which he had on hand.

## Howick Road

In the early part of February last, Tenders were called for, for sundry works upon this Road, but no one came forward. In the latter part of April, Mr E. MACLEAN contracted to do the repairs required for the sum of £500. He has now nearly completed his contract, the only remaining portion being WHITE'S Bridge, and metalling over a few of the cross drains. The whole of the cross drains have been put in a fresh, in most cases of Scoria. At MOONEY Bridge another culvert has been made. The original one not being of sufficient size to carry off the water. At WHITE'S Gully a Culvert is to be put in as soon as the weather will permit, and the Embankment made good over it. The water tables through the whole of the Cuttings have been cleared and side drains formed.

The Cutting by HEATH'S has been metalled, and over most of the cross drains metal has been spread. A ditch has been dug at the side of the Road, from the Punt to the turn, but the Traffic has so cut up the road, that at present it is nearly useless. The Works on this Road being carried on throughout the bad weather, have made it of a worse state than ever, for a time, but the inconvenience is only temporary, and the drains where in such a dangerous condition, many of them being broken in, that the repair was imperative.

## Epsom Road

The repairs at present in hand upon this road are confined to the local patchings of the worst places, and the spreading of a thin coat in two or three parts, together with the alterations necessary to the drainage. There has been some delay hitherto, from the difficulty of getting the Metal drawn, but Mr. MAKEPEACE has now agreed to draw the

whole required at the rate of 20 yards per day, so that I expect the work to progress as fast as the limited number of men employed allow.

The permanent men upon the Road Establishment have been employed upon a variety of small necessary repairs too numerous to particularize.

(Signed) Chas. Sanderson.

Provincial Engineer.

1<sup>st</sup> July 1854.

## **Khyber Pass Road**

Length of Road formed 15 Chains, of Cutting 12 Chains.

About ¼ of the Cutting finished. C. Yards of C. 1000

To Labour £127: 9: 9

“ Carting 40:17:6

168: 7:3

By value of Metal in Quarry 34: 2: 6

£134: 4: 9

## **Waikato Road**

Embankment 120 yds. Long. Labour 42:15:9 By DILWORTH's

Carting 25:10:0

Labour 119:15:0 Cutting, HENRY's Hill

Carting 80: 5:0

Labour 123:15:1 Scoria

Powder 7:16:3

Tools 12: 8:10

Contract 100: 0: 0 Fascine Bridges behol..

{ Otahuhu & Papakura

RUNCIMAN's ditto 35: 0:0 Embk. Across Gully

SIMPSON's “ 214:14:2 Papakura Bridge

£762: 0: 0

## **Waiuku Road**

Bridge at Slippery Creek £75: 0:0

## **Howick Road**

Mr. McLEAN's Contract £500: 0:0

## Onehunga Road

Division to BEVRIDGES.

Length 52 Chains, Length of Cutting 950 feet, Length of Embankment 350 feet. Contents of Cuttings 1300 C. Yards.

Cost:

To 1396 Cubic Yards Metal @ 5/9	£401:7:0
To 1396 Carting @ 5/-	349: 0:0
To 395 Loads of Gravel (carting) @ 2/6	49: 7:6
To Rolling and Sundries	28: 0:0
To Labour	<u>330: 9:3</u>
	<u>£1158: 3: 9</u>

Division BEVERIDGES To KELLY'S.

Length 717 Yards, Length Metalled 60 yards, Length of Cuttings 60 feet, Length of Embankment 450 feet.

Contents of Cuttings 2000 Cubic Yards. The broken Metal used was ready in the **One Tree Hill Quarry** 20 Yards are unspread.

Cost

To Carting 66 Cubic Yards of Metal @ 2/6	£ 8:5:0
To Labour	<u>263:0:0</u>
	<u>£271:5:0</u>

## Wahu Road

Symonds Street to Khyber Pass.

Length 27 Chains

**Military Labour.**

Cost.

To 45 Cubic yards metal of Peter GRACE @ 4/6	£10: 2: 6
To 51 Cubic Yards metal “ Goal @ 7/-	17:17: 0
To Carting 362 Loads @ 2/5	43:14:10
To carting 51 loads @ 3/-	7:13: 0
To Wood for Tools	<u>2:19: 0</u>
	£483:16: 4
By Value 177 C. Yards in Quarry	<u>46: 9: 3</u>
	<u>£437:7: 1</u>



Preparing Scoria to YOUNG'S Contract.	335:0: 0
Building Culvert to YOUNG'S Contract	85: 0: 0
Building Bridge to ROONEY & JOHNSTONE'S	<u>136: 0: 0</u>
Total for Wahu Road	<u>£993: 7: 1</u>

-----

Honor  
The Superintendent.  
Copy.

## Report. Upon the Roads and Public Works in the Province of Auckland.

Provincial Engineer's Office

30<sup>th</sup> September 1854

Sirs,

Referring to my Report of July last, for the Progress of the Public Works up to that date.

I have now a few additions to make thereto-

### Onehunga Road

The second Division of this Road, which at the date of my last Report was closed up, has been metalled, and opened for Traffic. Finding great difficulty in obtaining broken metal even at a high price, I was induced to examine the red scoria cinder from One Tree Hill, and after a careful consideration of it's quality, I decided upon using it for the main body of Road material. From it's nature, I am convinced it will form a very solid road, if laid on during the dry weather and allowed a summers traffic, but as it grinds up very rapidly with the addition of water, it will be necessary to give the road a 3 inch coat of Hard Scoria, before ether wet sets in, say about the commencement of April next.

The closing this portion of the Road during the winter had a most beneficial effect upon the formation surface, by allowing the Embankment to consolidate. The portion of the Road finished and open to the whole Winter's traffic, I have much pleasure in reporting it to be in very excellent condition, the wet having had very little effect upon it, and no signs of weakness having exhibited themselves in any part of it.

### The Whau Road

I have to report the completion of Mr. YOUNG'S Contract, for opening the Scoria portion of this Road, and a short piece about 2 chains long joining the former, but not in the Contract has also been opened forming a road passable for Loaded Drays, as far as

McDONALD'S Creek, the bridge over which is to be commenced immediately and will be completed by the specified time.

OAKLEY'S Creek Bridge is not yet commenced and I do not expect the Contractors will complete this by the time. Notice has been given to them upon the subject.

### Howick Road.

I have to report the completion of Mr. E. MACLEANS Contract, with the exception of Metalling over WHITE'S Bridge and one or two of the small cross drains. This has been delayed to prevent the Road being too much cut up, but as soon as the fine weather sets in the Contract will be completed.

WHITE'S Bridge has been constructed in a very firm and substantial manner. I confidently expect, it will give no more trouble for some years to come. In connection with this Road I have also to report having made various necessary alterations to the **Panmure Ferry**. The Punt has been lengthened and had new Flaps. The Landing place at the Panmure side has been entirely re-pitched, and drains cut for the water, which formerly destroyed the Road. Carts can now drive in and out without trouble or delay. The house for the Ferryman is completed, but owing to the high price of materials and Labour, I regret to say the cost exceeded the sum voted by about £10.

### Epsom Road.

The Metal repairs have been completed, and the men are now employed in cutting the grass off the sides of the Road, and clearing out the Culverts and Water Courses.

### Northern Road

Mr. LYES has taken a Contract to construct a Timber Bridge of 50 feet span across LUCAS' Creek. When this is completed there will be a passable Dray Road from STOKES' Point to the Wade.

### Maungaree Road.

Upon this Road, some temporary repairs have been executed, with fascines and earth, but Culverts are much wanted, the water from the field ditches runs across the road in many places forming deep sloughs.

### General Works.

Sundry repairs have been executed at the Signal Man's House on the North Shore. A Culvert has been put in at Onehunga across the Road by Mr. FURLEY'S.

A new floor has been put to the Goal Mess Room and a Hand Rail to the steps down to Coopers Bay.

The Native Hostelry has been cleaned out, and a variety of small repairs executed to the Hospital.

(Signed) Chas. Sanderson. P. E.

### **Roads and Public Works Committee.**

Appointed Nov. 1<sup>st</sup> 1854

To consist of Messrs. BOYLAN, BRENNAN, DIGNAN, DILWORTH, HILL, LEWIS, MITCHELL, NEWMAN.

Present: Messrs. BRENNAN, LEWIS, DILWORTH and Chairman.

**Mr. C. SANDERSON** Provincial Engineer Examined.

By the Chairman.

1. Was the Wahu Road done according to Plans and Specification?
  - a. **Yes, as near as possibly could be.**
2. Do you consider the road dangerously narrow?
  - a. **No, not for a bye road. If it were to be a main road I should make it**
  - b. **double width.**
3. Mr. EDGECOMBE states the Bridge is falling to pieces across McDONALD'S Creek, now cracked.
  - a. **I was over the Bridge yesterday. I saw no cracks.**
4. Mr. EDGECOMBE states the work done worth £100.
  - a. **I think the work has cost too much. We could have done it much cheaper ourselves. As to Mr. KELLY stating the could not be altered he wanted to alter it. Teams have been over it.**
5. Have the cuttings been properly done on the road?
  - a. **The cuttings have been improperly done on HENRY'S Hill. I have discharged the foreman.**
6. Do you consider the cuttings have been properly done on HENRY'S Hill?
  - a. **They were not done in Railway style. They were done by men who knew not much about them.**
7. About March worked off roads how employed since?
  - a. **After that repairing roads if the season were wet.**
8. Have you been beyond Otahuhu?
  - a. **Yes.**
9. Have you been beyond the Wahu?
  - a. **Not lately.**
10. What roads have you made Plans and Specifications of and calculated cost of?
  - a. **Plans and Specifications were made for the Onehunga Road and the works on the Great South Roads. Specifications were drawn out for**

**the College road.**

11. Do you generally see your orders carried out?
  - a. **I give the Foreman orders, he employs the men. He is accountable to me for the amount of work done.**
12. How often weekly do you see the works?
  - a. **It depends upon how I am engaged.**
13. With regard to Onehunga Road as to it's expense is here costs??
  - a. **Estimates sent in last year by Mr McDONALD was £1360 per mile. Wages 5/-, Metal 5/9 per yard, it has been done in the worst places at £1700 per mile, including 1300 yards cuttings. From end to end it will cost £1500.**
14. In cutting the hill opposite Mr HENRY'S on the South Road, was it by your direction that the first part of the earth carted was deposited at the farthest extremity of the portion of road to be filled up? The same question with regard to hill on Khyber Pass road?
  - a. **It was of no consequences, but I don't remember.**
15. Would it not be better where stone of a proper size could be had, to put a bed of such on a road, previous to placing the broken metal on?
  - a. **Decidedly not.**
16. What are your duties? Be pleased to define them for our guidance.
  - a. **Making out Plans and Specifications, seeing after Bridges, plans for Buildings and other work relating to the Public business.**
17. Would a Board of Public Works be of any assistance to you in the performance of your duties?
  - a. **I have got more than I can do sometimes. I generally have to work in the evening. I have spare time occasionally in the winter. I consider the Executive Council sufficient. As to tenders, we tried it and can't get tenders.**

-----

Mr. JOHN CAMPBELL, Surveyor Examined.

By The Chairman.

1. You have had considerable experience on roads?
  - a. Yes.
2. Have you seen the Works lately performed on the Wahu road?
  - a. Yes, I have seen some of them.
3. Are they properly and efficiently done that you have seen?
  - a. Some of them not. The stone bridge and some of the fillings up are too narrow and not sufficiently beveled in the walls. One bridge appears to be mixed with clay.
4. With regard to other Public Works?
  - a. Have paid very little attention. Have not seen the Onehunga Road.
5. With regard to the cutting on the South road?
  - a. I think it was getting on pretty well. Did not pay much attention.
6. If you were getting on a Bridge (the spoken of) as your own, would you have it built in that way?

- a. No Farmer I would not have the Bridge Stone in that form or manner. I do not think it safe for a dray to pass over.
- 7. If it be done according to Plan and Specification?
- a. I think it was a want of understanding in the man. I would imagine he was not efficient in that way. If a bridge were built of best material and in the best workmanship with good mortar, together with parapets it might be safe, but I think not for wide drays with large teams.

-----

Revd. W. PURCHAS Examined.

By the Chairman.

- 1. Where do you reside?
- a. At Onehunga.
- 2. In what manner have the Works been performed?
- a. The system of employing labour is bad. The Overseer absent a great deal, they get off a day and do nothing. Would recommend the system of gangs be adopted. The Overseers should be selected from Officers of the Engineers, the best men.
- 3. The Onehunga Road, the cuttings have been badly done?
- a. I think it might have been done cheaper. I think it unwise to employ more than six men upon any one place. The road will be very good. The worst cutting is where Mr. HAULTAIN used to live. The Bridge at Mr. TURNER'S, a Causeway should be made in a direct line, it would cost very little.
- 4. Was the system of rolling beneficial?
- a. Yes.
- 5. No comparative calculation made relative to Otahuhu and Onehunga Road?
- a. I think the cuttings might be made cheaper by using Bullocks.
- 6. Is the principal a good one of day labour?
- a. No, but in absence of competition you cannot contract. Contract is best where abundance of labour is. A contractor should add 25 per cent to cover contingencies. I consider contract best where there is abundance of labour. The men consider themselves the masters. A system of Task Work to be used in clay work or wherever it could be measured. A first rate Engineer would not have left these cuttings. The Province would be a gainer by introducing a first rate Engineer.
- 7. What is your opinion of the work done on Khyber Pass road?
- a. I think a deal of money has been thrown away upon the Khyber Pass Road. If it were done by Task it was not so much consequences, if by day work, it was extravagant.
- 8. ...
- a. Would recommend the Council.
- 9. ...
- a. The Cuttings should be deepened, the crowns of the hills are too high, as the road is now destroyed. It would be an excellent opportunity to

- have the gradients improved.
10. ...
    - a. I should abandon all thoughts of metal and make plank roads.
  11. ...
    - a. A plank road could be made at half cost.

-----

### Mr. ORMSBY Surveyor Examined.

Examined by the Chairman.

1. Do you consider the system of labour bad?
  - a. I would prefer contract, I advise it strongly. The work would be done with more rapidity. I should advise tenders for a section of the road.
2. Some of the present labourers you would not take at 1/- per day?
  - a. I think men could be got less than 6d a day.
3. If a settler took a contract?
  - a. I don't think he would have much danger to fear from men demanding
  - b. an exorbitant rate of wages.
4. If you could not get contracts?
  - a. Failing contracts I would adopt a system of Task work.
5. What should you consider the cost per mile for road making, say the Epsom road for example.
  - a. I should not wish to give an opinion on the Epsom road. Generally a road should cost about £1000 per mile.
6. What would you suggest as the proper way of road making?
  - a. My plan would be I would not take up the surface. I would stop inequalities. I would not disturb the soil of the road.

-----

### Mr. MAGEE Examined.

By the Chairman.

1. Where is your residence?
  - a. I live at Onehunga.
2. ....
  - a. The Road from BEVERIDGES has had a deal of unnecessary money laid out upon it, and is not likely to stand without constant repair, and particularly the swamp at Mr. HENRY'S. The Reservoir at Mr. FARMER'S paddock does not drain the road. It lies 3 or 4 feet deep on each side. There must be a sewer made past Mr. DONOVAN'S paddock.
3. Do you consider rolling good?
  - a. In some cases.
4. Do you approve of gravel placed under the metal?
  - a. It seems to me unnecessary.

5. ..
- a. The portion at BEVERIDGES could be made for less if done as Mr WOOD done. BEVERIDGES' Swamp which still continues good at a slight repair. The Khyber Pass road is worse than ours.
6. You think the Engineer is not practically acquainted with road making?
- a. I came to that conclusion from the way the road was formed through that swamp.

-----

Mr. CRISPE Examined.

By the Chairman.

1. Do you consider this the best road?
- a. Yes.
2. Do you consider it would be a shorter line?
- a. Undoubtedly shorter, less expensive and passing the farms of numerous settlers. No private property need be published.
3. Would it pass through private property?
- a. Mr TAYLOR would give the land it passing through his property.
4. How much shorter do you consider it?
- a. Shorter by 1 ½ to 2 miles.
5. How do you consider the public works have been performed?
- a. I could not say how they have been performed.
6. ....
- a. ...from the Cemetery to the Karangahape line no money has been expended and a very small sum would make it passable.
7. If Mr. TAYLOR shuts up his road there will be no means of getting at the farms.?
- a. Except by MAYS, 4 or 5 miles out of the way.
8. ...
- a. There would be no difficulty in getting the road done as the settlers would take contracts.
- 9...a. I would recommend a Bridge across the Wahu.

-----

Mr. LIGAR.

Surveyor General's Evidence on North Line of Road.

By the Chairman.

1. Is there a North line of Road surveyed?
- a. Not fully. The portion at the Northern end is laid out.
2. was the Karangahape Road surveyed under your instructions?
- a. Yes.
3. Do you consider it the best line of Road to be opened to the Wahu Portage?
- a. Yes. A great deal of time and trouble was bestowed over it. I mean the Karangahape road direct line from the Windmill.

4. Is there another line of road in contemplation?
    - a. No.
  5. Is it your intention to construct the Great North line of Road with Karangahape Road?
    - a. Yes.
- By Mr. DIGNAN.
6. Do you consider it advisable to open up the Karangahape line?
    - a. Yes. No line could be made cheaper as the Karangahape road.
  7. Where is the best?
    - a. It is best to make it by the head of Waitemata in preference to a ferry boat.

-----

## Report Upon the Roads and Public Works in the Province of Auckland.

Session 2. Public Works Committee (Sd J.T. BOYLAN)  
 Saturday November 4<sup>th</sup> 1854

The Committee met at 10 o'clock.

Present: Mr. LEWIS, Mr. DIGNAN, Mr. DILWORTH, Mr. HILL and the Chairman.

**Mr. SANDERSON** the Provincial Engineer Examined.

By Mr. BOYLAN:

1. Have you been guided by instructions from the Executive or by the votes and resolutions of the Provincial Councils?
  - a. **As far as possible carried out the recommendations of the Committee.**
2. From Symonds Street to Khyber Pass Road why the money voted for the Wahu Road has been expended upon the above?
  - a. **Because the Special recommendation of one of the Rural Committee specified the Wahu should be commenced metalling from the portions mentioned.**
3. What has been done relative to the Great North Road?
  - a. **One bridge has been made there is no North Road.**
4. Have you received any interruption from any settlers during your operations?
  - a. **Yes Mr. KELLY and Mr. EDGECOMBE said if anyone or the contractors took any stones from their land he would imprison him.**
5. What Tenders were received and accepted?
  - a. **The first tender was from Mr. McDONALD for £400, Mr. McDONALD for £400 & to take the road over his own land and Mr. KELLY'S & Mr YOUNG'S tender of £335 was accepted.**



By Mr DILWORTH:

6. Why has the Otahuhu and Howick Road not been carried out?
  - a. **£50 was voted for Otahuhu & Howick provided the inhabitants paid the other £50 the cost of the bridge would be £180 at the present time Nov. 4<sup>th</sup> 1854. Mr HYAK had undertaken to collect subscriptions for this purpose some time since.**
7. What is it proposed to do with the scoria taken from the Cross Roads at the Waikato Road?
  - a. **Put on one side the Maorie would not break it.**
8. Did you call for tenders for Blasting the Scoria?
  - a. **Yes, but received none.**
9. Did you call for any other tenders?
  - a. **Yes I received only one from Mr CODLING for the swamp by Mr DILWORTH'S.**
10. Was not an offer of a second one made?
  - a. **No.**
11. What was the Tender.
  - a. **The tender was £240 my estimate was £140 the tender was rejected.**
12. Have your expectations been realised in the completion of the works?
  - a. **Yes, rather more. It will cost rather less than I estimated.**
13. What percentage has the formation of the Road increased or otherwise since the commencement of the Road works?
  - a. **It costs less this season than the last, although labour this year is 6/- and last year only 5/- nevertheless there is a decrease of expenditure owing to the men being more used to the work.**
14. What is the comparative cost of the Onehunga with the Waikato Road?
  - a. **The average cost of the Onehunga Road is £1500 per mile the Waikato will not accede £1200 mile per**
15. To what distance does that cost extend?
  - a. **For the mile we are doing now.**
16. What have you estimated the cost of the mile from Otahuhu Bridge to Papatoitoi?
  - a. **Supposing we can get the same description of metal about £1700**
17. Has there been any search made for proper description of metal made in the neighbourhood?
  - a. **No regular search has been made in other places yet. I think that there is metal at Mt. Smart.**
18. Have you made any estimate of the cost of the Mangaree Road and other Branch Roads?
  - a. **No not at present such estimate has not been required.**
19. Is 6 inches of gravel or sand required on the Road to the Cemetery or the Khyber Pass road?
  - a. **From the nature of the soil; it was wanted to prevent the clay working amongst the metal we have found something else viz. Red metal.**

20. Do you think if Red metal be used the gravel or sand will still be required?
- a. **No the red metal containing sand with it will answer the same purpose that of preventing the soil working up amongst the metal the soil not having any solid bottom.**

Mr. DIGNAN:

21. Do you consider opening up the road to Mt Eden quarry would facilitate the works in general?
- a. **Most certainly so, especially city work.**
22. Would you be pleased to afford the Committee some estimate of the probable expense?
- a. **I estimate the work at £200 last year, but owing to the increase in the soldiers pay and carting it will amount to £400.**
23. Do you consider the Wahu road complete?
- a. **We have not money enough to finish it, it is passable as far as the Wahu Portage.**
24. Do you consider the width sufficient you have made the road?
- a. **Yes, for a Farmer's Road or occupation road.**
25. From what Authority have you stated that the Wahu not to be the North Road?
- a. **Because it is not the most direct line to the Wahu and has very bad gradients.**
26. Do you consider the line of the Road laid out by Mr TAYLOR'S Farm the main road?
- a. **No. I consider it ought to be.**
27. What line of road would you recommend?
- a. **I would recommend the line from Mr A. TAYLOR'S Road through Mr BRAG'S farm.**
28. But of all the lines laid out do you consider it to be the nearest?
- a. **I do not consider that road ought to be opened.**
29. Have you any idea of the probable compensation required by occupiers of land in the proposed line of road?
- a. **I cannot estimate the price they might ask.**
30. Do you consider the settlers entitled to a road on that line?
- a. **Yes, at some future time but not until the main lines of roads are opened, the main line should open first.**
31. You have stated that there is no North line of road?
- a. **Yes, there is no North line of road laid yet.**
32. It was waste of money to open that road?
- a. **Yes, I consider not 50 drays in a year will come over it.**
33. If the Wahu Portage road was made how may drays in a year would come over it?
- a. **I think few, the gulleys are very deep and the road at least 2 miles longer than the proposed one would be.**
34. By altering the line of road a settler is entitled to compensation for

such road being changed?

- a. **No I think not the public benefit being previous importance to private interest.**
- 35. Are you aware of any steps being taken to carry out recommendation contained in North Road Committees Report of November 1853.  
Have any exploring parties been sent out?
  - a. **Mr. HEPY had recd. instructions to lay out the roads in his own particular district. I am not aware of any exploring parties having been sent out.**
- 36. Could you give us any idea of the probable extent of the former works and the present?
  - a. **I cannot. I have only the Government Gazette papers to go on.**
- 37. Do you consider work is cheaper by 25% than formerly and that it could be done?
  - a. **Probably it would.**

By Mr. DIGNAN:

- 38. Were you ever as far as the falls of Waitamatu?
  - a. **No, I never was there, I had no instructions to go there.**

-----

**\*\* Name??**

- 13. Should the district surveyor have power to take materials for road making free of charge from private property excepting of course gardens, Yards & by repairing all damage, likewise to cut drains etc. for removal of obstructions to water etc?
  - a. No to the first part. Yes the second.
- 14. Should the Commissioner have power to borrow money on the rate?
  - a. No.
- 15. Should all plans of Parish roads be subject to the approval of a Surveyor General?
  - a. No, only the satisfaction of the Provincial Engineer.
- 16. What size generally would you recommend the Parishes to be?
  - a. Natural boundary should be the first consideration - 5,000 to 10,000 acres.
- 17. By whom should the Parishes be laid out?
  - a. A Board of Practical Men well aquatinted with the several districts, appointed by the Provincial Government.
- 18. Should the Villages and suburban allotments be exempt?
  - a. Exempted and made into separate villages.
- 19. In what manner in your opinion have the Public Works been performed since Jay. 1854?
  - a. I consider the Provincial Engineer an efficient Officer. I know of no extravagance in Public Works, especially when you consider the high price of labour.
- 20. What suggestions if any would you offer on the subject of Public

Works?

- a. I would suggest that a Bridle road with Bridges across the swamps be immediately opened from Slippery Creek, South, in to the heart of the Island.
21. What qualifications should a person have to vote for a Commissioner, and the number of votes as to amount of property?
  - a. I think a large occupier, say 1,000 acres, to have 3 to 4 votes. Smaller occupier, 1 vote.
22. Do you consider a small voter entitled to be a Commissioner?
  - a. If a man pay tax & has a vote he is entitled.
23. Do you think all Public Works should be done by contract?
  - a. Yes, I think all Public Works should be submitted to be done by contract. If the tenders are too high the Engineer is justified in saving Public money by doing the work himself.
24. How many Commissioners would you think required?
  - a. 1 or 2 as may be needed.
25. What Public work are you prepared to give an opinion on. You are yourself a contractor I believe?
  - a. I can speak to the Howick road, I built Bridges there. I am prepared to say, no time should be lost in carting the metal (laying on Pigeon Mountain for more than 2 years) to Macadamise the cuttings and the flat, before the wet season.
26. Do you consider the work on the Great South Road well done?
  - a. I consider it would be unjust to offer an opinion on the work on the South Road, there has been a good beginning.

November 8<sup>th</sup> 1854

W. McLEAN M.F.C.

1. Is it your opinion that main roads should be made and kept in repair at the expense of the Province?
  - a. Yes, the expense of the Provincial Government.
2. What in your opinion should be deemed main roads.
  - a. I am of the opinion there would be three classes of road. Trunk Roads, District Roads and Parish Roads. Onehunga, Great North Road, Great South Road and Easton or Howick Road I consider Trunk roads.
3. Relative to roads not to be kept in repair at the expense of the Province would you consider the present roads ordinance sufficient &
4. In what particulars do you deem it deficient?
  - a. District Roads are those communicating Towns, Harbours, Villages, Parishes or districts etc. I am of the opinion that the whole of the Property in Lands and Homes in Town and Country should be rated at per £ Sterling in proportion to the Annual Value to be called a County

Rate. To be more explicit, supposing it was necessary to make the Karangahape Road or cut a Canal across the Isthmus of Otahuhu or build a bridge across the Tamaki, it should be done by means of a County Rate.

5. Are you in favour of Annual or Triennial Elections?
  - a. Annual Elections.
6. Should a maximum Rate be fixed or should it be left to the Commissioners?
  - a. At the Annual or Public Meeting of the Ratepayers in a Parish the most important public work for the ensuing year and the estimated cost would be considered. The rate at per acre for the extent of the Parish to give the desired amount, the rate made accordingly signed by the Magistrates of the district and collected in Quarterly payments or as the work progressed.
7. What should you propose as a maximum?
  - a. The Ratepayers in each Parish to fix the own amount of Rate per acre annually comparative to the work they might wish to execute any particular year. For instance, supposing a contemplated work a year would cost £1,000 and the Parish is 20,000 at 1/- per acre would complete the works.
8. Should a minimum rate be fixed?
  - a. Yes, uniform per acre on all land in a Parish where a Crown Grant has been issued for all local or Parish Roads.
9. Should Rates be uniform without regard to the value of the land, or to whether it be calculated or not?
  - a. In Towns or Provincial Boroughs it might be more just to Tax the Rates at the Value.
10. Should there be the right of appeal?
  - a. No. Rates Summarily recoverable.
11. Should the Commissioners have power to sell, exchange and buy lands for improvement of Roads?
  - a. No, taken the Petition in the Provincial Council for redress of grievances.??
12. Would the Commissioners require a District Surveyor?
  - a. No, the Provincial Engineer should pass the work on application.
13. In what manner in your opinion have the Public Works been performed since January 1854?
  - a. I consider the Provincial Engineer an efficient Officer. I know of no extravagance in Public Works especially when you consider the high price of labour.
14. What suggestions, if any, would you offer on the subject of Public Work?
  - a. I would suggest that a Bridle Road and bridges across the swamps be immediately opened from Slippery Creek South in the heart of the Island.
15. What qualification should a person have to vote for a Commissioner

- And the number of votes as to the amount of the property?
- a. I think a large occupier, say 1,000 acres, to have 3 to 4 votes, small occupier 1 vote.
16. Do you consider a small voter entitled to be a Commissioner?
    - a. If a man pay a tax and has a vote he is entitled.
  17. Do you think all Public Work should be done by contract?
    - a. Yes, I think all Public Works should be submitted to be done by contract. If Tenders are too high the Engineer is justified in saving Public money by doing the work himself.
  18. How many Commissioners would you think required?
    - a. 1 or 2 as may be needed.
  19. What Public Work are you prepared to give an opinion on. You are yourself a Contractor I believe?
    - a. I speak to the Howick Road, I built bridges there. I am prepared to say no time should be lost in carting the broken metal (laying at Pidgeon Mountain for more than 2 years) to Macadamise the cuttings and the flat before the wet season.
  20. Do you consider the work on the Great South Road well done?
    - a. I consider it would be unjust to offer an opinion on the work on the Great South Road. There has been a good beginning.

-----

Mr May. M.F. C. (Session 2.)

1. Is it your opinion that main Roads should be kept in repair at the expense of the Province?
  - a. Yes.
2. What in your opinion should be deemed the main Roads?
  - a. Three, the Great South Road, the Great North and the Onehunga.
3. Relative to the roads not to be kept in repair at the expense of the Province, would you consider the present Road Ordinance sufficient?
  - a. No.
4. In what particulars do you deem it deficient?
  - a. 1<sup>st</sup>. I think the tax should be according to value per acre.
  - 2<sup>nd</sup>. Three Commissioners sufficient.
  - 3<sup>rd</sup>. The Voters at the annual Meeting should decide what works are to be undertaken during the year.
  - 4<sup>th</sup> Natives holding land under grant from the Crown should be taxed.
5. Are you in favour of Annual or Triennial Elections?
  - a. Annual Elections for Commissioners.
6. Should a maximum rate be fixed or should it be left to the Commissioners?
  - a. No, to be left to the Commissioners. (Crossed out.)
7. What should you propose as a maximum?
  - a. Yes, both a maximum and a minimum . I should say 6d a on per

pound of annual rent.

8. Should a minimum rate be fixed?
  - a. Yes, 3d not less.
9. Should rates be uniform without regard to the value of the land or whether it be cultivated or not?
  - a. Decidedly not in improved districts, Yes in new.
10. Should there be the right of appeal?
  - a. No appeal.
11. Should the Commissioners have power to sell, exchange and buy lands for the improvement of roads?
  - a. Yes, I think so.
12. Would the Commissioners require a district surveyor?
  - a. The Provincial Engineer is quite sufficient to lay out Roads.
13. Should the district surveyor have power to take materials for road making free of charge from private property excepting of course Gardens, Yards & by repairing all damage- likewise to cut drains & removal obstructions to water etc?
  - a. Yes, I think so, it is so at home. But to pay for timber etc required for making Bridges,

W. MAY continued.

- Q. Do you consider that every person taxed should have a vote?
  - a. Yes.
- Q. Do you consider every voter eligible to vote for Commissioner?
  - a. Yes and also eligible to be a Commissioner.
- Q. Do you approve of all Public Works being done by Contract?
  - a. Yes, all by contract if possible.
- Q. [Will you give the Committee any idea of the manner the public Works have been done] *Crossed out.*
  - a. *to write the answer yourself*
- Q. What roads do you consider well done?
  - a. I think a good road might be made, as say the Onehunga road and less money expended.
- Q. Do you think the work well done?
  - a. I think the work well done.
- Q. Do you consider occupier of land entitled to compensation if engineers make a new line of road by order of the Government?
  - a. Yes.

-----

November 11<sup>th</sup> 1854.

Major MATSON Examined.

1. Is it your opinion that Main Roads should be made and kept in repair

- at the expense of the Province?
- a. Decidedly so.
  2. What, in your opinion, should be deemed the main road?
    - a. All great Trunks. Viz. South Road, Onehunga and road to the Bay of Islands.
  3. Relative to roads not to be kept in repair at the expense of the Province, would you consider the present Road ordinance sufficient?
    - a. I think not.
  4. In what particulars do you deem it deficient?
    - a. I am of the opinion that The Community would ask more satisfactory than reason, & not having alternatively read the ordinance it being mislaid are not able to state further objections.?
  5. Are you in favor of annual or triennial Elections?
    - a. Annual.
  6. Should a maximum rate be fixed or should it be left to the Community to fix?
    - a. A fixed rate.
  7. What should you propose as maximum?
    - a. One shilling per acre.
  8. Should a minimum rate be fixed?
    - a. Yes, I think so. 3d an acre.
  9. Should rates be uniform without regard to the value of the land, or to whether it be cultivated or not?
    - a. A uniform rate.
  10. Should there be a right of appeal?
    - a. I think not.
  11. Should the Commissioners have power to sell, exchange and buy lands for the improvement of roads?
    - a. No.
  12. Would the Commissioners require a district Surveyor?
    - a. No, the Provincial Engineer is sufficient.
  13. Should the district Surveyor have power to take materials for road making free of charge from private property, excepting of course gardens, yards etc. By repairing all damage, likewise to cut drains and remove obstructions to water etc?
    - a. To the first part no, to the second part yes.
- Henry MATSON continued:
- Q. Do you think all roads should be under the Provincial Engineer?
- a. Yes, by officers appointed by the Parish?? under the control of the Prov. Engineer but parishes might appoint their own offices to do the work.
- Q. Do you not think the present hundreds too large for Parishes?
- a. I do not think they are fit for Parishes.
- Q. Can you give any idea of the way the Public Works have been done since 1853 – 1854?
- a. Cannot answer that not knowing anything about it.



- Q. Do you approve of Public Works being done by tender?
- a. By Tender.
- Q. What qualification should a person have to vote for the Commissioners?
- a. I would have no Commissioners, only Parish Surveyors or Wardens – 50 acres or £50 per annum to entitle anyone to vote also to be a Commissioner.
- Q. The whole working would be left to the Commissioners?
- a. I think it should be exhibited to the Parish for approval.
- Q. Should the Provincial Engineer attend to the Roads?
- a. For all the Public roads not the Bye Roads.
- Q. Do you think of any remark you wish to offer on the Public Works or Roads?
- a. *[I recommend a law to prevent cattle running over the roads as they destroy the footways, water courses etc.]* crossed out. I would recommend a law to prevent Great Cattle running at large without any one looking after them, as they destroy the footpaths, water courses etc.

(Signed) Henry MATSON.

-----

Major NIXON.

1. Is it your opinion that Main Roads should be made and kept in repair at the expense of the Provincial Government?
  - a. It is.
2. What in your opinion should be deemed Main Roads?
  - a. I am of the opinion that the Roads should be divided into three Classes.
    - 1<sup>st</sup>. “Trunk” or “Main Roads” to be made and kept in repair at the expense of the Province. Of this class I should consider the Great South Road to the Waikato – that between Auckland and Onehunga, and a third running through the North portion of the Province.
    - 2<sup>nd</sup>. “District Roads” or roads leading from the Trunk roads to one or more of the most important points in such a district. These, in the first instance, ought to be made passable for Carts at the expense of the Province, and then handed over to the respective districts, and by them kept in repair.
    - 3<sup>rd</sup>. “Bye Roads” to be made and kept in repair by the Districts.
3. Relative to the Roads not to be kept in repair at the expense of the Province, would you consider the present roads Ordinance sufficient?
  - a. No.
4. In what particulars do you deem it deficient?
  - a. Some of my objections are stated in the answers to my subsequent questions, but I would observe that I consider the presence of a smaller

number than the Majority of Electors at the Annual Meetings would suffice, as were not the requisite number present to constitute a meeting, no works could be performed during the ensuing twelve months. I object to Tolls being levied. In the present state of the Province I think 5 Commissioners would be sufficient. There is no provision made for a maximum or minimum rate, and I also consider the land owner to be held liable for avenues? Of road.

5. Are you on favour of Annual or Triennial Elections?
  - a. In favour of Annual Elections.
6. Should a maximum rate be fixed?
  - a. Yes.
7. What should you propose as a maximum?
  - a. One shilling and six pence per acre.
8. Should a minimum rate be fixed?
  - a. Yes.
9. Should rates be uniform without referred to the value of the land?
  - a. An uniform rate per acre, whether the land be cultivated or not.
10. Should there be the right of appeal.
  - a. No.
11. Should the Commissioners have power to sell, exchange & buy land for the improvement of roads?
  - a. Yes.
12. Would the Commissioners require a District Surveyor?
  - a. I consider a Surveyor ought to be appointed by the Government, for the General Superintendence of Roads.
13. Should the District Surveyor have power to take materials for Road Making free of charge, from private property, excepting of course gardens, yards etc. by repairing all damage. Likewise to cut drains & remove obstructions to water?
  - a. No, to the first point of the question, but with respect to the latter part I do not believe he could effectively carry out his work unless he had power to remove all obstacles to the perfect drainage of the roads, and would therefore invest him with it.
14. Should the Commissioners have the power to borrow money on the Rate?
  - a. Yes, provided the Land is made liable for arrears of rates.
15. Should all plans of Parish Roads be subject to the approval of a Surveyor General?
  - a. They ought to be submitted to the Provincial Surveyor. I presume the question refers to plans for making and repairing the roads.
16. What size generally would you deem the Parishes to be?
  - a. I think that would depend in a great measure on the natural boundaries of the Country, but they might be as compact as possible and contain about ten thousand acres.
17. By whom should the Parishes be laid out?
  - a. By the Government.

18. Should the Villages and Suburban districts be exempt?
- a. They might contribute towards defraying the expenses of keeping in repair the District Roads.
19. Where would you fix the boundary from our Parish?
- a. They might be defined by a line beginning from the nearest point of the Manakau, to the first bridge between Otahuhu and Auckland; thence south along the Great South Road to the bridge over the Tamaki. From that point it might follow the course of the river to its head, and then take a nearly due west direction to the Manakau.
20. Should not the voters have the power to fix a minimum rate?
- a. I consider that ought to be fixed by the Government. Anyone holding a Crown Grant for 5 acres of land and upwards ought to be entitled to a vote at the Annual Meetings, but I would limit the number of votes to six, whatever might be the extent of land held by an individual.
21. Are you of the opinion that all roads should be under the Provincial Surveyors supervision, elected by local Boards?
- a. I presume the Provincial Surveyor would be appointed by the Government. He should have the general supervision of all the roads.
22. Do you think the 5 acre voters eligible to be Commissioners of roads?
- a. Yes.
23. In what manner in your opinion, have the Public Works been done since January 1854?
- a. I do not consider I am competent to give a reply to this question.
24. What suggestions, if any, would you offer on the subject of Public Works?
- a. I would venture to suggest that every possible advantage be taken of the dry weather. If the works could commence at once, I believe much assistance might be obtained from compound for the payment of ordered by the performance of work. Owners of land might be compelled to cut drains to carry the water the from ditches they dig along the sides of roads. Where this is not done, water accumulates in the low places flooding the road which consequently in a short time becomes impassable.

Should it be decided to have District Roads, I would observe the best line for a road of that description in them Mangarie District by which the greater number of Settlers would be benefited is from Otahuhu, passing from Mr McGHEE's farm. In the S.E. ... of Allotment No 83, thence due North to the beach at Mungarie Village, leaving the Mungarie Hill to the East or the contrary if the point best adapted for a better access to Onehunga be situated that side.

Signed, M.G. NIXON.

-----

Mr. Makins ATKINS.

1. Is it your opinion that main roads should be made and kept in repair at the expense of the Province?
  - a. Yes, made at the expense of the Province, but not kept in repair. Rate for that purpose should be collected from the Parishes through which the Main roads pass at per acre collect on Highway rate.
2. What in your opinion should be deemed the main roads?
  - a. The road to Onehunga, the Great North Road, Gt. South Road and road to Howick running threw the Tamaki. But the management of those roads I would leave with the Provincial Government.
3. Relative to the Roads not to be kept in repair at the expense of the Province would you consider the present roads ordinance sufficient?
  - a. I should not.
4. In what particular do you deem it deficient?
  - a. Not being able to meet with the Ordinance alluded to and only reading it over once in the Council Chamber I am unable e to answer this question.
5. Are you in favor of Annual or Triennial elections?
  - a. Annual.
6. Should a maximum Rate be fixed or should it be left to the Commissioners to fix?
  - a. Leave it to the Commissioners. [This has been crossed out.]
7. What should your propose as a maximum?
  - a. For occupied lands One shilling and sixpence, for all unoccupied land Sixpence and acre.
8. Should a minimum Rate be fixed?
  - a. Yes, whether it is occupied or not three pence per acre.
9. Should rates be uniform without regard to the value of the land or Whether it be cultivated or not?
  - a. Not. Some lands not worth 2/6 an acre, by acreage & leave it to Commissioners to decide it by occupied lands, not the unoccupied [Crossed out.] Yes, if occupied.
10. Should there be the right of appeal?
  - a. No.
11. Should the Commissioner have power to sell, exchange and buy lands for improvement of roads.
  - a. Yes, with the approval of the Provincial Government.
12. Would the Commissioners require a district surveyor?
  - a. On surveyor the Provincial engineer would do for all purposes required.
13. Should the district surveyor have power to take materials for road making free of charge from private property, excepting of course gardens, yards, by repairing all damage? Likewise to cut drains & removal of obstruction to water etc?
  - a. To the first part No, but the second yes. Provincial Government should have the power to authorise the Surveyors to take materials for road making from private property at a low charge.

14. Should the trustees have power to borrow money on the rate?
  - a. No.
15. Should all plans of Parish roads be subject to the approval of a Surveyor General?
  - a. No, but to the approval of the Provincial Government.
16. What size generally would you recommend the parishes to be?
  - a. It depends on the particular districts, some large, some small. For the Tamaki district I should recommend the Tamiki West Ward to form one Parish.
17. By whom should the Parishes be laid out?
  - a. By the Provincial Government.
18. Should the village and suburban allotments be exempt?
  - a. Yes.
19. In what manner in your opinion have the Public Works been performed since January 1854?
  - a. In a very unsatisfactory manner. All Public Works should be done by contract.

-----

??

14. Should the Commissioners have power to borrow money on the rates?
  - a. No.
15. Should all plans of Parish roads be subject to the approval of the Surveyor General?
  - a. No, only the Executive.
16. What size generally would you recommend the Parishes be?
  - a. About 20,000 acres. It depends a great deal on the locality and natural boundaries. I think that large enough.
17. By whom should the Parishes be laid out?
  - a. By the Executive.
18. Should the village and suburban allotments be exempt?
  - a. Yes, and formed into Parishes or corporations by themselves.
19. In what manner, in your opinion, have the public works been Performed since January 1854?
  - a. ?
20. What suggestions (if any) would you offer on the subject of public works?

-----

*Name?*. Session 2

1. What in your opinion should be deemed main roads?
  - a. The Great South Road – the road to Onehunga, a road towards the Bay of Islands (without being able to specify which) probably a road to Howick, I imagine the best line to Howick would be through Otahuhu. Nearly all the cattle sent from the east side of the Tamaki towards Auckland are driven that way.

### 3 Part of Motion

All of the Roads (excepting main trunk road) in so much of the Southern Division as is comprised within hundreds, might be managed by one Board of Trustees.

Board now formed. The members for the Southern division of the House of Representatives and Provincial Council to be Trustees also three Trustees to be elected by each Hundred annually.

A separate account to be kept with each Hundred and whatever amount to be raised in a Hundred to be expended within that Hundred.

.. .. and similar might be formed for the Northern Division.

2. Relative to roads not being kept in repair at the expense of the Province, would you consider the present Roads Ordinance sufficient?
3. In what particulars do you deem in deficient?
  - a. Not having the Road Ordinance to refer to could not offer an opinion.
4. Are you in favour of Annual or triennial elections?
- a. .... members of R & P.C. for the time they held their seats, those elected by the Hundreds to be elected Annually and eligible for re-election.
5. Should a maximum rate be fixed or should it be left to the Commissioners to fix?
  - a. Should be left to the Trustees
6. What should you propose as a maximum?
7. Should a maximum rate be fixed?
  - a. answered as answer to question 6
8. Should rates be uniform without regard to the value of the land or whether it be cultivated or not?
  - a. Rate should be uniform at per acre.
9. Should there be the right of appeal?
  - a. No.
10. Should the Commissioner have power to sell exchange and buy land for the improvement..... and the Commissioners or Trustees ... District Surveyor?
  - a. A Surveyor would be required. The Provincial Engineer would be sufficiently employed on the major lines of Road.

-----

The Chairman ordered letters to summon the following Gents. To attend on Thursday at 11 o'clock.

Messrs. KELLY, BLAKE, PARR, O'NEIL, FARMER, EDGECOMBE, HAMILTON, DONALD, Senior Mr MACDONALD, McELAIN, W. HENDERSON.

The Committee adjourned at half past 1pm until Thursday November 16<sup>th</sup> 1854.

-----

## **Roads and Public Works Committee**

Thursday November 16th 1854

The Committee met pursuant to adjournment 11 o'clock

Present: The Chairman

Messrs. LEWIS, HILL, DILWORTH, DIGNAN.

The Petition was read by the Chairman from certain Settlers to the Provincial Council and by them referred to this Committee to enquire into. Praying that the sum of £1200 voted and last session towards formation of a road from the Cemetery Auckland to the Wahu Portage by Cabbage Tree Swamp and stating that not one penny had been laid out on it, but extended on other line of road.

**Mr KELLY**

Examined by Chairman.

Q. What do you consider the present line of road advantageous to the Settlers?

a. It is a distinct line of road and well selected.

Q. You are a Surveyor I believe?

a. Yes, I have been 20 years a Surveyor.

Q. Was the Karangahape road well laid out?

a. It was, and cannot be altered to advantage.

Q. Cannot another line with less alleviation be made?

a. No other can be worked at similar elevation.

**By Mr DIGNAN:**

Q. You have had great experience in road making?

a. Yes, I have been 20 years a Surveyor.

Q. Have you had any experience in road making?

a. I have had great experience and considerable practice and been engaged in estimates, specifications and laying out of roads.

**By Mr BOYLAN.**

Q. From your experience would you say the work is well done? State your experience.

a. It is no road, it is not well done. No man can ride over it now. I said it was not for the public. It was our interest to see it done. When I interfered I was threatened an action in the Supreme Court. I say money so laid out is swamped. It is made on bad ground. It was to have been 20 feet and is not above 11 feet.

Q. Have you any knowledge of obstruction to contractors getting stones?

a. Not to my knowledge. They were told they could have it by paying.

Q. Do you consider the work done a waste of public money?

a. Yes, and will convince any man who will go and see it for himself.

Q. Were the works well performed on the Karangahape road?

a. No.

Q. Why?

- a. They were not according to the Plans and specifications that were offered when the tenders were called for. The road was to be 20 feet wide and it is not 12 feet, it is not at all to specifications.

Q. Where the plans and such as a man could tender by?

- a. No they were not clear and distinct. Too much was left to the engineer to make out what he pleased.

By Mr DIGNAN.

Q. At some time the engineer was easy the others hard?

- a. Yes, he never was of an even mind. At one time when he found I would not work by his plans, he gave it to others. He wanted an elevation of 1 in 15. It is optional blasting the road.

Q. Do you consider the work as performed, fit and well done?

- a. No, not one Gent here would trust his team of Bullocks over it with a load.

Q. Do you consider the money squandered?

- a. Yes, if any private party had done it he would deserve to answer for it in the Supreme Court.

By Mr DIGNAN:

Q. Is there no other line of Road to the Wahu?

- a. No none except through the scoria of Mt Eden, but that is no line or road defined or laid out.

Q. How long have you been a Settler?

- a. About 12 years.

By Mr BOYLAN:

Q. You say you know of no other line of Road?

- a. None I know of.

Q. Has there been any money laid out for the line of road up to Cabbage Tree Swamp to Karangahape road?

- a. There are no lines laid out. No money has been laid out.

Q. Was the work done according to the Petition?

- a. No, a little done in the Cabbage Tree Road just at the turning but not worth speaking. 2 Crossings are nearly complete one at Mr.

DOLTENS and the other at Mr HAMILTONS.

By Mr. HILL:

Q. Are the Works begun as recommended by the Committee 1853 by way of Cemetery and Cabbage Tree Road to join the Karangahape Road?

- a. The works are begun.

By Mr. LEWIS:

Q. Were you a tender yourself?

- a. I was so to see the party was safe tendering & security.

By Mr. DIGNAN:

Q. Do you consider that way shorter?

- a. No, but it is as short as can be. Supposing you cut through private property you could make it shorter, but not to go by public road. No other line is practicable.



Q. Do you know what the road really cost?  
the price I heard was £315

Q. You think a better road could be made for less?

a. I do the money is lost and no good road left behind. And now a man that has bought and looked for 10 years for roads feels naturally hurt at having longer to wait.

Q. Did you ever speak to the Provincial Engineer on that subject?

a. I never saw him.

By Chairman.

Q. Is the present line of road shorter?

a. No, not of any consequence, the line began is the nearest.

2<sup>nd</sup> part of Motion.

Mr Kelly

1. Is it your opinion that main roads should be made and kept in repair at the expense of the Province?

a. Yes.

2. What in your opinion should be deemed main roads?

a. Great South Road, Great North Road and from Auckland to Onehunga.

3<sup>rd</sup> Part of Motion.

3. Relative to the roads not to be kept in repair at the expense of the Province, would you consider the present roads ordinance sufficient?

a. —

4. In what particulars do you deem it deficient?

a. --

5. Are you in favor of Annual or triennial elections?

a. Annual.

6. Should a maximum rate be fixed, or should it be left to the Commissioners to fix?

a. —

7. What should you propose as a maximum?

a. —

8. Should a minimum rate be fixed?

a. —

9. Should rates be uniform without regard to value of land or whether it be cultivated or not?

a. Uniform.

10. Should there be right of appeal?

a. No.

11. Should the Commissioners have power to purchase, sell, exchange and buy lands for the improvement of roads?

a. —

12. Would the Commissioners require a District Surveyor?

—

13. Should the District Surveyor have power to take materials for Road

making free of charge from private property excepting of course gardens, yards & by repairing all damage likewise to cut drains etc. removal of obstructions to water etc?

a. Certainly not!

14. Should the Commissioner have power to borrow money on the rates?

a. Yes.

15. Should all plans of Parish Roads be subject to the approval of the Surveyor General?

a. —

16. What acre generally would you recommend the Parishes to be?

a. The Government to decide.

17. By whom should the Parishes be laid out?

a. —

18. Should the villages and suburban allotments be exempted?

a. Exempted.

19. In what manner in your opinion have the Public Works been performed?

a. Bad, very bad.

20. What suggestions if any would you offer on the subject of Public Works?

a. The appointment of a proper Surveyor or Engineer capable of performing the duties of his office and removable at any time by Provincial Council. That a board of works be appointed, say one gentleman from each district, to see that the money for his district be properly applied.

Nov. 11<sup>th</sup> 1854

21. Should there be a right of appeal?

a. No.

22. Should the Commissioners have power to sell exchange and buy lands for the improvement of roads?

a. —

23. Would the Commissioners require a District Surveyor?

a. —

24. Should the district Surveyor have power to take materials for road making free of charge from private property excepting of course gardens, yards etc, repairing all damage. Likewise to cut drains etc remove obstructions to water etc?

a. Certainly not.

-----

W. PARR examined.

November 14<sup>th</sup> 1854.

1. You have had experience in Road making?

a. I had plenty at home but not here much.

2. You have been a road contractor at home in England also here?

a. Yes, and what I have done is well known and can be looked at.

3. What are your opinions of the manner in which the Public Works have been done since January 1854?

- a. What I have seen I do not think are well done or properly, very far from it. Not workman like.
4. Can you state how, and in what manner?
  - a. It has not been done in a proper manner from the commencement or since. I never saw any specimen like it of placing great stones on the road to stop passengers.
5. Is there any other road you think not properly done?
  - a. The Khyber Pass road is nothing but childish work as it is done, it is not done as it should be. Cutting little holes very bad. It is not the way to do work like men. It is a child's work.
6. Have you any opinion to offer on the Great South road or Onehunga road?
  - a. I have not seen the Onehunga road.
7. Have you seen the Karunghape road?
  - a. I have not it not being my business so to do, I hear it is unsafe to travel over.
8. Could you form a fair estimate per mile of cost to make the South Road?
  - a. It will depend altogether on the distance metal has to be carted for anyone to form an estimate.
9. What time do you think it would take for the Onehunga road?
  - a. I have never contracted for such a road. I cannot tell. Two years ago I contracted with Government for 700? Tons of metal. I would not do so again owing to charges of wages and other things.
10. You have no idea of distance to cart materials on South road?
  - a. I have no knowledge of where you mean.
11. Say beyond Mr DILWORTH'S.
  - a. From Mr DILWORTH'S I should say would not be a great expense.
12. The metal from Mt. St. John could be used to say what distance.
  - a. Not more than a mile I should say not much more certainly as there are as there is plenty of materials all about there suitable, tons and tons of it.
13. If the road to Mt Eden Quarries was perfect and fit for traffic, do you think the Contractors and others in Auckland would work cheaper on Roads?
  - a. The road at present is no good if I had 20 horses I would sell them ere I worked on such roads. It ought to be made at once. It would be Better for the town if it was. There are millions of tons then available if such a road was made it would do good to property.
14. Do you consider the small scoria at the mount of any service in road making?
  - a. I consider the Colony is bound to have roads and must have them. Mt Eden has gravel in millions of tons and would make a body to a road for two years and cost less than the broken metal and be useful and stone afterwards could be laid on. But wages are high now for stone breaking.

15. You said the road was badly made leading past the cemetery?
  - a. Yes, it was made too round, that if 2 carts meet one must give way or be upset as it was too rounded. They are altering it now and making a 15 foot pathway. I think badly of the work. I do not approve of disturbing the ground as no work stands on ground so done.
16. Do you think that too much expense has been bestowed on it?
  - a. I could myself have done a chain in 2 days. A great deal too expensive a manner has been adopted. It costs more than needed. I would ask more to touch it now than if it never had been begun.
17. Do you think all the Public Work should be done by contract?
  - a. I do certainly, when it can be done so, if wages would not fluctuate.
18. Do you consider then that the contracts would be double what they are if government was always to tender and it ought to be?
  - a. Better far by contract, putting him under good bonds and also no payments unless good work, would ensure good contracts.
19. Owing to the labourers raising wages prevents people undertaking works or contracts.
  - a. Yes, in this colony certainly I would not with certainty undertake any to ensure me my money or profit, except a loss. Therefore I would not I think therefore if farmers along the road were allowed to contract for the distance opposite their farms, it would be better, as they would feel an interest in having it well done.
20. If you look 2 miles there would be a danger to yourself by the Labourer raising wages?
  - a. I would not take it owing to it. Besides I should loose by my horses, as to food and other matters, which would be an increase an expense to me, say double what I expected to do for £300 would cost me perhaps 5,6 or £700. I think therefore if farmers along the road were allowed to contract the distance opposite their farms it would be better, as they would feel an interest in having done it well.
21. What sum would you take to make the road per yard to Khyber Pass and Mount Eden?
  - a. I would have done it for £600 but could not now. I think of 20 white and 50 natives would do all then great works on the road under good guidance and be let to go harvesting also, or odd jobs, and weather preventing them be taken into account. I would not under present circumstances contract, I should be paid afraid to venture.

Mr. O'NEIL ???le examined.

Mr HILL Chairman.

Examined by Mr DIGNAN.

Q. You were Chairman of the North Road Committee during last session of Council?

a. Yes.

Q. You, in making out report you recommended the Karangahape road?

a. Yes, everyone coming from the country all agreed in it's being the

best.

Q. That is the best line of road from here to the Wahu Portage?

a. Yes, I have not been there but all people agree it to be the best.

Q. You know of a vote of £1000 for a bridle road to Bay of Islands last year?

a. Yes.

Q. Have you heard if any of it has been expended?

a. I heard a little was expended by Mr CLARKE and BUSBY.

Q. What do you think would be the expense of the Bridges recommended by the Council last year, at HENDERSON'S and BRIGHAM'S Creek to fall of Waitamata?

a. Cannot say. Labour is so difficult to get and wages different to last year.

Q. Do you think if tenders had been invited they had been finished at this time?

a. Yes, I am sure, one Gent. told me so and another petitioned the Council.

Q. Have you heard of a bridge built over Lucas Creek?

a. Yes.

Q. Is the bridge built on the proper line of road to connect the North Shore direct with Auckland by the head of the Waitemata as recommended?

a. No. At a meeting held by the inhabitants at the Trafalgar Inn, it was resolved it was a waste of money it being no use to them. By their direction I wrote a letter requesting a cessation of work to His Honor the Superintendent who said it should be considered, but the work went on.

Q. Whether would a line of road, or a ferry barge for conveyance of cattle across from Stokes Point to Auckland be the most advantageous to the public?

a. Yes, the barge

Mr EDGECOMBE examined.

By Mr BOYLAN.

Q. You live at Wahu?

a. Yes.

Q. Do you believe the line of road in use the best line?

a. No, I think it not. The road is not wide enough, the walls too steep and the bridge built up with wet clay and not scoria stone, it is now cracked and I believe the Bridge falling to pieces across Mr DONALD'S creek.

Q. The road is not likely to be serviceable?

a. No, it wants improving, but as it is not at present, £1200 properly spent had made a good serviceable road across the Wahu.

Q. Do you consider the present road the proper one?

a. The Karangahape road is passed Mr YOUNG'S, and then Mr

CLARK'S. It is better for carts and level from the centre of the town by Mr GORRIES.

By Mr DIGNAN.

Q. Who tendered for the work?

a. I did.

Q. Did you see the specifications?

a. There was one, but it was more by word of mouth. There was to be a parapet wall to prevent it going over where there was a filling up, to prevent the wheels of carts going over.

Q. Was the bridge to be filled up with scoria?

a. It was, now the walls only are scoria the rest clay. I was given to understand it was to be of scoria and filled up with scoria cuttings etc.

Q. Was the work done according to the maximum you expected?

a. I consider the work done worth £100.

Q. You mean that portion of scoria from Cabbage Tree swamp to McDONALD'S Creek?

a. If I had done it be done properly.

By Mr DILWORTH.

Q. Are you aware of anything else?

a. I told the Engineer I would not do it, it is not according to act. It is not my line. I told the Engineer I would not undertake it.

By Mr HILL.

Q. Are you aware of any obstacles to the Contractors?

a. No, none whatever. There are plenty of stones to be had, they are in abundance.

Q. Did you ever hear of Mr YOUNG being threatened if he took stones?

a. No, never. I told him he was welcome to any stones, he could have what he liked if he built up the wall.

Q. Does the present line run near your house?

a. No.

Q. Do you ride over the line of road?

a. Yes, there are 2 bridges required over two creeks.

Q. Would there be an excavation required anywhere?

a. Yes, on some places.

Q. Any swamp to cross?

a. No, only at head of Whau.

-----

Mr. HAMILTON Examined. November 16<sup>th</sup> 1854.

By Mr BOYLAN.

1. You are a seller at the Wahu?

a. I am.

2. State to the Committee the way the road work is performed.

a. It is a very insufficient road.

3. State why.
  - a. It is not properly done. It is not level. No one would trust his teams over it. There was to have been a scoria bridge, it is not safe, it is only filled with clay.
4. Had there been any conversation about another line of road?
  - a. I never heard of one before yesterday.
5. You believe the present one to be the shortest?
  - a. Yes, it is.
6. Are you aware of any obstacles to the Contractor?
  - a. Never heard of any. Mr MOTION gave as many stones as wanted. There are plenty of stones all along the line of road.

By Mr DIGNAN.

7. How long have you solded at the Wahu?
  - a. 10 years.
8. You came in by the Karangahape Road which work is performed?
  - a. Yes.
9. Would you in safety drive a loaded team?
  - a. No. I could not. I had need of help. It is not safe.
10. From what reason?
  - a. The road is too narrow, it hangs over. The least stumble over you must go.
11. Do you consider a better road could be made?
  - a. Yes, I could.
12. Are you aware how much money was expended?
  - a. I heard about £400. It is no good now.
13. You never saw the Specification?
  - a. No.
14. Should the Commissioners have power to borrow money on the rates?
  - a. No.
15. Should all plans of Parish roads be subject to the approval of the Surveyor General?
  - a. No, only the Executive.
16. What size generally would you recommend the Parishes be?
  - a. About 20,000 acres. It depends a great deal on the locality and natural boundaries. I think that large enough.
17. By whom should the Parishes be laid out?
  - a. By the Executive.
18. Should the village and suburban allotments be exempt?
  - a. Yes, and formed into Parishes or corporations by themselves.
19. In what manner, in your opinion, have the public works been Performed since January 1854?
  - a. —
20. What suggestions (if any) would you offer on the subject of public works?

-----

W. McDONALD Junior examined

By Mr Chairman.

Q. You are a seller at the Wahu?

a. I am.

Q. State the manner the roads were made out on the Karangahape.

a. When the tenders were first issued I called at Mr SANDER'S office to see the conditions of contract to be performed. What passed was by word of mouth. He told me the condition of the road was. It was to be 20 foot wide where practicable, the gulf that was to be built over, to be filled up and to be fenced with a stone wall, sloped up gradually to make a bevel to prevent accident to any dray, with parapet walls each side clear of the 12 feet of the scoria road. And when it was required of trouble of much blasting he would pass it at 10 feet. The next was the bridge. The bridge was to be a scoria bridge, 12 feet roadway with parapet wall of 3 feet high.

Q. The road was not a good one?

a. It is as bad as could be done.

Q. Have you heard of any obstacles to contractors?

a. No. More were needed. I only heard of one.

Q. Do you believe the present line was best?

a. I think it the best could be obtained except you go through private property. It is the only surveyed line.

By Mr DILWORTH.

Q. You say the work is not done according to the specification stated to you?

a. No, I think not. I saw no specification.

Q. If you had been told the work should be done as it is done, you would have tendered?

a. Yes, I would have tendered at one half and made a good thing of it. I heard the road and bridge was to cost £415.

Q. How much would it shorten the road if taken through private property?

a. I do not consider it would shorten it much. It would be more expensive. I have not considered the compensation to be given to private parties.

-----

Mr MCDONALD Senior.

By the Chairman.

Q. You are a seller on the Wahu?

a. Yes.

Q. You have had opportunity of seeing the manner the roads are made out then?

a. Yes.

Q. Do you approve of them?



- a. No.
- Q. State your opinion.
- a. If they had put a few schoolboys to work by themselves they had done better.
- Q. Are you aware of any obstacles to the contractors?
- a. Mr KELLY is the only one I heard of, the contractors stated he could take Mr KELLY to the Supreme court for challenging him about making the road.
- Q. Do you consider the present line of road the shortest?
- a. Yes I do, except for purchased private property.

-----

Nov. 16<sup>th</sup> 1854

Mr McELWAIN.

Examined by the Chairman.

- Q. You are a settler on the Wahu?
- a. Yes, Sir.
- Q. You have had opportunities of seeing how the work is performed on the road?
- a. I have not been there this 2 months.
- Q. Are you in a position to give an opinion the way they have been done?
- a. No I am not.
- Q. Do you believe the present line of road the best and shortest?
- a. I believe it is not.
- Q. What line would you recommend?
- a. I would recommend a line from Auckland through Mr TAYLOR'S ground to the right of Mt Albert. I think it would be the shortest and the cheapest.
- Q. Have you heard of any obstacles to the contractors by the settlers?
- a. No, I have not.

By Mr DIGNAN.

- Q. You would recommend a line by Mr TAYLOR'S?
- a. I would commence where they have stopped gravelling about one mile along the Cabbage Tree road.
- Q. What other line do you recommend?
- a. I know no other. I recommend another way to be purchased.
- Q. In what direction would you recommend the line?
- a. In the direction by Mt Albert, then to Wahu Portage.
- Q. Then what property do you recommend to be purchased?
- a. I do not know the names of the proprietors.
- Q. By the Cabbage Tree by Karangahape road in what line do you recommend?
- a. along the line.. *answer cancelled by permission of the Chair.*

-----

Mr HENDERSON examined.

By Mr DIGNAN.

Q. You are an inhabitant this side the ranges?

a. Yes I am.

Q. Do you know the Karangahape line of road to Auckland?

a. Yes I do.

Q. Do you approve that line?

a. Yes I do. I think it the best.

Q. Do you think a good traffic from the Ranges would be if the road was opened up?

a. I cannot say. If a good road was made.

Q. Is it possible to bring timber etc for building purposes through that Line of road?

a. Yes.

Q. Was it at your expense the bridge was erected this side the saw mills?

a. Yes, and many other bridges.

Q. Could bridges be erected on that line as cheap as other party of North division?

a. Yes, as cheap.

Q. What is the probable expense of erecting a bridge across the creek?

a. It depends on the description of the bridge, perhaps £20 - £25, but not so general but a good one say £75.

Q. What on the other creek for a bridge?

a. Say £30 more, say £120 - £130 for a substantial bridge.

Q. You believe the Karangahape road the best laid out?

a. I believe it is the best.

Q. Have you passed since the line was commenced?

a. No. I always come by line of Epsom, I could then take a day to come and return. Now it takes me 2 days. I once tried it but do not intend to try it again.

Q. Do you think the present line of road the best that could be adopted between here and the Wahu?

a. I have always been the Native road, I think therefore the best.

Q. What work would you recommend on that line of road?

a. Cannot say. Probably the bridges be first executed then the people could find the best way to go in future. It would make a difference of 11 miles.

Q. Would you recommend that line be opened up?

a. Yes, I do.

Q. If tenders were opened do you consider the settlers would contract?

a. Yes, I do.

Q. What season is most suitable to perform the work?

a. The present is the most suitable time unless the winter was mild, to perform the work.

Q. If tenders had been invited the past year, the settlers had accepted?  
Yes, I think so.

- Q. The Engineer has stated it better to establish a barge from here to North Shore, than opening a road communication to North Shore?
- a. I think that but few settlers would ever be open to their own interest It is no difficult object to get labour now and then.
- Q. Do you consider the scarcity of labour sufficient to excuse the Engineer of not spending the £1200?
- a. Now there is plenty of labour with us. I find no difficulty, I always get plenty.
- 

Letters were advised to be written to the following Gentlemen to summon them to attend the Committee to give evidence at 11 o'clock Friday November 17<sup>th</sup>.  
The Committee adjourned at 2pm until 11 o'clock tomorrow, Friday Nov. 17<sup>th</sup> 1854.

-----

## Session 2.

### G. O. ORMSBY

1. Is it your opinion that main Roads should be made and kept in repair at the expense of the Province?
  - a. Made by the Province and kept in repair by Tolls where practicable until the traffic was sufficient to support the road. The Province ought to bear the expense.
2. What in your opinion should be deemed Main Roads?
  - a. Leading Roads such as Gt. South Road, The Onehunga Road, The Paparoa Road, The Waiuku Road etc etc
3. Relative to roads not to be kept in repair at the expense of the Province would you consider the present Roads Ordinance sufficient?
  - a. Not sufficient.
4. In what do you deem it deficient?
  - a. I do not approve of Councillors being appointed by the Ordinance. I think places an undue power in their hands, and which power ought to be exercised by the Provincial Council.
5. Are you in favour of Annual or Triennial Elections?
  - a. A person's abilities ought to be tested in 12 months. If he had none, remove him, or re elect as the case.
6. Should a maximum rate be fixed or should it be left to the Commissioners to fix?
  - a. The Provincial Council should fix the rate.
7. What should you propose as a maximum?
  - a. I should propose that an annual rate be levied proportionate to the amount signed? This might answer better than a fixed rate.
8. Should a minimum rate be fixed?
  - a. According to circumstance.
9. Should rates be uniform without regard to the value of the land or to whether it can be cultivated or not?
  - a. In the present state of the Colony uniformly is desirable. A valuation would be impossible at present. By a uniform rate a premium is held

out to Cultivation and land jobbing is prosecuted.

10. Should there be the right of appeal?

a. Certainly, if the Application is made to the Prov. Council.

11. Should the Commissioners have power to sell exchange and buy lands for improvement of roads?

a. If you have Commissioners. But such a power ought to be under restrictions.

12. Would the Commissioners require a district Surveyor?

a. I think such a body would require assistance, the amount of aid afforded must depend upon who are appointed.

13. Should the District Surveyor have power to take materials for road making free of charge from private property excepting of course gardens, yards by repairing all damage likewise to cut drains & remove obstructions to water etc?

a. I think this would be a dangerous power to leave in the hands of any individual. I should propose a Committee chosen from the Provincial Council of which Committee the officer alluded to might be a member. The Officer might have power to remove all such obstructions at his own discretion and without further appeal.

14. Should the trustees have power to borrow money on the rate?

a. Yes, but I showed duly at such power to previous scrutiny as to the amount required and whether for a feasible purpose.

15. Should all plans of Parish roads be subject to approval of a Surveyor General?

a. Certainly not. There ought to be intellect sufficient in a parish to perform that work.

16. What acre generally would you recommend the Parishes to be?

a. From 4,000 to 5,000 acres, but I think the size ought to depend in a great measure on the natural boundaries available for the limits of the Parish.

17. By whom should the Parishes be laid out?

a. By any qualified person who might be willing to contract with the Provincial Council for doing so.

18. Should the Villages and suburban allotments be exempted?

a. If so uniformity must be departed from. It seems hardly fair to rate a populous village or a town as you would country land. Then arises another question, is a valuation desirable or could it be effected?

Committee Roads & Public Works Provincial Council Chamber. November 18<sup>th</sup> 1855.  
G.O. ORMSBY.

-----

Friday December 1<sup>st</sup> 1854

Notice of Motion.

Mr. BOYLAN. To move the consideration of the following

**Report**  
of the  
Committee  
on  
**Roads and Public Works.**

Your Committee beg respectfully to report that they held 15 Meetings, have examined 22 witnesses, and find seriatim on the four clauses of the motion,

1<sup>st</sup>. That the Engineer's report which the Committee beg respectfully to call the attention of your Honourable House, forwarded by His Honor the Superintendent to the Council, contains a statement of the works done, amongst the principal of which may be enumerated portions of the following roads viz.

The Onehunga Road

The Great South Road

The Whau Road

The Howick Road beyond the Punt, together with many other works, of not such primary importance.

With regard to the manner in which such works have been performed your Committee have found difficulty coming to a conclusion, it would appear from the evidence that the works have been performed without the requisite practical experience, and in such a manner as to cause general dissatisfaction; as for instance the Whau and Khyber Pass Roads, and the Karangahape Road, together with the cuttings and blastings upon the South Road, and the Karangahape Road, **but your Committee believe that the Provincial Engineer took office, and has continued under many difficulties, not the least of which is the fact of his having been installed in February last, only perhaps two months before the wet season.** As a set off to the above your Committee would instance the Onehunga Road, a portion of which has been completed, is considered to be a good permanent work, and the cost of which bears favourable comparison with former works and with estimates lately sent in.

2<sup>nd</sup>. As to the second part of the motion your Committee are of the opinion-

That the Great North and South Roads should be made and kept in repair, at the expense of the Province, and that all District roads should be at least made passable by building Bridges, and having other essential works done at the expense of the Province, and that

the District Roads should then be handed over to the District Boards about to be constituted.

2. As to this have to report-

That all the evidence received, in which your Committee joins, seems to indicate the necessity of dividing the country into districts, the requirements of each District to be met by the organization of Local Boards. And to carry out this object, your Committee has authorized the Chairman to introduce a Bill, which when it has been fully discussed and sanctioned by your Honourable House, your Committee believes will be productive of signal benefit to the colony at large.

3. Your Committee have to report-

That, although from the absence of competition in the Labour Market, some temporary difficulties might attend the system of Contract, nevertheless your Committee believe that if you Honorable House would recommend that a Public Works should be performed in that manner, and that the lowest Tender should absolutely be accepted, valuable assistance would be secured to the Province.

James Thos. BOYLAN Chairman.

### Public Works Committee

Monday November 6 1854

Present Chairman, Mr. DYNAN, LEWIS, DILWORTH.

Own to work ... Farmer Club a/c Major WALTON

Tuesday Nov 7<sup>th</sup>

DILWORTH, DIGNAN, LEWIS and the Chairman.

Mr. SANDERSON P.E. Examined.

Wednesday Nov 9<sup>th</sup> 1854

DIGNAN, LEWIS, DILWORTH and the Chairman.

Examined Mefsr. the Member Farmers Club,

Major MATSON, NIXON,

Mefsr. WALLACE,

ATKINS, MAY, McLEAN, BUCKLAND.

Thursday Nov 9

LEWIS, HILL, DILWORTH, the Chairman.

Letters were written to attend from Wednesday next Nov. 14 at 11am to Mefsr. GREENWOOD, KELLY, T. BLAKE, PARR, O

NEIL, & FARMER

*Submitted by G. Chairman. Not Carried :*

**Report of the Committee**  
**on the**  
**Roads and Public Works.**

*Your Committee beg respectfully to report, That they have held meetings, have examined 21 Witnesses and found satisfaction on the 4 Clauses of the Motion:*

*1<sup>st</sup>. That the Engineers Report forwarded by His Honor the Superintendent to the Council, contains a statement of the works done amongst the principal of which may be estimated:*

*The Onehunga Road*

*Great South ditto*

*Wahu ditto*

*Howick beyond the Punt.*

*Together with many other Works of not such primary importance.*

*With regard to the manner in which such works have been performed, your Committee have found difficulty in coming to a conclusion. It would appear from the evidence that the Work have been performed in a manner as to cause general dissatisfaction. For instance the Wahu Road and the Cuttings and blastings upon the South Road.*

***But your Committee believes that the present Engineer took office and has continued it under many difficulties not the least of which is the fact of his having been installed into office in February last, only perhaps 2 months before the wet season.*** As a set off to the above your Committee would instance the Onehunga Road, a portion of which has been completed and is considered to be a good permanent work., and the cost of which bears favourable comparison with former works and with estimates lately sent in.

*2<sup>nd</sup>.*

*1. Considering the present circumstances and expense of the Colony, and bearing this fact in mind, that assuming a mile of Road to cost £1600, it takes 22 yards or 11 Squares on each side to make one mile.*

*Your Committee think that the only Roads which should be deemed Main Roads at present are the Great North and Great South line of Road. They have been led to this conclusion from the following facts:*

*1<sup>st</sup>. That if the whole of the fund at present accrued from the land revenue were devoted to Road making, assuming the average price of a mile of Road to be £1600, each mile would take the proceeds appropriated to province purposes, of upwards of 14000 acres- or in other words 11 square miles back upon both sides from each mile of metalled Road.*

2<sup>nd</sup>. That the laying down of these two lines of Road would open up a country which would realise the prospects of this province and fix its prosperity upon such a firm basis as to secure it from these sudden changes to which distant dependency seem subject?

3<sup>rd</sup>. That if the present system be continued the revenue will be frittered away upon matters of minor importance and that at the term of office your Honours Council will be unable to point to any ready provincial work organised or completed during its term of office .

4<sup>th</sup>. That the farmers club which may be fairly regarded as an .. to the wishes of the Council agree with the opinion they respectfully ask of your Committee that as some doubt seemed to exist about the line the Great North road your committee deemed it expedient to solicit the attendance of the Surveyor Gen. To whose dept. belongs the laying out of the Road. ??

With regard to the second part of the Motion, namely as to what Public Roads should be made and kept in repair at the Expense of the Province, Your Committee think that the only roads which should be deemed Main Roads at present are the Great North and South lines, but that it should simply have reference to the ordinance about to be introduced relative to the appointment of district Commissioners- and your Committee do not hereby affirm that no money should be voted for other line.

[Rough draft of report submitted. Not Carried.]

-----  
Session 2 Box 3    Onehunga – Otahuhu Rd Correspondence.

To His Honor the Superintendent.  
Of Auckland  
Sir,

Onehunga  
September 1<sup>st</sup> 1854

At the request of the Committee of Subscribers to the Onehunga and Otahuhu Road Fund, I beg to report to your Honor, that the work on this road has been progressing steadily for several weeks and that a sum exceeding £90 has already been expended, of which £84:10:6 has been for wages of labourers and the remainder for tools and other requisites.

For this expenditure the following work has been done:

A horse track was first cleared through the scoria from Onehunga to the Great South Roads at a cost for labour of £6:10:0. The Cart load was commenced at the Onehunga end and has been formed for a distance of more than half a mile in the course of which four stone causeways have been constructed. A causeway has also been commenced across the stream at Otahuhu end of the road and is now about half completed. This is a costly but necessary part of the work.



It is estimated that the whole cost of the Road will be £300 to £400 as about 800 yards of the line crosses a very rugged lava stream. Of the required sum the Committee have full confidence in being able to raise one half by private contributions, and they trust that your Honour will be pleased to authorise the payment of the other half out of the Provincial Treasury.

As many delays necessarily take place in the collection of small sums from a considerable number of subscribers, and in order that the work on the road may not be hindered for want of means, I am directed by the Committee to request Your Honour to cause to be paid to me, such portion of the sum already expended as you may consider expedient.

I have the honour to be  
Sir,  
Your very Obedient Servant,  
(signed) A.G. PURCHASE  
Treasurer of Onehunga & Otahuhu Road Committee.

List of Subscribers towards opening a Road between Onehunga and Otahuhu. [ Church St.]

Mr W. S. GRAHAME	5: 0: 0
Major GREENWOOD	2: 0: 0
D. WARRINGTON	1: 0: 0
Mr. DUNOVAN	5: 0: 0
Mr. HARDINGTON	3: 3: 0
Serjt. KELLY	1: 0: 0
Mr. T. C. WILLIAMS	1: 0: 0
Mefsr. BAIN & BURTT	1: 0: 0
Mr. DILWORTH	5: 0: 0
Mr. J. McGHEE	1: 0: 0
Mr. W. WILLIAMS	1: 0: 0
Mr. BETTS	1: 0: 0
Mr. J. HOWHIC	10: 0
Mr. MCGARVIE	10: 0
A friend per Revd. McCLANCY	10: 0
Mr. ISYACK?	1: 0: 0
Mr. KERR	10: 0
Major NIXON	1: 0: 0
Mefsr. BROWN & CAMPBELL	10: 0: 0
Mefsr. RICH	3: 0: 0
Mr. J. FAIRBURN	3: 0: 0
Mr. J. HALL	3: 0: 0
Mr. T. BAIRD	1: 0: 0
Mr. W. GOODFELLOW	2: 0: 0
Mr. W. POSSEUES RU	1: 0: 0

Mr. Jas. CREW	10: 0
Mr. W. ABRAHAM	10: 0
Mr. Jas. GAMLIN	1: 0: 0
Mr. I. E. HICKSON	1: 0: 0
Revd. A. G. PURCHASE	3: 0: 0
Dr. MAHON	3: 0: 0
Mr. EWEN	1: 0: 0
Mr. FOLEY	2: 0: 0
Mr. B. McILROY	10: 0
Mr. G. O. ORMSBY	1: 0: 0
Mr. Arthur BUSBY	1: 0: 0
Mr. SYMONDS	1: 0: 0
Mr. D. LYNCH	1: 0: 0
Revd. Mc CLERY	1: 0: 0
Mr. J. BRADBURN	10: 0
Mr. HADDOW	2: 6
Mr. BOLLARD	1: 0: 0
Mr. J. O' BRIEN	5 :0
Mr. Mc CUTEHION?	10: 0
Mr. J. VICKERY	1: 0: 0
Mr. D. SHEENAN	1: 0: 0
Mr. J. WOODHOUSE	1: 0: 0
Mr. J. Mc DOUGAL	1: 0: 0
Mr. J. ROUT	1: 0: 0
Mr. Jas. MACKY	1: 0: 0
Mr. TAYLOR (C.W.)	1: 0: 0
Mr. KNIGHTLY	10: 0
Major KENNY	1: 0: 0
Capt. HAULTAIN	1: 0: 0
Mr. MACLAIN	1: 0: 0
Mr. J. MAUDER	2: 6
Mr. Jas. FARMER	3: 0: 0
Mr. John JORDON?	1: 0: 0
Mr. R. FAIRBURN	1: 0: 0
Mr. John HAMLIN	1: 0: 0
Mr. E. LAMBERT	10: 0
Mr. A. SOMERVILLE	1: 0 :0
A friend per Revd. PURCHASE	1: 0: 0
Mr. W. BUCKLAND	1: 0: 0
Mr. Thos. PATON	1: 0: 0
Mr. John WALLACE	1: 0: 0
Mr. Jas. Mc GEE	3: 0: 0
Mr. W. HUNTER	1: 0: 0
Mr. BYCROFT	1: 0: 0
Mr. TAPSELL	1: 0: 0
Mr. J. WILLIAMSON	2: 0: 0

Mr. Arch. CLARK	1: 0: 0
Mr. HANSARD	1: 0: 0

Mr. COOLAHAM	2: 0: 0
Mr. HOOPER	10: 0
Mr. Jas. WELSH	2:6
Mr. HUDSON	2:6
Revd. J. F. LLOYD	1: 0: 0
Revd. J. BUDDLE	1: 0: 0
Mr. FINDLAY	1: 0: 0
His Excellency Col. WYNYARD	2: 0: 0
Mr. Jas. SIMMS	1: 0: 0
Mr. NEWMAN	1: 0: 0
Mr. John BATES	10: 0
Mr. J. T. BOYLAN	1: 1: 0
Mr. D. GRAHAM	1: 0: 0
Mr. W. MILLER	5: 0
Mr. A. MILGREW	2: 6
Mr. MOONEY	10 0
Mr. JONES	2:6
Mr. Jas. BROWN	5:0
Mrs. CAMPBELL	5:0
Mr. LAVERY	5:0
Mr. Hugh BLACK	1:0: 0
Mr. John DOBSON	5: 0
Mr HAY	10: 0
Revd. D. BRUCE	2: 0: 0

-----

Memo from Mr. SANDERSON:

This Road runs from Onehunga Church to the Great South Road, passing on the Manakau side of Mt. Smart. The principal portion of the completed part required little else than raking the small stones to the sides; the stone Causeways are very well built, and the work so far performed in a very satisfactory manner, and at a reasonable cost. I would suggest however, that it is very desirable that a detached plan of the works about to be undertaken should in all cases be sent in for approval before subscription works requiring the Provincial Governments assistance are undertaken by the Settlers.

(Signed) Chas. SANDERSON  
Provincial Engineer 4/9/1854

-----

Report  
Upon the  
Roads and Public Works.

**\*Troops used to build Roads.**

His Honor  
The Superintendent.

Provincial Engineer's Office  
26<sup>th</sup> October 1854

Sir,

I have the honor to report that I commenced this seasons Road works on the 3<sup>rd</sup> October last, and I trust by the end of this year to have a good account to render of works finished.

The formation of the Waikato Road from it's junction with Epsom Road, is proceeding rapidly, about 40 chains = 880 yards, being now ready for metalling. A Quarry of excellent Metal has been opened at Mt S. John, and about 400 cubic yards are now ready for carting. There has been some delay here, owing to there being only one reserved road to the Quarry (see plan and section) and this was found, upon trial, to be too steep to allow loaded drays to descend with safety. An arrangement has been made with Mr. TURNER for liberty to erect a shoot, from the Quarry to nearly the foot of the hill, and to allow carts to go through his paddocks on to the Road. By this the average distance for carting each load, is reduced from 2 miles to one mile, but the cost delivered on the road will be about the same, owing to the compensation required by Mr. TURNER. The increased speed in the delivery will, however, be a very great advantage.

The Carters will commence drawing on Monday, and will deliver metal on the Road commencing at the short distance, working towards the Epsom Road. I expect to get the first coat completed in 10 days. I proposed to increase the number of men employed upon this Road, by an addition of about 50, if so many can be obtained, so as to complete the works as far as the Scoria Rock as soon as practicable, and I trust I shall be ready to commence at Onehunga about 10<sup>th</sup> November.

The Onehunga Road, I am of the opinion, could be completed to the Beach by the end of December, and then I would propose to commence at Otahuhu, and by turning all our available men to that point, I think the Road could be finished, or very nearly so, before the wet weather sets in.

From the present scarcity of labour I consider it would be very bad policy to have many large works in progress at one time. Were the Works to be commenced now at Otahuhu,

labour there would cost at least 7/- per day, and if I gave 7/- at Otahuhu, the men on the other Works would be dissatisfied and would probably strike. By throwing all the strength from one work to another, more will be accomplished in the end, without such bad effect upon the labour Market. The Contract system does not work at all well in this place at present. We lack the essentials:- Viz. Plenty of unemployed labour, plenty of capital waiting investment and men who will turn their attention to it, and will compete with each other for the Works.

The Provincial Government can execute nearly all their Works at about 40% under the prices asked by Contractors, because a Contractor, bound to completed a certain work by a stated time, is very much at the mercy of his labourers, and if he requires any number of men, he must give the wages they ask. Besides, Contractors will not complete unless they can make a very large profit, there are so many channels open for their industry. The major portion of this profit we save, and I trust the Provincial Council will see fit to suspend, or withdraw their recommendations upon the subject, at least for the next year.

**An application has been made to the Officer Commanding the Troops for some 80 men and as soon as they can be spared, they are to be given, with his assistance, I expect the Cemetery and Khyber Pass Roads to be finished in about 6 weeks from their coming out.**

I have etc.  
(Sd.) Chas. SANDERSON  
Provincial Engineer.

-----

Session 2.

**Mt. St. John Great South Rd.**  
W. TURNER'S Proposal & Plan.

His Honor  
The Superintendent.

Mt. Saint John  
20<sup>th</sup> October 1854

Sir,

With reference to the verbal Communications which have passed between myself and the Provincial Engineer on the subject of the Government Carts passing thro' my paddocks from the South Road to the foot of Mount Saint John.

I beg to state, that I am willing to allow the Provincial Engineer to fence off a Roadway (which he has indicated to me) through my fields for his use during a period of twelve months from this date provided that I receive in advance the sum of Fifty Pounds; and that this permission shall be considered as not in any way to prejudice my claim for any materials that may be removed from my property by means of the said Roadway.

I have the honor to be

Sir,

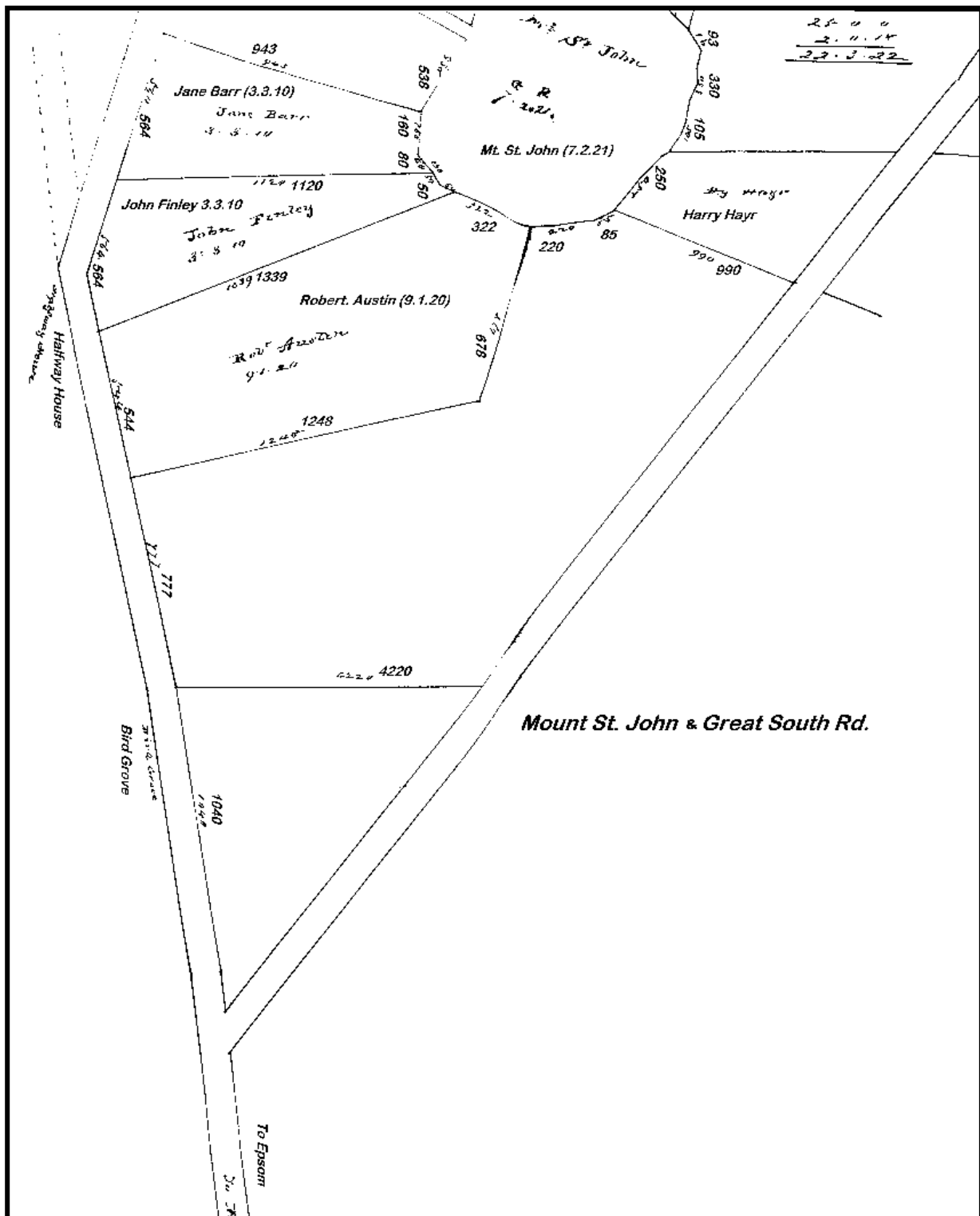
Your most Obedient Servant,

(signed) Wm. TURNER.

If a permanent road cannot be obtained along the line pencilled on the plan, I would recommend Mr. Turner's offer be accepted. We should be gainers by the short distance; the metal would be delivered with so much greater speed, and of course at a lower rate. The average distance by reserve road is 2 miles, by this line  $\frac{3}{4}$  mile.

(Signed) Chas. SANDERSON  
Provincial Engineer

**Following Plan Drawn by Chas. SANDERSON Provincial Engineer:**



Mr. BOYLAN Esq.  
Chairman  
Road Public Works

1<sup>st</sup> December, 1854

Sir,

I have the honor to report, for your information, that the Scoria bridge across Mr. McDONALD's Creek in this district, has become comparatively useless to the Settlers here, from the fact of a great portion of it having fallen out, and feeling it my duty to report the Case to you in consequence of the evidence which I had the honor to give before your honorable Committee, relative to the same bridge.

I would also respectfully draw the Attention of your honorable Committee to the very great loss and inconvenience that the Settlers in this district will sustain unless immediate attention is given to the Subject.

I have the honor to be,

Sir,

Your most Obedient Servant,

Wm. Edgecombe.

-----

Page 23.

6<sup>th</sup> Dec. 1854

### **Appropriation Bill.**

On motion of Mr. WHITAKER, the bill was read for a first time.  
Ordered for a second reading tomorrow.

Mr. WILLIAM gave notice that -- ----- on Tuesday next, he would move that an address be presented to His Honor the Superintendent, requesting him to forward to the Council, copies of a correspondence between His Honor and the Provincial Engineer, respecting the dismissal of William HAZLITT, from employment as Carter.

Mr. DILWORTH gave notice that on Tuesday next, he would move, that in consequence of the bridge over McDONALD'S creek, recently constructed, and paid for by The Provincial Engineer, having tumbled down, and the unsatisfactory manner in which other public works have been performed, there is every reason to fear that the future works of the Province may be conducted in the same way, that his Honor the Superintendent be requested to supersede the Provincial Engineer, by the appointment of some gentleman possessing the requisite practical experience, and to be called The Provincial Road Surveyor.

Mr. BUSBY gave notice, that on the Appropriation Bill going into committee he would move that instead of the sum of £2000 being appropriated to the North Road, the sum of



## Civil Engineer and Surveyor of Roads.

Date?

Under this head the Committee recommends a probationary appointment, with only a moderate salary. But they think it should be clearly understood that in the event of the duties of the office being fulfilled with efficiency which their importance demands, the appointment would be confirmed and a liberal salary awarded.

The Committee strongly recommend that all Works be done by tender and contract.

-----

**year, its tenure by the present holder will cease on the 31<sup>st</sup> instant, and as the Council have determined on the abolition of the office, and on the creation of a new one, that of Provincial Road Surveyor, the Superintendent submits an estimate of the expenditure of the Provincial Road Surveyor's department.**

R.H. WYNYARD. Superintendent.

No. 30

*Copied from Provincial Gazette: page 2.*

Provincial Road Surveyor's Department.  
Salary of the Provincial Road Surveyor be £400 per annum.  
Clerk and Draughtsman's salary be £200  
Carpenter 10s. per day (£156:10:00)  
Carter 6/- per day or £109:10:00  
Labourers £300 negatived.  
Forage for 2 horses. £120  
Two Drays and Harness £80  
Contingencies £100  
Total for department £1166  
**Salary of Provincial Engineer £400**

Charles SANDERSON Esq.

Superintendent's Office  
Auckland.

No. 1.

3<sup>rd</sup> January, 1855

Sir,

Pending the election of the New Superintendent of this Province, it is not proposed to appoint a Provincial Road Surveyor, and I have to request you will be good enough to inform me whether you are willing to carry on the duties of the department until the appointment of that Office is determined upon.

I have etc.

(Signed) R. WYNYARD  
Superintendent.

(Copy. C.H.J.? HILL)

**Session 3.**

**Provincial Engineer.**

His Honor  
The Superintendent  
Sir,

Auckland  
January 8<sup>th</sup> 1855

I have the honor of acknowledging the receipt of your letter No. 1. Requesting me to inform you whether I am willing to carry on the duties of the Road department pending the Election of a new Superintendent.

As it will enable me to complete the unfinished portions of any works I beg to state my willingness to carry on the duties of the Engineering Department of the Province as heretofore during this period.

I have etc.

Signed Charles SANDERSON  
(True Copy: C.H.J.HILL)

-----

**Appointment of**  
**Provincial Road Surveyor.**

Charles SANDERSON Esq.

Superintendent's Office  
Auckland.

17<sup>th</sup> April, 1855

Sir,

I have to inform you that the permanent appointment to the Provincial Road Surveyor ship has been conferred on Mr. George ORMSBY, and that the provisional appointment now held by yourself determines. I shall feel obliged by your handing over the papers tools etc. of your department to your successor so soon as you can conveniently do so.

I take this opportunity of stating that I do not understand the present change of arrangement as bearing any reference to your professional capabilities, to which the gentlemen composing my predecessor's Executive Council have borne honorable testimony. So far as my own personal experience extends, that is, to your office duties, I have much pleasure in stating that I have always found you zealous and efficient.

I have to inform you that a message, which I trust you may consider satisfactory to yourself, will be sent down to the Provincial Council on the subject of your retirement from the duties of Provincial Road Surveyor.

I have etc.

(Signed) W. BROWN

True Copy (signed. C.H.J. HILL)

Provincial Engineer  
His Honor  
The Superintendent.

Auckland  
20<sup>th</sup> April 1855

Sir,

I have to acknowledge the receipt of your Honors letter dated 17<sup>th</sup> April 1855, informing me that the permanent appointment to the Provincial Road Surveyor ship has been conferred upon Mr. George ORMSBY, and requesting me to hand over to him, as soon as convenient, the papers, Tools etc belonging to the Department.

In reply, I have the honor to state, that I shall be prepared to give up all the papers and Tools belonging to the Department, to the said Mr. ORMSBY on Saturday next 21st Instant at 12 o'clock.

I have to thank your Honor for your testimony that my leaving Office has no reference to my professional Capabilities. Such testimony from both your Honor and His Honor the late Superintendent, cannot but be gratifying to me, and far outweighs, in my estimation, the decision of the Provincial Council, which I cannot but consider as hasty and injudicious; and which I trust yet to be revoked, when I come before them as a private individual to whom a great wrong has been done.

I have etc.  
(Sd) Chas. SANDERSON  
Civil Engineer.  
(True Copy J. HILL)

**Petition No.7.**

27<sup>th</sup> August 1855

To the Honorable Provincial in Session Assembled.  
The Humble Petition of Charles Sanderson Civil Engineer.

Humbly Sheweth, That upon the creation of the Office of “Provincial Engineer” your Petitioner in common with the other Candidates was examined before a Scientific Commission appointed by His Honor the late Superintendent, and being recommended by them, received the Appointment. That your Petitioner took Office under many great difficulties, but giving his whole time and energies to the Duties of the Department he was enabled to overcome many of them; although much crippled in his exertions by the want of a permanent Clerk and a horse.

That in October 1854 in consequence of misrepresentations made before your Honorable Council, a Committee was appointed to Examine and report upon the manner in which the Public Works under your Petitioner had been executed. That the proceedings of this Committee were conducted in an Unparliamentary manner in as much as your Petitioner was not present at the examination of the witnesses, and was consequently precluded from a perfect knowledge of the Statements made against him; and therefore unable to refute them. That no professional or scientific men were examined before the Committee; and that the Report brought up was contrary to the evidence on record. That although this Report was thrown out by your Honorable Council, your Petitioner was subsequently suspended upon a Motion founded upon this Report, and sustained by haste charges, which your Petitioner had no means of meeting and which your Petitioner believes he can prove to have been false. That the charge of “want of practical knowledge “ your Petitioner believes the works executed under him will be quite sufficient to disprove. That by these proceedings great injury has been done to your Petitioner. Your Petitioner therefore prayeth that this his petition may be referred to a Select Committee of your Honorable Council, and that he may be heard before such Committee by himself, his Council, Agents and Witnesses, and that such relief in the premises may be given to your Petitioner as to your Honorable Council may seem meet.

And your Petitioner as in duty bound will even pray,

Chas. SANDERSON.

Civil Engineer.

(True Copy: J.T. BOYLAN)

## **Whangaroa Bridge.**

His Honor  
The Superintendent.

Raglan.  
16<sup>th</sup> October 1859.

Sir,

Not having been favored with any instructions since Your Honor's visit to Raglan (when I was unavoidably absent) I have the honor to solicit the favor of your informing me whether the Committee for forming the Waipa Road is to proceed with then work.

I beg to state, that the bridges we propose making are not the best that could be made, but the best of which the money placed at our disposal will admit, and I beg to bring to your Honor's recollection, that we expressed the opinion that when the road is formed by the Government, it should be kept in repair by the Settlers.

Until a road is open from Raglan to Auckland, via Waipa, the capital of the Province will remain almost inaccessible by land.

Last month, when travelling from Auckland, I had to remain from the afternoon of the 8<sup>th</sup> till the morning of the 9<sup>th</sup> on the sands on the North Shore of the Waikato Heads, where there is neither shelter, wood, or water. And a herd of cattle I sent to Auckland last month would not cross the Waikato Heads and the cattle still remain on this side of the Waikato River.

A year having elapsed since the conditional grant of £200 was made to the Raglan District and a small portion of it only having been claimed and little prospect of the remainder .....

I have etc etc  
(Sd.) William WALLIS

-----  
Session 14

## **Okete.**

Raglan  
24<sup>th</sup> June 1861

Sir,

Enclosed I have the honor to forward you the plan by which it is proposed to complete the Okete Bridge, so as to render it available for Horses, teams of Bullocks etc.

The parties willing to undertake the work will complete it entirely according to plan, for the sum of Eighty five pounds sterling (£85)

The present length of the Bridge is 45 feet 6 inches and it is proposed to lengthen it 70 feet, namely 40 feet at the West end and 30 feet at the East end. This is necessary on account of the heavy floods during the winter season.

It is also proposed to strengthen the present bridge which as you will perceive from the plan is of a very frail character the struts being simply nailed to the upright instead of being let into the wood. The Bearers will also be bolted down to the stringers.

I have etc. etc.  
(Sd.) Wm. H. WALLIS

Memo.

Referred for Mr. SANDERSON's examination and report on the enclosed plan and estimated Cost.

(Sd.) J.W. July 3/61

Memo.

The plan appears to be sufficiently strong, and the value calculated with reference to the original cost of the centre portion is fair. The value of the work here or within 70 miles of Auckland would be £78

(Sd.) Chas. SANDERSON. C.E.  
6/7/61

-----

### Southern Cross Newspaper.

To Carpenters and Builders.  
Tenders will be received until noon on  
WEDNESDAY, (Tomorrow) 8<sup>th</sup> February,  
1860. For the erection of a Dwelling-house  
at the Tamaki Heads.  
Plans and specifications can be seen by applying to  
Chas. SANDERSON.  
Civil Engineer and Architect.  
27<sup>th</sup> Jan. 1860 Queen-street.

**Whau Bridge To Cabbage Tree Swamp**

(Proposed new line from Whau bridge by Mt Albert to Cabbage Tree Swamp.) The saving of Distance, measured on the map by Mr BABER, is about half a mile. The line is quite practicable and would not require any extensive or expensive works. It has the advantage of passing close to Mt. Albert, which would open a road for metalling the other portions of the North Road. The cost supposing the owners to give the land, would be about £900 metalled to the Whau bridge.

(Sd.) Chas. SANDERSON  
C.E. 16/3/1860

**NOTICE** (Southern Cross)

Notice is hereby given that Mr. Charles TOTHILL has this day retired from the firm of SECOMBE, BLEASARD & TOTHILL, Of the **TAIRUA SAW-MILL** Company, and that in future the business of the above Company will be carried on under the name of **SECOMBE & BLEASARD**, who will receive and pay all debts due to and by the late Firm of SEACOMBE, BLEASARD and TOTHILL.

Dated this second of August 1860.

Richard SECOMBE

R. BLEASARD

Charles TOTHILL

Witness- Samuel JACKSON, Solicitor, Auckland.

**[Charles SANDERSON was accidentally killed at this Mill while helping a friend, Mr SEACOMBE- 1871.]**

**Waikaukau Bridge. Kaipara Bridge:**  
**Tamaki West**

His Honor  
The Superintendent  
Auckland  
Sir,

Auckland  
Nov. 5<sup>th</sup> 1860

Some time back I had the Honor to inform you that the Waikaukau Bridge had been carried away. As the want of a bridge over the Waikaukau is a very great inconvenience, I beg to propose for your Honor's approval, to build a bridge from the old plank, on stringers long enough to reach from side to side with stays to strengthen it, and check the vibrations, to be made fast by two chains 25 feet each, so as to allow the bridge to float in high freshes. I will undertake to build and chain the above for Twenty five pounds.



I have the honor etc,  
(Signed.) W.F. BLAKE.  
(True Copy Fred NAUGHTON.)

Memo.

The only permanent mode of constructing a bridge at this place is the one estimated for in my report of September last. viz. to raise the whole bridge above the level of the highest freshes. When a bridge floats or is only just above the water level, it forms a dam of roots, trees and rubbish brought down the Creeks, and the pressure is almost certain eventually to carry it away. The plan proposed by Mr BLAKE, is open to the above objection, but there might not be such a fresh as the last for some years. The price is very small for the accommodation offered. I therefore respectfully suggest that Mr BLAKE'S offer be accepted.

(Signed) Chas. SANDERSON C.E. 9/11/60

Memo.

This bridge is the Waikaukau bridge, replaced some time ago by Mr BLAKE. It will answer for some time to come, and therefore unless there was an immediate necessity to provide for traffic, I do not think it would be advisable to take any steps towards building a new bridge.

(Sd.) Chas. SANDERSON C.E.  
3/12/61

-----

Specification of work to be done in completing

**Drake Street.**

A cutting 60 feet in length by 1 foot 3 inches in depth (extreme) is to be made at the entrance of the present cut. A Cutting 180 feet in length 3 feet extreme depth is to be made just by the Block House. Both of these cuttings are to have the same bottom width, as the present cuttings and the sides must be cut to slope 1 in 1 the earth taken from these cuttings is to be deposited near the Bridge, as directed by the Engineer.

The water tables are to be cleared out, and the road trimmed up for metalling. All hollows, sinkings etc. must be levelled up, and the rest of the road brought to a fair general level Above the Public House, a wood box drain – 9 inches in the clear, each way- must be placed across the road; and a wood box and grating similar to the one at the corner of Wellesley Street, and Queen Street must be fixed. The whole is to be of 2 inch Kauri, well tarred pervious to it's being spiked together. A 2 inch wood and shoot must lead from the mouth of the pipe to prevent the bank from being cut into. This must also be tarred. A rough retaining wall of large Scoria Stones, laid dry, 3 feet in 4 foot base, and 2 feet at it's top is to be constructed along the beach at the foot of the Bank, for a distance of 80 feet.

The whole extent of the street, from the junction with the metal at Nelson St, to the centre of Union Street is to be a uniform width of 16 feet. The first Coat is to be very fine rust coloured ash, 3 inches thick on the cuttings and 5 inches thick upon the Bank. The top coat is to be 6 inches of medium sized scoria ash evenly spread. The Contractor is to keep the ruts raked in for one calendar month after the completion of the metalling. The work is to be completed by the 15<sup>th</sup> day of June 1861. Should the contractor not use the due diligence in prosecuting the work, it shall be the option of His Honor the Superintendent, upon giving one weeks notice to the Contractor, to cause the Contract to be re let, or to complete the same as he may think fit at the Contractors expense.

All the work is to be done to the satisfaction of the Engineer.

The Tender is to be in a lump sum for the whole work. Payments will be made fortnightly to the value of 5% of the work done.

Sd. Chas. SANDERSON. C.E.

25/4/61 (True Copy J.N)

Completion of Victoria Street and Drake Street as specified £237:0:0

Signed} James WILLIAMSON & J. BELL

Signature of Sureties: (SD.) David DAVIDSON & Jas. PATERSON.

We recommend that James WILLIAMSON'S tender be accepted.

Signed} Chas. SANDERSON & R.B. LUSK

-----

Box 13. **Names of Places in the Public Streets which are  
Dangerous to foot passengers etc.**

His Honor  
Police

Inspector of

The Superintendent,  
Auckland.

16<sup>th</sup> May 1861

1. New road leading to Parnell from Mechanic's Bay near the Bridge
2. Bank close to Messrs. NEWMAN & EWAN'S in Bank Street.
3. Cliff opposite New Zealander Office, Shortland Street.
4. Drain at Mr SOMAVILLE'S Corner at the Corner of Queen and Shortland Streets.
5. Allotments in Lower Queen Street near wharf & Custom Street.
6. Mill's Lane at the back of Mr DAVIS Store Queen Street.
7. Mills Lane at the back of Trafalgar Inn Queen Street.
8. Bridge in Victoria Street near Goal.
9. Banks in Victoria Street near Mr BOYD'S Bricklayer.
10. Small banks on east side of Queen Street opposite the White Hart Hotel.
11. Footpath in Upper Queen Street leading along at the bottom of Edward Street.
12. Roadway leading from Queen Street into Mr LORIGAN'S timber yard. (Dangerous to foot passengers being lower than the footpath.)
13. Smale's Point near Mr FIRTH'S farm which a child fell a short time back.
14. Cliff from Albert Street to Hobson Street.
15. Cliff from Hobson Street to Brickfield Bay

16. Albert Street near the Black Bull some rails broken.
17. Cliff near the Emigration Barracks from which a child fell and was killed some time ago.
18. Footpath on each time of cutting in Victoria Street near Freeman's Bay.
19. Cutting in Drake Street, Freeman's Bay.
20. Cliff by the Block House, Freeman's Bay
21. Cutting in High Street from the Lion & Lamb Public House to Mechanic's Institute.

(Sd.) James NAUGHTON  
Inspector of Police.

Memo by His Honor, "Referred to Mr MACDONALD for Mr SANDERSON'S inspection and report." (init.)J.W. May 17<sup>th</sup> 1861

### **Mr. Sanderson's** **Report**

Nos. 1, 2, 6,7,11,12 & 16 are required to be done.  
No.3. is on private land & the cliff is some little way off the path.  
No.4. requires a platform.  
No.5. is not more dangerous than the wharf itself.  
Nos. 8 & 9 will shortly be made right as the parties interested are talking of taking the necessary steps to make the path.  
No.10 Path never used at present. Rate in process of collecting for making same.  
No.13 part Private property viz. Thoroughfare  
No. 14 a Rail across the end of More Street from Harps? To Campbell's might be judicious.  
No. 17. Private property.  
No. 18 Path being twenty feet wide on each side rail not required.  
No.19 & 20 as soon as the metal is on there will be no danger as people will always walk on the metal roadway. There is another place which will also require a rail on one side if not on both, in Upper Queen Street. The whole can be put up by Mills and will require about 2700 feet Timber.

(Sd.) Chas. SANDERSON C.E.  
3/6/61

Ex. Council papers (intd.) J.W/ June 23 /61  
Executive Council 13<sup>th</sup> January 1862

Council recommended that a copy of this letter & the Memorandum enclosed be submitted to the Provincial Council.

(Signed) J. WILLIAMSON. Superintendent.

**Road From College to Flagstaff**  
**North Shore**

To His Honor  
The Superintendent.  
Sir,

Queen Street  
21<sup>st</sup> November 1861

I have to report that the cost of opening the Road from the College to Flag Staff on the North Shore will be as follows:

9 Culverts and approaches	£49:10: 0
Cutting near Signal Hill	16: 0: 0
Clearing track of Scrub	25: 0: 0
Ditches etc.	<u>40: 0: 0</u>
	£130:10:0

Say one hundred and thirty pounds ten shillings.

The portion of Road, leading from College and Stokes Point, North Shore, requires an expenditure of six pounds £6 to re-cover 6 Bridges.

I am Sir,  
Your obedient Servant,  
Charles SANDERSON C.E.  
(True Copy: Fred NAUGHTON)

-----

Session 14.

**Matakana Bridge.**

To His Honor  
The Superintendent  
Of the Province of Auckland

Matakana  
13<sup>th</sup> December 1861

We Patrick Warner CROKER, John Joevzin CAME, John MANNERS and William ARMOUR settlers in the upper part of Matakana Block of Bush Land, desire to call your attention to the great necessity of erecting a Bridge over the Main Creek which crosses the Government Road leading to our respective lots, it being now impracticable either to take in or out the Bush any cattle or stores, and during heavy rains can scarcely cross on foot. Your Petitioners, when they settled here two years since, made a Bridge at their own expense but during this season the heavy rains have entirely swept it away.

Your Petitioners feel confident that you will consider the case as one deserving of Government assistance, and that your Honor will instruct a Bridge to be put up across the said Creek, as early as possible, so that we may be able to take our produce of this season to market, and your Petitioners will feel thankful.

J.J.I. CAME.  
William ARMOUR  
John MANNERS  
P.W. CROAKER

Signed }

P.S. The bearer, Mr CROAKER, will afford any information necessary as to the width of the Creek etc.

\*Referred to Mr SANDERSON for enquiry and report.

(Sd) J.W. Dec. 17/61

Bridge is on a road, which merely leads to the farms of the 4 Petitioners. It is much required by them. The Bridge will cost about £30. These parties have cut and stumped about 1½ miles of road, 12 feet wide, through the bush, without Government Aid.

(Sd.) Chas. SANDERSON C.E. 11/1/62

Superintendents Office  
C. SANDERSON Esq. C.E.  
Queen Street  
Auckland  
Sir,

Auckland  
21<sup>st</sup> November 1861

Referring to your letter dated 21<sup>st</sup> Instant, I hereby authorise you to incur an expenditure of six pounds for re-covering three bridges on the line of Road from the College to Stokes Road North Shore.

The Expenditure necessary for carrying out the other works referred to in your communication cannot be authorized until a Vote of the Provincial Council has been obtained.

I have etc,

J. WILLIAMSON Superintendent.

(True Copy: Fred. NAUGHTON)

Memo.

This bridge is the Waikoukou bridge, replaced some time ago by Mr BLAKE. It will answer for some time to come, and therefore, unless there was an immediate necessity to provide for traffic I do not think it would be advisable to take any steps towards building a new bridge, which would cost £100 at least.

(Sd.) Chas. SANDERSON. 3/2/61

-----

## GREAT SOUTH ROAD

Session 13. Box. 11.

Papakura Association Petitions  
Rejected by Council.

Joseph MAY.

The Honorable Provincial Council of the Province of Auckland now assembled.

The Memorial of the Papakura Association Showeth, That your memorialists respectfully request, that your Honorable House will be pleased to vote such a share of the Provincial Revenue to be expended upon the Great South Road commensurate to the amount contributed by the population located along it's line, the daily increasing traffic, and the growing wants of this particular districts.

This Association would call the attention of your honourable House, to the fact that during the past winter the Great South Road was impassable in several places until

repaired by the Mail Contractor at his own cost, and on several occasions the Settlers had to pass through private property, and in some instances were threatened with action for trespass in going to and returning from Auckland.

This Association, is under the painful impression that there is not now, nor ever has been expended upon the Great South Road, a fair share of the Provincial Revenue in proportion to it's importance to the Province, and to the amount that has been, and is now contributed by the settlers located in the vicinity thereof, in the shape of customs duties, and other revenue originally derived from the sale of Crown Lands, and the amount of produce raised for export.

This Association is aware of the fact that Your Honorable Honor during the Session of 1859 voted the sum of £1,000 for General Road Repairs and believe that a fair proportion of that amount was not expended upon the Great South Road therefore most urgently request your Honourable House to be caused to be placed upon the estimates the sum of £2,000 expressly for repairing & making of the Great South Road, more especially that part of it, unfinished, running through this particular district, because two years ago it was understood by the Settlers, that a sufficient sum was voted for metalling the Road as far as Slippery Creek.....

Joseph MAY.  
Papakura 1860

.....  
purpose but were not allowed to be carried out, and that much of the metal carted, is now laying uselessly on the side of the Road.

This Association would further the direct attention of your honorable House to the fact that the traffic has increased 20 per cent during the past two years, is increasing, and that the Road is the main artery to the interior of the Colony, and the now the unfortunate seat of war.

Most respectfully therefore, do we urge upon your honorable House to give this your earliest and most serious attention, because the Road, if left in it's present state for another winter will involve the ruin of our prospects, the safety of ourselves and families, and the commercial and social progress of the Colony.

And as in duty bound we will even pray.

Willm. HAY. Chairman

On behalf of the Association.

J. MIDDLEMAS

-----

## Great South Road

## Session 14.

## Schedule of Tender received

Thomas O'BRIEN Section No. 2	£290
John COLLEDGE Section No.2	£120
O. BRIERLY Section No.1	£ 97:10
Section No.2.	£170

Alex. WHISKER Section No. 1	£190
James GALLAGHER Section No.2	£369
John LUNDON Informal	

The lowest tenders are for Section

No 1. O.BRIERLY	£ 97:10
“ No.2 John COLLEDGE	£120
(Sd) R.B.LUSK	
(Sd) Chas. SANDERSON C.E.	

-----

Schedule of Tenders received for repairing and maintaining the Onehunga Road.

	Section 1	Section 2
Alexander WHISKER	£170	
John LUNDON	145	£215
Jas. GALLAGHER	120	240
O. BRIERLY	120	230
Richd. KELLY	249	215
Thos. O'BRIEN		250

We recommend for acceptance Oysury? BRIERLY's tender for Section 1.

James GALLAGHER having waved his claim, and John LUNDON's for Section No. 2. Richard KELLY being ineligible.

(SD.) R.B. LUSK  
(SD.) Chas. SANDERSON C.E.

-----

## Schedule of Tenders received for Works on the Great South Road between Papakura & Drury.

Names of Tenders	Earth by cubic yard	Forming per chain	Mettaling per chain	Ditching per chain	Repairing metal lump	Breaking & spreading old metal lump	Six Culverts lump
1. John LUNDON	1/5	17/6	£12:15/-	13/-	£35	£92	£33
2. Seymour WELLS	1/-	12/-	£13	4/-	£45	£175	£48

We recommend that Mr. LUNDON's tender be accepted being the lowest.  
(SD.) Chas. SANDERSON C.E.  
(SD.) R.B. LUSK

-----

Session 14

### **Great South Road** **Repairs: Compensation Claims**

It cost me up to the 31<sup>st</sup> May to, put the Road in repair, £60:19/- and from that time till toe 30<sup>th</sup> September it cost me £85:16/- I have in a Statement of the particulars the additional expense was caused by the additional traffic caused by the formation of the Camp at Otahuhu. I believe that had it not been for the increase of traffic referred to I would have suffered no loss from the contract. I have allowed 15/- per day for drawing the road metal the average was 9 cubic yards per day. I was engaged carting 68 days from 31<sup>st</sup> May 'til 30<sup>th</sup> September. I paid as wages all the money stated as Paid to laborers.

The 12 days I have charged for my self I was occupied wheeling metal to the Shoot. Mr. SANDERSON reported as to the loss sustained by me up to the 15<sup>th</sup> August. I was not informed at what amount he estimated it. I was employed from 15<sup>th</sup> August till 1<sup>st</sup> October drawing metal on an average of 4 days a week. and in conclusion I beg to add that I believe neither your Honor nor any one in your Honor's Government would permit any poor man to be a loser without recompense.

I have etc (signed) James GALLAGHER  
Contractor No1. Section Great South Road

Memo by Mr. SANDERSON.

Mr. GALLAGHER has kept his portion of the road in better repair than any of the others. He is, I believe, correct in estimating the traffic at double that of last year, owing principally to the Camp at Otahuhu.



The Camp at Otahuhu being a fact unforeseen by any one is the only ground in my opinion upon which he can rest any claim for compensation. There appears to be an error in his calculation. From 31<sup>st</sup> May to 15<sup>th</sup> August less Sundays is 65 days. He says “an average of 4 days a week.”

The number of which is 11= 44days

Value of double teams @ 5/- per day	£55
Extended to 31 <sup>st</sup> August	<u>60</u>
	£115
Less contract	- <u>99:11:11</u>
	£ 15: 8: 1

P.S. If Mr. McGUIRE has estimated for his loss up to the end of this term I must of course leave the question open. The amount of loss will be entirely dependant upon the weather.

(Sd.) Chas. SANDERSON. C.E.  
20/6/61

-----

His Honor  
The Superintendent  
Sir,

Queen Street  
24<sup>th</sup> July 1861

I have to report that Morris McGUIRE has allowed the portion of the Great South Road included in his contract for Section No.3 to fall into a very bad repair, and I have the honor to request that a letter may be written to him ordering him to repair the same forthwith.

I am etc.  
(Sd). C. SANDERSON. C.E.  
(True Copy Sd. McNAUGHTON)

Subsequent Memo. Mr. M. McGUIRE has since put this portion in repair.  
(Sd) C.S.

-----

His Honor.  
The Superintendent.  
Sir,

Onehunga.  
15<sup>th</sup> August 1861

I beg to inform your Honor that I am a Contractor for No. 1, Section of the Great South Road, and that my tender is £99:00:00 but owing to unforeseen circumstances which I could not estimate, (viz. The arrival of so many troops and the consequent increased traffic which is more than double it was when I got the Contract) I will be a looser of £42:15:0 if your Honor does not take my case into your favourable consideration and prevent the loss.

I will state for your Honors information the expenditure during the term of my Contract.

Expended to the satisfaction of the Engineer	
up to the end of May	£60:0:0
Since the 31 <sup>st</sup> May 68 days, on an average of	
4 days a week of a two horse Dray and two }	£85:0:0
men, at one pound five shillings a day	
Expended since 31 <sup>st</sup> May on	
Repairs to Shute	£1:15:0
	<hr/>
Total	£146:15:0
Contract	99: 0 :0
	<hr/>
<b>Leaves me a looser of</b>	<b>£47:15: 0</b>

-----

Mr. Henry SNEGLAR  
Otahuhu

Superintendent's Office  
Auckland.  
22<sup>nd</sup> November, 1861

Sir,

I have the honor to inform you that your petition for extra payment on account of the Great South Road Contract, having been referred to the Superintending Road Surveyor, that Gentleman reports that he is not aware of there having been much extra traffic on the part of the Road contracted for by you, and that he cannot therefore recommend the granting of compensation in your case.

I have etc.  
(Sd.) J. WILLIAMSON  
Superintendent.

-----

Session 14.

Otahuhu Great South Road

To His Honor  
John S. WILLIAMSON Esq.  
Superintendent.

Otahuhu  
26<sup>th</sup> August 1861

Sir,

The petition of your obedient Servant humbly sheweth that he has sustained a serious loss in the repairing of Sections Nos. 3 and 4 of the Great South Road. Your Honor will be kind enough to bear in mind, that the time the tenders were issued for the repairing of the above sections we were entirely ignorant that the traffic this winter would be more than it has been for the past ones, but since May last, that is since the camp has been pitched at Otahuhu, the traffic has become far more than double to what it ever has been over these Sections and consequently has compelled me to expend a much larger sum up to this period than would be due to me at the completion of my Contract.

Under these circumstances, I hope your Honor will be kind enough to take this petition into consideration as what I have stated to you can be certified by both residents and persons who have travelled over the roads for the past winter.

(Sd.) Morris McGUIRE

Referred to Mr. SANDERSON (Sd) J.W. August 31<sup>st</sup> 1861

Mr. McGUIRE has not been keeping his Section in good repair. Any recommendation must entirely depend upon his future conduct in this respect and cannot be made until the termination of his Contract.

(Sd.) Chas. SANDERSON. C.E. 2/9/61

Executive Council Papers (Sd) J.W. Sept 10/61

September 11<sup>th</sup> 1861

Council recommended that the application for an extra allowance should not be entertained until the contract has been fulfilled.

(Sd.) J. WILLIAMSON.  
Superintendent.

-----

To His Honor  
John WILLIAMSON Esq.  
Superintendent.  
Province of Auckland.  
Sir,

Otahuhu  
9<sup>th</sup> Sept 1861

We the undersigned are of the opinion that Morris McGUIRE has sustained serious loss in the repairing of the Great South Road for the past winter from the unusual quantity of traffic over it and the clemency of the weather, and we consider that he is fairly entitled to compensation.

Signed:

John HAIL  
Wm. J. YOUNG  
J. RODGERS  
Wm. HUNTER  
Donald CLARK  
Thos .M. KING  
Thos. SHIPHERD  
W. BUCKLAND  
C. SHIPHERD  
James KILLON  
Wm. HULL  
Saml. C. Baird  
? WALLACE Mangere  
J.SCOTT ditto

Alfred BUCKLAND  
Thos. WILLIAMS  
Chas. EWEN  
Geo. GIFFORD  
T.B.M? LARNON  
J. MACKY  
Robert ROBERTSON  
Jas. WALLACE  
Chas. TAYLOR  
William GOODFELLOW  
Mr. WALLACE. Flat Bush  
Fred. D. YONGE  
Joseph WEST  
Walter RUNCIMAN

M.G. NIXON

Jas. WALMSLEY

In conclusion I beg to add that I believe neither your Honor nor any one in your Honor's Government would permit any poor man to be a loser without recompense.

I have etc.

(Signed) James GALLAGHER

Contractor No 1. Section

Great South Road

Memo by Mr. SANDERSON.

Mr. GALLAGHER has kept his portion of the Road in better repair than any of the others. He is I believe correct in estimating the traffic at double that of last year, owing principally to the Camp at Otahuhu.

The Camp at Otahuhu being a fact unforeseen by any one, is the only ground in my opinion upon which he can rest any claim for compensation.

There appears to be an error in his calculation. From 31<sup>st</sup> May to 15<sup>th</sup> August, less Sundays is 65 days. He says "an average of 4 days per week, the No. of which is 11 = 44 days.

Value of Double Teams @ 5/- per day      £55

Expended to 31<sup>st</sup> August                              60

£115

less contract                              99:11:11

estimated loss                              15: 8: 1

P.S. If Mr.G. has estimated for his loss up to the end of his term, I must of course leave the question open. The amount of loss will be entirely dependant upon the weather.

(Sd) Chas. SANDERSON. C.E. 20/8/61

-----

(Box 12) Otahuhu

8<sup>th</sup> October 1861

### **Humble Petition of Henry SNEGLAR.**

Your Petitioner humbly sheweth, that he contracted for a portion of the Great South road from Mr. MACKAY'S to the Ligar's Corner, not being aware that there would be so heavy a thoroughfare on account of the Troops, he humbly hopes that His Honor the Superintendent will be kind enough to recommend him to the Provincial Council for compensation.

Names Signed:

John McANULTY

Barthm. M. LLEVY

Charles GAZE

Charles GOODWILL

Henry PARSLOM

James BARRBAY

James MACKY

R.B. BRETERSON? (PETERSON?)

Wm. ABSOLOM

John ROBINSON

W. RICKIT  
 Hugh ROWSE  
 Thomas RODGERS  
 Wm. LINDSAY  
 TRIMBILL?  
 Wm. DIXON  
 R.R. HUNT  
 John THOMPSON  
 G.R. RELTON?  
 James FOLEY

William WILLIAMS  
 Dennis GEORGE  
 John FAHEY  
 George SMITH  
 Wm. OLIVER  
 John COOK  
 Danl. SIMPSON  
 William MACKY  
 Thomas PEEK  
 Edmond F.l...

...

Referred for Mr. SANDERSON'S consideration.

I am not aware of there having been much extra traffic on this portion of the Great South Road and cannot make any recommendation upon the subject. (Sd.) Chas. SANDERSON 9/10/61

-----

Session 14.

**Great South Road**  
 Schedule of Tenders received.

Names of Tenders	Section 1	Section 2	Section 3
James -WILLIAMSON	£1095		
2. Jesse SAGE	£449:10		
Chas. BARTON		£375	
Alex. MUIR Junr.		£1428:15	£1827
Wm. ABSALOM	£740:10	£700:10	£575:10
S. WELLS			£911:15
GIFFORD & McLARNON	£1450	£650	£850
Patrick NOLAN			£475
John LUNDON	Informal		

The lowest tenders are:

For Section 1. J. SAGE £449:10

“ 2. Ch. BURTON £375

“ Patrick NOLAN £475

Sd. Chas. SANDERSON C.E.  
 R.B. LUSK

-----

Session 14.

Schedule of Tenders  
received 19<sup>th</sup> February 1862 for  
**Repairing and Maintaining Great South Road.**

Names of persons tendering	Section 1.	Section 2.	Section 3
S. WELLS			£1150
Charles BURTON	£750	£856	£900
James GALLAGHER	£590		
John LONDON	£470	£400	£620
Jesse SAGE	£680		
WM. ABSOLOM	£445	£572	£732
John BROWN		£605	£1250

We recommend for acceptance William ABSOLOM's for Section No.1. and John LONDON's for Sections No. 2 & 3.

**Great South Road.**

Session 14.

25<sup>th</sup> March 1862

Evidence from:

Henry ALLRIGHT. [Assistant to Mr. SANDERSON.]

Henry ALLRIGHT, I am assistant to Mr. SANDERSON the Provincial Engineer. I was constantly engaged in inspecting the Great South Road last winter. I know the different Lots contracted to be kept in repair by James GALLAGHER & Maurice McGUIRE. GALLAGHER's Lot was kept in a fair state of repair during the period of his contract. Whenever Mr. SANDERSON or I pointed out anything that required to be done it was immediately attended to. I believe that had there been no extra traffic on the road, GALLAGHER's contract would have yielded him a small profit.

The Lot No.3 (between AMMES Bridge and Tamaki Bridge) contracted for by Mr. McGUIRE, was affected by the additional traffic. I do not consider that Lot No. 4 (from the Tamaki Bridge to MACKEY's Corner) was materially affected by st—st was only so to a small extent.

I consider the price at which he contracted for No.3 was a fair price under the usual circumstances. Mr. McGUIRE allowed this part of the road to get into very bad repair

‘till the month of August when I, by Mr. SANDERSON’s directions, engaged a number of carts to draw metal for it. Mr. McGUIRE then agreed to employ these carts himself and put the road in repair.

Lot No.4 I consider was taken by Mr. McGUIRE at too low a rate under any circumstances. It was in very bad order when he took it. He neglected the draining of it, which made it much worse. He was bound to re-drain it. He got permission to leave the draining till the first rain would come to soften the ground, and when the rain came he did not do it. In fact the draining was the last job he did on the road. His attention was frequently called to the necessity of going on with the draining, but it was not done. In my opinion the road would not have taken nearly so much metal had the draining and forming been done at the proper time. The road was not put in repair for about a month after the period fixed by the contract. I do not consider that any compensation is due to Mr. McGUIRE with respect to Lot.No.4 With respect to No.3 he certainly had a great deal of extra labour, which could not previously be calculated upon.

(Sd) Henry ALLRIGHT

True copy. R.B. LUSK.

Auckland

22<sup>nd</sup> May 1862

Having been appointed by His Honor the Superintendent, and by the parties claiming compensation to determine what compensation should be given Messrs. Maurice McGUIRE & James GALLAGHER, for the loss sustained by them on the contracts for keeping the Great South Road in repair, owing to the increased traffic caused by the establishment of a Military Camp near Otahuhu, we have met this day and have agreed that in case of our not agreeing Mr Alfred BUCKLAND shall be appointed umpire and that his decision shall be final.

### Evidence.

James GALLAGHER took a contract for keeping a portion of the Great South Road in repair from 1<sup>st</sup> March till 1<sup>st</sup> October. That part was from the Junction Hotel to Mr. David McLEAN’S corner beyond the Harp of Erin. The amount received under the contract was £99.

Auckland

-----  
25<sup>th</sup> March 1862

### Memorandum.

Taking the whole matter into consideration; on seeing that Mr SANDERSON estimated Mr. GALLAGHER’S loss at upwards of fifteen pounds, up to the 15<sup>th</sup> August and that about seven weeks work was done by him after that period, we agree toward the sum of Thirty five Pounds in full compensation to James GALLAGHER.

Signed R.B. LUSK

John GRIGG

Maurice McGUIRE. I contracted to keep in repair two sections of the Great South Road from the beginning of March till 30<sup>th</sup> September 1861. I received for Section No. 3. Eighty pounds and for Section No 4. Two hundred and ninety pounds.

Section No3. Extends from AMMES to Tamaki Bridge and  
No 4. From Tamaki Bridge to Mr MACKAY'S Corner.

Costing:

Paid	DONNELLY	4:14:06
	HOLDSWORTH	44: 8: 0
	PEGLAR	9: 4: 6
	RICKETTS	4: 6: 0
	McLAREN	27: 0: 0
	SNEGLAR	11: 6: 0
	ABSOLOM	50: 0: 0
	ARTHUR	<u>47: 0: 0</u>
		£197:19: 6
My own two teams were employed for 9 months		£150: 0: 0
		347:19: 6
	LASEY	<u>38: 0: 0</u>
		£385:19: 6

Laborers Wages:

P? W? CROERY?	£15
Wm. BREEM	8:10/-
Js. COBENE?	12:10/-
Martin McGUIRE	50:0 :0
James HUGHES	30:0: 0
P.M. McGUIRE	30:0: 0
Thos. FOLLIS	23:0: 0
(Casting) Chas. GIFFORD	21:0: 0
Three Laborers	<u>5:2: 0</u>
	<u>220:17 0</u>
	£606:16:6

I have omitted payments to three laborers vise KINGSBURGH, STEWART and BROWN, amt. In all (inserted above.) I will produce my book and the original receipt for payments on Tuesday. My portion of the road was passed, by Mr. SANDERSON, as having been put in good repair by the 31<sup>st</sup> May. I will endeavour to show on Tuesday what amount had been expended on the road up to that date.

Memorandum.

Auckland 25<sup>th</sup> March 1862

The Arbiters having considered the whole case agree to award to Maurice McGUIRE the sum of One hundred and eighty pounds as full compensation for the loss sustained by him



Signed R.B. LUSK  
John GRIGG  
-----

## **Great South Road Onehunga**

Session 14.  
His Honor  
The Superintendent  
Auckland.  
Sir,

Onehunga  
8<sup>th</sup> March 1862

We beg respectfully to call your Honor's attention to the road at Onehunga called Princess Street, and to the absolute necessity, which exists for the building of a proper culvert for carrying off the water, which is now dammed back by the road. Whenever there is a copious fall of rain, the land around the houses occupied by Mr. FURLEY and other inhabitants in the immediate vicinity is quite under water and such water in wintertime is frequently of such depth as to be dangerous for children. The culvert which at present exists is altogether insufficient to carry off the water and we believe that one of much larger size is requisite, and trust that your Honor will take the necessary steps before the winter comes on for having the proper works proceeded with.

We have etc.

(Sd.) Samuel FURLEY  
Richard LAISHLEY  
Thomas EDWARDS  
W? H. WILLWAY  
John WILKINS  
G. GREY  
WM. Stuart WILD  
James MISSIS?  
Jms. COOK  
Nelson SPALDING  
C? GEORGE  
Thomas PARNALL  
Math? REID

Memo

The culvert is too small and the water course at outlet requires to be deepened. The cost would be about £25 and would be a great boon to the owners of the property near the road.

(Sd.) Chas. SANDERSON C.E. 11/3/62  
-----

Session 14.

## Great North Road.

His Honor  
The Superintendent  
Sir,

Auckland  
25<sup>th</sup> November 1861

At the request of very many Settlers and Land Owners in the Northern Division, we beg to ask your Honor, to forward our wishes and interests, by causing to be placed in prominent parts of the Great North Road (between a bridge near HENDERSON and McFARLANE'S Mill called PARTRIDGE'S Bridge and the Bridge on the Kaihekatea Flats) a few Finger Posts or land marks of some kind to enable us to discern the intended line of Road between these two places, as at present there being so many tracks, that parties with Cattle become confused and those newly in the Country not acquainted with it's bearings entirely to loose their way.

The desire to bring this matter before you is very general with all having properties northward, and many signatures could be obtained but for the distances between Settlers. In the meantime, we beg to submit the great want of such marks in this locality to you, and have confidence that you will give it your attention.

We have the pleasure to be etc.

(Signed) Arthur FENNELL  
William LAMONS

Edward BULL  
G.B. HAIR

I beg to state that the compliance with the request of the above gentlemen will be a great public benefit. (Signed) Jerome CADMAN.

Memo by His Honor" Referred for Mr SANDERSON'S inquiry and report." (Int. J.W. 30/11/61)

Mr SANDERSON'S reply. The Cost will be £20

(signed) C. SANDERSON C.E. 11/1/62

His Honor  
The Superintendent  
Sir,

Watemata Mills  
24<sup>th</sup> Feby. 1862

We some time back addressed you regarding the state of the Great North Road which passes over the Ki Ka Tea Flat and also the crossing of a small Creek near MAXWELL's Landing and we beg again to remind you of this as even in present state a dray cannot pass over and when rain falls it will not then be passable for cattle hoping that it will be made passable for this winter

We have etc

(Sd.) LAMB & MELVIN

Memo.

This is the new line cut by Mr. HILL which is used by nearly all the people North of Lucas Creek. Requires two Bridges cost about £50.

The Kakikatea Flat requires 3 culverts and 2 miles of ditching

Cost about £89:0:0.

(Sd) Chas. SANDERSON. C.E. 12/3/62

His Honor

The Superintendent

Queen Street

5<sup>th</sup> May 1862

Sir,

I have the honor to draw your attention to the amount voted, as per Appropriation Act, for Road Repairs viz. £2500. Deducting the amount specially appropriated by Contractors for Onehunga and Great South Roads, there will remain a sum of £700 for the repair of the Roads and Bridges of the whole of the remainder of the Province.

This sum is far too small to meet the contingencies likely to arise during the winter, and unless a further sum be placed upon the Supplementary Estimate, I fear it will cause great inconvenience to the Country Settlers. I therefore respectfully suggest to your Honor the impassive necessity of placing a further sum of at least £1000 upon the Supplementary Estimates for the purpose of Road Repairs.

I am Sir, Your obedient Servant

(Sd.) Charles SANDERSON. C.E.

(True Copy Sd. Robert LUSK)

-----

## Local Improvement Act Suggestions.

His Honor  
The Superintendent  
Sir,

Queen Street  
7<sup>th</sup> December 1861

I beg respectfully to call your Honor's attentions to a few suggestions regarding the Local Improvement Act 1858 which I am of opinion requires certain alterations to render it more extensively useful.

The Act in it's present form has done much good, by shewing persons that if they need help, or tax themselves they can get their property largely increased in value by having practical roads made. But it has this disadvantage - few people calculate the cost of works, and if they are rated, they suppose that whatever the amount of the rate may be, they are to get all the works they petition for, although these works would be worth 3 or 4 times the money at the Engineers disposal.

The consequence of this is that instead of laying out the work to the best permanent advantage, the Engineer is compelled in most cases to say- I have a certain sum of money to spend, how can I arrange the work so as to make the money go farthest. He is consequently obliged to cut down his works to the lowest possible point of expense; he has no margin for contingencies, and must often risk a great many chances.

Set the parties petition for works as at present and let Estimate of complete works be prepared. Then let the rate be struck, at the present rates if though advisable, for one or two or three years, as the cost may require. Upon the payment of the first moiety, let the Provincial Government cause the works to be executed, advancing the Funds requisite for the purpose.

Let the Ratepayers pay interest at the rate of 10% on all sums paid by the Government over and above the amount of the rate and moiety- thus suppose the works petitioned for in a certain street would cost the sum of £300: 0:0

The rate and moiety for 1 year would be say	<u>120: 0:0</u>
Leaving for Provincial Government to advance	£180: 0:0
upon this 1 years interest @ 10%	<u>18: 0:0</u>
Due from Street	£198: 0:0
2 years rate and moiety	<u>120: 0:0</u>

Balance due Prov. Government	£ 78: 0:0
Interest @ 10%	7:18:0
Leaving to be met by 3 <sup>rd</sup> year rate	<u>£95:18:0</u>

These rate I presume would be good security should the Provincial Government require to borrow money for the purpose of meeting the demands upon the Funds. Works permanently completed would be done at a less eventual cost, and in far more efficient manner, than in the present style.

Clause 2. Is defective in so much as it does not clearly define that in streets forming the boundaries of the town, or suburbs, both sides are to be considered as being liable to the higher rate. At present in the Franklin Road one side rates as per foot as in the town, the other side claims to be rated at per chain as in the suburbs, yet both are equally benefited by the improvements. In the same way in the streets forming the boundaries of the building block, on side rates at 2/6 per foot the other side at 1/6 per foot.

Clause 3. The occupier of the House should be the person rated, and should pay the rate to the collector; but the rate should be a charge upon the Landlord, and should be deducted from the rent by the tenant, in a similar way to that which the Income tax is arranged at home. Should the House be unoccupied and the Landlord not in the Colony, the tax should remain upon the House as the Parish taxes do in England. The Collector should not be bound to call oftener than twice, for the rate. After the second call the party rated should be bound to call upon the Collector, and if not paid within a certain number of days, a summons should be issued.

Clause 6. In cases where one side or a portion of one, of a road, is the property of the Provincial Government, I think they should pay for the rate. Places of Worship also should either be rated, or be paid for by the Provincial Government; for although some of the inhabitants of a street, may attend the place of Worship in that street, it is hardly fair to cause the whole of the expense of making a footpath or a road, in front of these places, fall upon the inhabitants of that particular street.

In cases where Retaining walls are required, as in crossing Gullies etc. I would suggest, that if the proprietor agrees to build the wall upon his own property, half the cost of such wall shall be allowed to him, and he shall have the wall for the Basement of a house or other purpose; but if the wall has to be built by the Government, on the street line, then the proprietor shall not be allowed to interfere with it in any way, without special written permission.

In the above, I have set down those points which have more particularly come under my own observation; regarding the collection, I have no doubt Mr. LUSK the Provincial Accountant, will have some valuable suggestions to make; and the legal department of course is in the hands of the proper officer.

I am Sir,  
Your Honors obedient Servant,  
(Sd) Charles SANDERSON C.E.

(True Copy: Robert LUSK)

-----

Session 14

### **Farmers Rubbish on Road**

His Honor  
The Superintendent.  
Sir,

Queen Street  
1<sup>st</sup> February 1862

I have the honor to call your attention to a very **pernicious** practice, which obtains among the farmers in the neighborhood of Auckland. I allude to the custom of strewing the docks upon the metalled roads. On the road leading from the Harp of Erin there is 3 chains of metal, thickly covered with the dead weed. I am of the opinion that no person should be allowed to throw rubbish on the roads and I would respectfully urge upon your Honor the necessity of taking steps to put a stop to the practice.

I have etc

(Sd.) Chas. SANDERSON. C.E.  
(True Copy Robert LUSK.)

Session 15

### **Mr. SANDERSON'S Report on Northland**

Session 15

His Honor.  
The Superintendent.  
Sir,

30<sup>th</sup> December 1861

In obedience with your Honor's request on the 11<sup>th</sup> Dec. last, I left Auckland @ "Kiwi" to Monganui at which place I arrived on Friday 13<sup>th</sup>. I lost no time in proceeding to deliver my letter of introduction to Captain BUTLER who immediately introduced me to the Revd. Mr. MATTHEWS of Kaitai, who happened to be in the store at the time, the latter gentleman kindly undertaking to shew me the Road. On Saturday I started in his company for Kaitai. Here I was fortunate to find a Mr WALPOLE who was about proceeding to Ahipara on Monday morning we rode over and I delivered my letter to Mr SHANNON who kindly accompanied me over the line of the Road and pointed out the Works required. I returned to Monganui the same night.

On Tuesday Mr. WHITE was kind enough to act as my guide to the Oruru Valley. On Wednesday I visited Mr BALL at Kohumara when that gentleman and his son

accompanied me over the line of the road in their valley. I then proceeded to Wangaroa, arriving there the same evening and delivered my letter to Messrs. BELL and FERGUSON. On Thursday I proceeded to the Tirite via Kigo River and upon calling at Mr KIDD'S found that he had just left for the Keri Keri at which place I was fortunate to find him and I received from him all the information in his power.

On Friday I proceeded to Wainua via Waimate. Unfortunately Mr. H. LAURIE was absent from home and I was therefore unable to obtain any information relative to the Ferry your Honor spoke about. Nor did Mr WEBSTER of Hokianga whom I met on the road know where it could be unless it be over the Creek by the Maorie Settlement at Wainua. On Saturday I reached the Bay of Islands and finding that the Sylph was to sail in the evening, I thought I thought it would be better to run up to town and clean off any work which might have accumulated during my absence, previous to making my visit to Wangarie.

I attach hereto a list of the various works and Sums I should consider necessary to be voted for each particular Road.

I have the honor to be, Sir,  
Your Most obedt. Servant  
(Signed) Chas. SANDERSON. C.E.

### **List of Roads etc. & value of Works required.**

Monganui:	A small Pier off the Custom House & a few small works on the Beach Road	£50
Monganui & Kaitia:	A Ferry at Taipai is much wanted. There was one kept by a man who had a Bush License, but he has left. There are a number of Gullies & swamps to cross, but they can in most cases be headed & there is very little traffic. The only work I should advise is the repair of a Bridge.	10:0:0
Kaitia & Ahipara:	Kaitia Bridge to repair, 3 Bridges to erect. 1 Bridge to repair, 20 Fords mostly small, 1 side Cutting.	100:0:0
Kaitia & Awanui:	Ahipara being on the West Coast and having no harbor, labours under a great disadvantage. This can be in part overcome by opening the Road to Awanui & making that the shipping Place for Ahipara & also Kaitia.	

	1. Bridge & a few small works	60:0:0
Monganui & Oruru:	The Road crosses the river twice on a good bottom. If a Bridge be made at the second crossing it will enable the settlers to ship their produce in deep water.	120:0:0
Monganui & Kohumara:	1 Swamp by Mr. BALL's land and two small Bridges will be sufficient at present.	45:0:0
Kohumara & Wangaroa:	Bridge over Middle Creek is required and there are a few bad places in the Bush.	45:0:0
	At Wangaroa. FERGUSON wants a small Bridge on the Road to Kaigo.	7:0:0
Wangaroa & Tirite:	Two Bridges & two cuttings will open the Road for Horses, but the hill is too steep for a dray road.	55:0:0
Kidd's & Keri-Keri Landing:	Mr. KIDD has here laid out sundry works on which he proposes expending the sum of £100 authorized. They appear to be Desirable, and worth the money.	
Landing & Township:	A bridge is required over one of the two Creeks.	33:0:0
Keri-Keri & Waimate & Thence to Waima:	These Roads are in a very good order and most of the Creeks have been stoned. I am of the opinion they might be left for this year. One Bridge is required to open the Road for Dray traffic in wet weather. Ferry at Wainua.	
Waimate & Waitangi:	The sum proposed for building a Bridge over the Creek upon this road, I do not think at all	



is too high for a good work. The bottom is bad  
& the banks are rather rotten.

£300:0:0

Bay of  
Islands:

There are two private Piers here which were  
erected by the proprietors, with the promise of  
allowing all persons to land goods thereon.  
Consequently Mr. BATEMAN is of opinion, that  
another Pier is not required. Mr. BATEMAN is  
anxious for a Water Tank which he thinks would  
cost about £250, and which in his opinion would  
return in fees amounting to at least £40 per Annum.  
If there were any Harbor Endowments at Russell,  
this would be a fair charge against the same.  
They also require a small Bridge, leading to  
Sandy Beach.

£250:0:0

7:0:0

(Signed) Chas. SANDERSON. C.E.  
2<sup>nd</sup>. January 1862

-----

#### Session 14

.....these, as I was not aware whether the Government had the right, or whether it was private land, and I called Mr. KIDD's attention to this point recommending him to ascertain for certain previous to expending any money upon that portion. Regarding the extra sum, I do not think Mr. KIDD will require quite as much, as there is not any necessity for the side cuttings being made than 9 ft. on the base which will give about 16 ft. width of road. £25 should be the outside required.

(Sd.) Chas. SANDERSON. C.E.

Memo.

Referred for Mr. HEAPHY's perusal and for any remarks he may have to offer with reference to the line of road.

(Sd.) J.W. Jany. 15/62

Memo.

Paraire? Road. The road from Paringaroa? to the ?said Wangaroa is one of great utility.....[HEAPHY]

## **Prisons Board Enquiry**

His Honor the Superintendent requested the under mentioned gentlemen to form a Board for the purpose of enquiring and reporting on matters connected with the Prisons of the Province, and especially the matters referred to in a letter addressed to the Superintendent by the Provincial Accountant on the 20<sup>th</sup> December 1860.

Archibald CLARK Esq. J.P. }  
Edward MAYNE Esq. J.P. } Visiting Justice  
Daniel POLLEN Esq. J.P.  
Dr PHILSON  
Mr George MCELWAIN  
The Inspector of Police and  
The Provincial Accountant.

The Board met on Monday 18<sup>th</sup> March at the Immigration Office.

Present: Dr POLLEN, Dr. PHILSON, Capt. MAYNE, The Inspector of Police, Mr MCELWAIN, and the Provincial Accountant.

Dr POLLEN was elected Chairman.

The provincial Accountant's letter referred to the Superintendent's authority for forming the Board and a letter from Archd. CLARK Esq. In reply to the letter requesting him to be a member of the Board, were read. Also, a letter from the visiting Justices, recommending alterations in the ventilation of the Convict part of the Mount Eden Prison and the appointment of an additional officer in that Prison.

The Board resolves also to take into consideration the subject embraced by the Provincial Accountant letter and first "Rations" Mr McELWAIN was requested to procure to the board at it's next meeting a Dietary Scale and also the regulations connected with the prison.

The Board adjourned till Wednesday first at 2 o'clock.  
Chairman.

-----

20<sup>th</sup> March 1861. The Board Met.

Present: Dr PHILSON, Mr McELWAIN, Mr LUSK.

Mr McELWAIN produced copies of the Dietary Scale & Regulations for the Prisons at Auckland.

20<sup>th</sup> June 1861

Present: Dr POLLEN, Dr PHILSON, Mr CLARK, Mr NAUGHTON the Provincial Accountant.

**Mr SANDERSON** Civil Engineer was called in and examined.

What do you consider a proper days work for a man breaking Scoria into Road Metal?

**Answer: One Cubic Yard, that is a proper day's work in Britain, the stones being laid down for them.**

Had you under your inspection any number of persons here breaking stones?

**a. I have had 50 soldiers.**

What was the average broken by them?

**a. Slightly under half a yard. They were paid 1/6 for this work. Honeycombed Scoria is not so easily broken as the road metal was in Britain. Solid Scoria is much the same. Mr MAKEPEACE was paid 12/9 per cubic yard for road metal broken and delivered on the in 1854. The carting would cost about 5/- per load, leaving 7/9 for collecting and breaking the stones. The honey combed scoria will take nearly double the labour that it would to break the other and make much worse road metal.**

What quantity of broken metal is contained in a box 3 feet square by 14 inches deep?

**a. One third & one eighteenth of a cubic yard.**

Would you recommend that no honeycombed Scoria should be broken for road metal?

**a. I would.**

Chas. SANDERSON C.E.

-----  
**Goal Repairs**

His Honor  
The Superintendent  
Sir,

Auckland Goal  
December 17<sup>th</sup> 1861

I have the honor to report that the Brickwork around the Boilers and Cook House of Mt Eden Goal is in a dangerous state from fire as the Boilers want to be reset in Brick. And I also have to report that the fence around Auckland Goal is in such a rotten state that I dread the occurrence of some serious by it's falling into the yard when we may not expect it. We have done all that can be done in the way of but so rotten is the timber that it will not hold a nail.

I have etc,  
George McELWAIN Goaler.  
(True Copy: Robert LUSK)

-----  
Memo by His Honor

Referred for Mr. SANDERSON'S inspection and report.

(init.) J.W. Dec 17/61

Mr. SANDERSON'S reply.

Mt Eden Stockade.

There are 4 Boilers requiring to be reset, and the kitchen chimney is out of repair. The chimney of the Guard Room also requires to be repaired. There is a Gully Hole required by the W.C. at present the rains carry the sand and dirt and deposit it under the Closets, stopping up the exit for the soil. Cost about £12:0:0

The Officials report that the Boilers are far too small, and the kitchen is very confined now the Goal is so full. If it were possible W. FLYNN would like a new kitchen built away from the yard, so that the prisoners could not get into it. At present they are continually getting in.

-----

Auckland Goal.

The fence is rotten, a new fence will cost                   £210:0:0

Can be repaired at a cost of                                       £100:0:0

Sd. Chas. SANDERSON C.E. 11/1/62

Mr. McELWAINE handed to me on 17<sup>th</sup> December last (1861) a Statement of articles which he thought would be required for Auckland and Mt Eden Goal for the year 1862. He says he allowed for the Hard Labour men and Convicts to increase to 125 for and 35 prisoners in Auckland Goal. I have calculated the cost of these articles in conformity with tenders formerly received.

R.B. LUSK.

@ 18/-	87 pairs blankets	£ 78:16:00
7/6	87 Woollen Rugs	34:10:00
3/-	320 Scotch Twill Shirts	48:00:00
12/6	320 pairs Boots	200:00:00
2/6	270 Pairs Duck Trousers	33:15:00
6/6	50 pairs Moleskin "	16: 5:00
6/6	125 Blue Serge Shirts	40:12:06
5/-	125 Hats	25:00:00
1/-	25 yards Toweling	1:05:00
1/3	36 pairs Socks	2:05:00
4/6	250 Smock Frocks	<u>56:05:00</u>
		£536:13:06

-----

His Honor  
The Superintendent  
Auckland

Queen St  
10<sup>th</sup> January 1862

Sir,

I have the honor to report that during my inspection of the defective work at the Stockade, my attention was called to the state of the upper set of Cells. Upon examination I found them to be totally deficient of any means of ventilation.

I would respectfully request permission to fix 4 ventilators similar to those lately fixed on the Asylum, on the roofs of each of the buildings. I would also request permission to ventilate the Cells themselves, by boring a number of small holes in the ceiling boards. They also want a fireplace in the Hospital, at present they have had to go to the Cooks House at the other end of the building, which in cases of emergency is very troublesome.

The cost of the Ventilators and boring the holes in the	
Cells would be about	£10:0:0
The cost of the Chimney	<u>10:0:0</u>
	£20:0:0

I am Etc.  
(signed) Chas. SANDERSON C.E.

-----

### **Mechanic's Bay**

His Honor  
The Superintendent.

Queen Street  
9<sup>th</sup> January 1862

Sir,

I have the honor to report that the sea is cutting into the Roadway in Mechanic's Bay, and unless steps be immediately taken to secure the Bank with a rough Scoria Wall, the road will shortly be impassable. The cost of the necessary repair I estimate at £75.

I have etc.  
(signed) Chas. SANDERSON. C.E.  
(True Copy Robert LUSK.)

-----

Session 14

**West Tamaki,**  
**St Johns College, Kohimarima Road.**

His Honor  
The Superintendent  
Sir,

Queen Street  
January 16<sup>th</sup> 1862

In accordance with your Honor's instructions, I have to hand the following information relative to the road, which Mr GOLLEN is desirous to have made in West Tamaki.

The line commences at St John's College and follows the Kohimarima Road as far as the Stone Church. It then branches off to the right and terminates at the fork by Mr. LEWIS'S farm, a distance of 72 chains in the whole.

The estimated cost of the work to be done is as follows:

72 Chains forming	£46:0:0
4 Culverts	£15:0:0
Earth work	£15:0:0
72 Chains metal, 12 feet wide	<u>£324:0:0</u>
	£400:0:0

Mr. GOLLEN states that the persons interested are willing to try and raise one half the necessary sum in any manner that your Honor recommends them to adopt.

I am Sir etc .  
(Sd) Chas. SANDERSON C.E.  
(True Copy J. Fred NAUGHTON)

-----

**No. 1.Harp- of Erin to Pamure**

His Honor  
The Superintendent  
Sir,

Queen Street  
1<sup>st</sup> February 1862

I have the honor to report as follows upon the state of the Road leading from the "Harp of Erin" to Panmure. During the latter portion of last year, contracts were obtained for the repair and the maintenance of the portion of this Road crossing the clay, and extending a short distance beyond Mr. SIMKIN's house.

The work was let in four sections, and they are all at present in very good order. I should say that 160 cubic yards of metal will be sufficient for them during the coming winter. The portion of the road crossing the scoria would require for repairs 300 cubic yards. There are along this portion of the line, some very sharp rises which very much require to be improved. The quantity of work required would be 500 cubic yards.

The cost I estimate:

1<sup>st</sup> Portion 160 cubic yards

£25:0:0

2<sup>nd</sup> Portion: 300 “ “

£45:0:0

Repairs £70:0:0

Improvements 500 cubic yards

£75:0:0

Total £145:0:0

I have etc etc

(Sd.) Chas. SANDERSON C.E.

(True Copy J. McNAUGHTON)

-----

## No. 2. Kaukapakapa

His Honor

Queen Street

The Superintendent

1<sup>st</sup> February 1862

Sir,

I have the honor to report that the following works have been pointed out to me by Mr. BONNE as being required in the Kaukapakapa District.

1<sup>st</sup>. The road on the South side of the Creek requires to be drained for about half a mile, where it crosses the swamp.

2<sup>nd</sup>. A Bridge is required over the Kaukapakapa Creek.

The cost of the two works should not exceed One hundred and Eighty Pounds £180

I have to etc.

(Sd.) Chas. SANDERSON C.E.

-----

## **Khyber Pass Road**

His Honor  
The Superintendent  
Auckland  
Sir,

Queen St  
26<sup>th</sup> February 1862

In obedience with your Honor's request, I have examined and levelled the portion of the Khyber pass Road, below the Brewery and I have to report:

1<sup>st</sup>. That the present Roadway is far too narrow for the rapidly increasing traffic upon this, which is the main outlet from the city.

2<sup>nd</sup> That the lower portion has a Gradient of 1 in 10 in parts, whilst the Gradient of the cutting on the top of the Hill is 1 in 16. As the steepest Gradient brings the load, it follows, that a portion of the benefit of the upper cutting is neutralized by the lower portion of the road. I would recommend that the tops of the present road, near the Pass, be lowered 2 ft., and that the hollow by the house on the right, be filled up so as to bring the Gradient to 1 in 16; the main portion of the material could be obtained from the widening of the road, should not be less at this part than 36 feet. The cost of this work will be £400 which although it may appear a large sum, would be amply repaid by the benefit conferred on the out settlers.

I have the honor to be Sir,  
Your obedient Servant  
(Sd) Chas. SANDERSON. C.E.  
(True Copy Robert LUSK)

-----

## **Panmure Bridge**

Estimate

1<sup>st</sup> February. 1862

The cost of a Timber Bridge would be from £5000 to £6000

The cost of a permanent Bridge, which I would suggest should be of suspension description, would, including the approaches, be from £9000

to £10,000. The iron work would be obtained from England. In both cases I have given the outside sums, as, if the money be raised by loan, it is better for the Act to authorize a sufficient sum, at once, to cover all contingencies.

(Signed) Chas. SANDERSON. C.E.

-----



His Honor  
The Superintendent.  
Sir,

Queen Street  
26<sup>th</sup> February 1862

I have to report that the approach to the Punt, on the Panmure side, is in a very dilapidated condition and unless some immediate steps be taken I fear there will be some serious accidents happen. The action of the Chain has torn up a large portion of the paving, leaving large holes and loose stones, which are very dangerous to horses, particularly in loaded Drays. If the larger sum asked for some time back, to put the approaches in though order, cannot be obtained, perhaps £25 could be spared to make a temporary arrangement to overcome the danger.

I am Sir, Your obedient Servant  
(Sd.) Chas. SANDERSON. C.E  
(True Copy Robert LUSK)

-----

Session 14  
J. WILLIAMSON Esq.  
Superintendent.  
Sir,

### **Panmure Punt**

Panmure  
8<sup>th</sup> January 1862

I have the honor to state for your information, that the approach to the Punt at the Panmure side is getting into a very dilapidated state, and if not repaired the next high tides will make it impassable.

I have etc. etc. (Sd) John KERR

Memo. The Landing places on both sides require repair, that on the Panmure side most of the two. The cost will be £150

(Sd.) Chas. SANDERSON C.E.1/2/62  
(True Copy signed Fred NAUGHTON.)

-----

Session 14:

### **Report** **On the Road to Panmure,** **leading past St. John's College.**

Your Honor  
The Superintendent  
Sir,

Queen Street  
16<sup>th</sup> January 1862

I have the honor to report that this Road which had some trifling repairs done upon it during last winter, is in parts, in very bad order, and will require some extensive repairs during the present year.

Scoria Ash, which makes very good, and so far as first cost goes, very cheap Roads, wears very rapidly. Owing to the present state of the Quarry at Mt. Hobson, it is impossible to get any quantity of the good Ash, without an expenditure of about £20 to clear out the Quarry.

The portion of the Road between	
New Market to Oraki will require	310 cubic yards
From thence to the end of the first Bank	420 “ “
Remainder of metal @ St Johns	290 “ “
From St John’s College @ end of metal	90 “ “
In the Village	<u>40 “</u>
	1150 C. Yards
<u>Repairs:</u>	£209 :19:6
<u>New Works:</u>	<u>364 : 0: 0</u>
Total	£573 : 19:6

Much of this portion requires to be reformed.

There is also the following to be done:

7 Chains Road formed required Metalling	£ 21: 0:0
79 Chains to be formed & Metalled	£290:10:0
12 Chains Scoria & Level, 2 Blocks to remove, 1 culvert	£ 50: 0:0
2 Chains Village to level	<u>£ 2:10:0</u>
	£364: 0:0
1150 Cubic Yards Metal for Repairs	<u>£290: 19:6</u>
£573:19:6	

I am etc.

(Sd) Chas. Sanderson. C. E.

-----

## **Report on designs For** **A Bridge over the Tamaki.**

Session 14.

His Honor  
The Superintendent.  
Sir,

April 29<sup>th</sup> 1862

In pursuance to your Honor’s directions contained in a letter of margined date ( 16<sup>th</sup> April 1862) we have the honor to state that we have received from your Honor’s Office and have opened the following plans and papers.

Viz. 1<sup>st</sup> Plans. Plans and estimates by Mr. J. STEWART.

2<sup>nd</sup>. Plans and estimates by Mr. H. PROUDACE.

3<sup>rd</sup>. Plans and estimates by Mr F. J. UTTING.

4<sup>th</sup> Plans by Mr. PULMAN.

5<sup>th</sup> Sketch of design by Mr. HARDING.

We have further the honor to state that we are unanimously of the opinion that the design of Mr. F. J. UTTING is the one most deserving of the premium. While giving it as our opinion that Mr. UTTING'S design is the best we deem it necessary to point out the alterations and additions that appear to requisite in relation to it.

1<sup>st</sup>. The tubular boussiors should be raised until no part of the union should come into contact with the water even at highest tide.

2<sup>nd</sup>. That the columns in the spandrils should become proportionally stouter in relation to their length and that additional planks should extend from the mussels to the said girders in directions radiating from the curve of the arch.

3<sup>rd</sup>. That, the abutment pier should be more massive at their bases and narrower at their summits in order to afford greater resistance in the foundation from which the arch springs. That the additional support below the girders, on the Eastern approach, should be arranged or it's strength increased. We suggest that transverse sections and working drawings of various parts of the work should be obtained from Mr. UTTING.

We have the honor to be,  
Your Honor's most obedient Servants,  
Signed James BABER

Charles HEAPHY  
Chas. SANDERSON

-----

**Schedule of Tenders received for repairing**  
**Bridges on the Great North Road.**

Richard TAYLOR            £240

James WILLIAMSON      £155

We recommend Mr. WILLIAMSON'S Tender for acceptance.

Signed G. Maurice O'RORKE  
Chas. SANDERSON

-----.

Session 14

**Waiuku –  
Upper Mauku Roads.**

The amount expended by the Provincial Government on this road was £267:2:1.

The amount promised by the Settlers will appear in the specifications, by reference to which it will be seen that the contractor was to receive certain assistance from the Settlers, but the Provincial Government were not to be liable should the Settlers neglect to perform their part of the contract whether they performed their part or not the Provincial Government have no official information.

(Sd.) C.S. (Charles SANDERSON) 11/3/62

(True Copy Sd. Robert LUSK)

**Waiuku – Upper Mauku Rd.**

Contribution of Settlers.

Appended is a list of the Settlers who have undertaken to furnish free of expense, delivered on the spot, the whole of the timber and Teatree which Contractor will require for the works.

The Contractor must obtain what he requires; as the Government will not be answerable for any claim on account of timber.

Major SPEEDY

Mr GILES

Mr DRAKE

Mr S. VICKERS

Mr T. J. ROBINSON

Mr J. CRISPE

Mr W. H. MORELY

Mr J. VICKERS

Mr G. COX

Mr S. DALY

Mr D. H. LUSK

Mr W. PARSONS

Sd Chas SANDERSON C.E.

13<sup>th</sup> May 1861

(True Copy: Robert LUSK)

-----

Session 14

**Slaughter House Newmarket  
Repairs.**

His Honor

The Superintendent.

Auckland.

Sir,

Panmure

17<sup>th</sup> March 1862

I have to report, for your Honor's information, that the brickwork surrounding the Copper in the pig slaughterhouse at Newmarket has entirely given way so that the

Butchers cannot light a fire under it, and request that instructions may be given to the Provincial Engineer to get the same rebuilt to enable the Butchers to continue pig slaughtering.

I have the honor to be Sir,  
Your Honor's most Obedient Servant,  
Joseph BRENNAN  
Inspector of Slaughterhouses.

Memo.

The Chimney requires taking down and rebuilding and the Boilers resetting.

Cost £15:0:0

Sd. H. Allright

for C. SANDERSON C.E.

24/3/62

(True Copy Sd. Robert LUSK)

Session 14

### **Slaughter House** **Newmarket.**

Additional Accommodation required.

The Sheep slaughter House and the Pig Slaughter House are both far too small. They can be enlarged to nearly double their present size at a cost of £200. The repairs will come to about £50. Say £250 in all.

Signed Chas. SANDERSON. C.E.  
5/5/62 (True Copy Robert LUSK.)

-----

### **Great North Road - Arch Hill To Swanson.**

His Honor  
Auckland  
The Superintendent  
Sir,

Queen Street  
March 26<sup>th</sup> 1862

I have the honor to forward for your information, a Report of new Works required, and also of some necessary repairs to the bridges on the Great North Road, from Arch Hill to Swanson's Creek.

New Works

Embankment 5 Chains long 1 ft. 6 inches deep 33:17:00

Forming and metalling 22 chains @ 6/0/0/ 132:00:00

Small Culvert 3:00:00

Metalling 3 places in Scoria 2 Chains	12:00:00
“ 1 Chain at McDONALD’S Creek	<u>6:00:00</u>
	£186:17:00

#### Repairs

50 loads of metal to make Arch Hill passable @ 5/-	12:10:00
Bridges No 1. Oakley Creek 20 planks and handrail repaired	10:10:00
No 2. 1 Plank	7:06:00
No3. Whau 650 feet of planking and handrail repair	9:13:00
No. 5. 13 planks and handrail	8:15:00
No 6. 7 ditto	5:00:00
Nos. 7&8 Appraoches formed	7:00:00
No 9 Cantrys Creek, New Trusses & Sheeting	<u>50:00:00</u>
No. 10 Henderson Creek (I should only recommend that the planking be Repaired of this Bridge)	12:00:00
No. 11 Planking, Handrail and approaches made good	2:10:00
No.12 Ditto	1:05:00
No 13 Ditto	1:17:00
No 14 Ditto	3:10:00
No 15 Approaches made up	10:00
No 16. Swanson Creek some new work for King Post Requires, and the approaches made up	<u>5:10:00</u>
	£317:14:00

I have the honor to be Sir  
your most obedient servant  
Henry ALLRIGHT  
for C. SANDERSON C.E. (True Copy Robert LUSK)

-----

### **Schedule of Tenders received for Works on Great North Road near Arch Hill.**

	Repair of metal Per chain	Lump Sum for remainder of Works
Alexander HEPBURN	£10:8:00	£570
John WALTERS	£10:0:00	£350
Henry HARRIS	£ 6:0:00	£324
Thomas JOHNSTON	£4:17:6	£293:7:9
James WILLIAMSON	£2:0:0	£249

We recommend James WILLIAMSON’S tender for acceptance.

Signed G. Maurice O’RORKE  
Chas. SANDERSON  
(True Copy Robert LUSK)

-----

Session 14.

**Mechanics' Bay Road and Queen Street Wharf**

Queen Street

14<sup>th</sup> April 1862

Sir,

I have the honor to report that the sea is making a breach in the Roding in Mechanics' Bay on the west side of the Stone Culvert, and unless some immediate steps be taken to stop the inroad, in a short time the road will be cut right across. The best plan would be to take a rough stone wall similar to the one lately put up on the East side of the Culvert, along from the side of the road near the path up the hill, to the Culvert, and fill up the face enclosed. Or, if that be too expensive, a short wall could be constructed just to cover the damaged portion. The first plan is by far the best as it is what will have to be done eventually, and would permanently complete the work.

The Cost of the work would be;

1<sup>st</sup> Plan: Wall 140 yards long; earth filling & metalling,  
including 2 Cart Ways to Beach. £400

2<sup>nd</sup> Plan: Short Wall from end opening to culvert to first  
Cart Road, Clay along face of remainder. £200

I have etc.

Signed Chas. SANDERSON C.E.

(True Copy Robert LUSK)

-----

Session 14.

**Panmure Rd. Kaukapakapa,**  
**Keri Keri River,**  
**Taraire**

His Honor  
The Superintendent.

Queen Street  
1<sup>st</sup> February 1862

Sir,

I have the honor to report as follows upon the state of the Road leading from the, "Harp Of Erin." to Panmure. During the latter portion of last year contracts were obtained for the repair and maintenance of the portion of this road crossing the clay, and extending a short distance beyond Mr. SIMKIN'S house. The work was let in four sections, and they are all at present in very good order. I should say that 160 cubic yards of metal will be sufficient for them during the coming winter.

The portion of the road crossing the Scoria would require for repairs 300 cubic yards. There are along this portion of the line, some very sharp rises which very much require to be improved. The quantity of work required would be 500 Cubic yards.

The cost I estimate	
1 <sup>st</sup> Portion 160 c.yds	£25:0:0
2 <sup>nd</sup> Portion 300 c.yds.	<u>£45:0:0</u>
	£70:0:0
Improvements 500C.yds.	<u>£75:0:0</u>
Total	£145

I have etc.  
(Sd) Chas. SANDERSON C.E.  
(True Copy J. McNAUGHTON)

-----

Session 14. (Box 13)      **Band Fund.**

His Honor  
Deputy Adjutant General's Office  
Auckland  
Sir,

No. 225 . Colonial Forces.  
Auckland. 9<sup>th</sup> April 1862

I have the honor to acknowledge the receipt of your Honor's letter, of the 4<sup>th</sup> April, enclosing copies of two Resolutions passed by the Auckland Provincial Council, recording their sense of the patriotism of the Volunteers for having performed the Garrison Duties to enable the Military to make Roads, and requesting your Honor to place £100 on the Estimates for discharging the liabilities of the Band Fund, to which your Honor has been good enough to express your concurrence. I have on behalf of the Auckland Rifle Volunteers, and the Auckland Naval Volunteers, to return their thanks to yourself and the Provincial Council for their kind consideration of their Services, and assistance to the Band Fund.

I have etc.  
(Sd) H.C. BALNEAVIS  
Deputy Adjutant General of Militia & Volunteers.

-----



National Archives. Army Department

Series 1 63/453

**Papakura Stockade:**  
**SANDERSON and SIMPSON**

Papakura Valley

July 13<sup>th</sup> 1863

Sir,

At a meeting of the settlers of this district to consider the best site for a Block House it was decided that the present school house might be strengthened by lining and having palisades erected round it so as answer [sic] for the defence required and I consider the expense of so converting it would be about £105; the school house is 24x16 and the proposed palisades 50x30 of rough timber not less than 6 inches thick. Should this be decided on it would prevent many families from running into town; and the work could be speedily executed either by the day or by contract. Your early attention would greatly oblige.

Yours respectfully on behalf of the settlers,

Daniel SIMPSON

Note Attached:

Mr. GISBORNE,

The settlers of the Upper Papakura Valley wish to build a stockade on a site approved of by Col. NIXON. Mr. SIMPSON says it will cost £105. The stockade is to be placed around the school house the walls of which are to be rendered ball proof. Mr. SIMPSON is preparing a plan and estimate of the stockade which will be approved.

(Sd.) A. DONNELLY

-----

C.D. Series 1 64/1087

Colonial Secretary

Auckland

Colonial Defence Force No. 18

Camp Otahuhu

13<sup>th</sup> July 1863

Sir,

In accordance with the instructions I received from you on Saturday last I, yesterday, examined the Papakura Valley District with Mr. SIMPSON and am of the opinion that the site pointed out in the accompanying letter from that gentleman is the best that could be selected for a Block House.

I have the Honor to be Sir,  
Your Most Obedient Servant  
M.G. NIXON Lt. Col.

Commanding Colonial Defence Force

Margin:

Note 1. The Stockade and site to be authorised July 14<sup>th</sup> 1863

Note 2. Lt. Col. NIXON to be authorised to have the work done by

Mr. SIMPSON according with his specifications at a cost not exceeding £105

6<sup>th</sup> July 1863

Note 3. Ltd. Col. NIXON 15<sup>th</sup> July 1863

-----  
C.D. 63/397

To The Honorable Thomas RUSSELL

Stockade  
Papakura Valley  
10<sup>th</sup> August 1863

Sir,

I have the honor to inform you that this stockade is now completed, and has this day been taken in charge by the Papakura Valley Rifle Volunteers.

I have the honor to remain Sir  
Your most Obedient Servant  
George GARDINER  
Officer Commanding  
-----

Hon. T. RUSSELL  
War Minister

Queen Street  
15<sup>th</sup> August 1863

Sir,

I have to report that in accordance with your request, I have examined the stock house erected by Mr. SIMPSON in Papakura Valley and that I find it to be substantially put together and in accordance with the agreement.

I find one great fault with the construction, however. The stockade is surrounded by a small ditch, three feet wide and about two feet deep, the inner edge being about two feet from the face of the stockade. To prevent the enemy from getting a foothold on the berm, a portion of the earth from the ditch has been thrown up against the posts. The practical effect of this is that the posts are virtually made two feet shorter and a tolerably active man can spring across the ditch onto the top of the bank, catch the top of the post [could be "fort"] and climb over. This has been done by some of the settlers. I was informed that this earth had been so placed in accordance with the plan furnished to Mr. SIMPSON by Mr. F. JONES. I have advised the immediate removal of this earth and trust that I have your concurrence.

I am, Sir,  
Your Obedient Servant,  
Chas. SANDERSON. C.E.

\*\*\*\*\*DRAWING on original.

Session 17-18 (Box 15)

His Honor.  
The Superintendent

**Great South Road**

Colonial Secretary's Office  
Auckland  
3<sup>rd</sup> October, 1864.

Sir,

With reference to a previous correspondence on the subject of keeping the Great South Road from Drury to the Maungatawhiri Creek in repair, I have to inform Your Honor, that the charge of this road has **now passed from the hands of the Military** and that the road itself is no longer used for the cartage of supplies for the Front. The repair and maintenance of this of this Road will accordingly, from the 1<sup>st</sup> of November next, devolve wholly on the Provincial Government.

The Road is now in good repair, and can be so kept at a small outlay. The part from Drury to Rhodes' clearing has been, and is now, under the care of Mr. John MARTYN, who will be instructed to incur no expense in repairing it after the 1<sup>st</sup> of November next. There is a Contract for repairing the part of the Road from Rhodes' clearing to the Queen's Redoubt, and that Contract will terminate on the 31<sup>st</sup> December next. From Queen's Redoubt to Maungatawhiri Creek, Mr COLLETT has kept the Road in repair, but he will be instructed after the 1<sup>st</sup> November next, to leave that duty to the Provincial Government.

I have etc etc.

(Sd.) William FOX.

(True Copy. Sd. R. B. Lusk.)

-----

His Honor  
The Superintendent.

Colonial Secretary's Office  
Auckland.

Sir,

2<sup>nd</sup>. June 1864

I have the honor to acknowledge your letter of the 13<sup>th</sup> of January last, No 33/ B10. on the subject of the repair of the lines of road between Auckland and Drury, and between Drury and Maungatawhiri. It is impossible that the General Government should consent to contribute out of Colonial funds towards the repair of the roads between Auckland and Drury. For Military reasons, the General Government have undertaken the maintenance of the Road between Drury and Maungatawhiri; but as that road is not now much used for Military purposes, and as, probably soon Commissariat supplies will be sent to the Front by water. The General Government proposes to call on the Provincial Government to keep that road in repair out of Provincial Funds.

I have the honor to be, Sir,  
Your most obedient Servant,  
(Sd.) F. WHITAKER in the absence of Mr. FOX.

-----

Session 17.

**Industrial School**  
**(in course of erection.)**

His Honor  
The Superintendent  
Auckland.  
Sir,

Auckland  
6<sup>th</sup> August 1864

I have the honor to inform you, that having learnt that other provision is being made for the destitute children for which the Industrial School was intended, it will be unnecessary for those interested in the proposed school to complete it's erection and I am requested to ascertain from Your Honor whether the building now in course of erection, will be of any use to the Provincial Government and if so, whether you can take it off their hands and on what terms. I may state, that £650 have already been expended on the building and that it will require about £1400 to complete the building according to our plan.

I have the etc etc  
(Sd.) Thos MACFARLANE  
Chairman.  
(True Copy. Sd. Robt. Lusk.)

-----

T. MACFARLANE Esq.  
Industrial School Committee  
Sir,

Superintendent's Office  
Auckland  
11<sup>th</sup> August 1864

I have the honor to acknowledge receipt of your letter of date 6<sup>th</sup> instant, expressing the desire of those interested in the erection of the Industrial School that the Provincial Government would take the building off their hands.

In reply, I have the honor to inform you, that as the building is no longer likely to be required for the purpose intended, I will take over the building and cause it to be completed, on the following conditions, viz. That the Trustees of the Industrial School, do sign and deliver to me the letter enclosed herewith, within a few days from this date, so binding themselves to refund to the Provincial Treasury, when called upon the monies expended on the building by the Government, should the Provincial Council during it's next session decline to sanction the arrangement.

Secondly, That the Government shall be at full liberty to complete the building in question in such a manner as it's officers may consider best fitted to the purposes to which the Government propose to appropriate it. And, shall not be in any way bound to follow the plans adopted for it's erection as an Industrial School.

Thirdly, that the sum of six hundred and fifty pounds, which has already been expended on the building, shall not be paid until the approval of the Council is obtained, and a vote passed for the payment.

I shall be glad to learn at your earliest convenience whether the foregoing arrangement will be made by the persons interested and empowered to act.

I have etc.

(Sd. ) Robert GRAHAM. Superintendent.

-----

His Honor,  
The Superintendent.  
Sir,

Auckland.  
17<sup>th</sup> August, 1864

In consideration of Your Honor's advancing the necessary funds to complete the erection, now in the course of construction, on the School Reserve at Newton, we hereby severally and jointly, undertake to repay to your Honor any monies so advanced if the Provincial Council will not sanction the expenditure and sanction the transfer of the Buildings and Land to the Provincial Government.

We have etc. etc.

(Sd.) Thos. MACFFARLANE Ch.  
(SD.) S. Hague SMITH  
(Sd.) Ed. J. MATTHEWS  
(Sd.) John EDSON  
(Sd.) C. FISHER  
(Sd.) Chas. SANDERSON  
(Sd.) J.M. JERVIS

(Sd.) Wm. RATTRAY  
(Sd.) And. BEVERIDGE  
(Sd.) Wm. RATTRAY  
(Sd.) Wm. AITKEN  
(Sd.) Y. RUSSELL  
(Sd.) J. NAUGHTON  
(Sd.) Joseph NEWMAN

-----

Session 17-18

A Return of All Money expended on Great South Road from January 1864 to and with October 14<sup>th</sup> 1864, showing the amounts paid for Contracts also for Day Labor.

Contracts			Day Labors			Total		
£.	S	D	£	S.	D.	£	S.	D.
5472	17	4	2172	15	4	7645	12	8

Wm. BEDLINGTON P.E.

P.S. If this sum of £2172:15:4 There was expended near Dury the sum of £360:16:0 in day labor. The reason for employing day labor for this work, was, that Tender were invited for the work, only one Tender at 15/- per cubic yard was received, this being deemed extravagance and the work being very requisite day labor was employed.

**AUCKLAND AND DRURY RAILWAY.**

Commissioners' Office, Princess-street, June 26<sup>th</sup> 1865.

Tenders will be received at this office, until 12 o'clock,  
At Noon, on the 18<sup>th</sup> of July next, for the performance of certain  
WORKS on Sections 3 and 4 Auckland to Drury Railway.

Specifications and form of Tender may be seen,  
and other particulars obtained, by applying at the office of the  
Engineers of the Board.

Tenders must be addressed to the Chairman of the Board, and  
endorsed

“Tender for Railway Works.”

(The Commissioners do not bind themselves to accept the lowest or  
any Tender.)

Thos. CHEESEMAM,  
Chairman.

[Southern Cross. 5<sup>th</sup> July 1865.]

**TO CARPENTERS, ETC.**

Tenders will be received until noon of  
SATURDAY, 12<sup>th</sup> August, 1865, for the  
ERECTION of an HOTEL at Onehunga.

Plans and specifications can be seen by applying to

CHARLES SANDERSON,  
Civil Engineer and Architect,

August 6, 1865.

Queen-street.

**TO CARPENTERS**

Tenders will be received until noon of Monday  
21<sup>st</sup> August, for the ERECTION of a HOUSE  
in Khyber Pass Road.

Plans and specifications can be seen by applying to

Chas. SANDERSON,  
Civil Engineer and Architect,

August 14, 1865

Queen-street.

**TO SCORIA MASONS**  
Tenders will be received until noon of  
TUESDAY, 5<sup>th</sup> of September, 1865, for  
LABOUR to PIERS in Mechanic's Bay, for  
Auckland to Drury Railway Works.  
Specification can be seen by applying to  
CHAS. SANDERSON, C.E.  
September 1, 1865.

**TO EXCAVATORS**

Tenders will be received, until noon  
THIS DAY (Tuesday), September 12 for COMPLETION No. 5 CUTTING, in Section No. 1. Auckland  
And  
Drury Railway.

Specifications can be seen by applying to,  
CHARLES SANDERSON,  
September 12, 1865  
Queen-street.

Tenders will be received, until noon  
THIS DAY (Tuesday), September 12 for COMPLETION No. 5 CUTTING, in Section No. 1. Auckland  
And  
Drury Railway.  
Specifications can be seen by applying to,  
CHARLES SANDERSON,  
September 12, 1865 Queen-street.

**TO SCORIA MASONS.**  
Scoria work to LET,  
(labour only)-  
Apply between 12 and 1 o'clock THIS DAY  
(Tuesday), to  
CHAS. SANDERSON. C.E.  
September 12, 1865  
Queen-street.

Scoria work to LET,  
(labour only)-  
Apply between 12 and 1 o'clock THIS DAY  
(Tuesday), to  
CHAS. SANDERSON. C.E.  
September 12, 1865 Queen-street.

**TO MINERS, ETC.**

Tenders will be received, until noon of Friday  
8<sup>th</sup> September, 1865, for the LABOUR in  
EXACAVATING the TUNNEL on the Line  
Of the Auckland to Drury Railway.  
Plan and specification can be seen by applying to  
CHARLES SANDERSON,  
Civil Engineer,  
September 5<sup>th</sup> 1865    Queen-street.  
(From Southern Cross Newspaper)

**Auckland Alphabetical Directory  
1866-67**

SANDERSON, Charles, civil engineer, residence, Wellesley street; office at Wayte and Batgers, Queen Street.

SANDERSON Charles , civil engineer.[2 doors up from Church of the Holy Sepulchre, Symonds Street. Khyber Pass]

\*\*\*\*\*Pictures of Queen Street



Session 20. Laid on the Table Nov. 12<sup>th</sup> 1866

**Report**  
On the present state and progress of the  
**Railway Works.**

... the work can be done, of more than £3,000. In accordance with instructions received from your Honor's Office at various times, the Earthworks, Tunnelling and Masonry on this section has been discontinued, and care has been taken to have the Rails, Sleepers and Timber stacked, the Trucks and Dobbins placed in a safe position, and the Barrows, Tools and other movables, stored at New Market.

The Bridge and Viaduct, Mechanic's Bay, the completion of which was authorised by your Honor, on the 14<sup>th</sup> of May last, are in a very forward state, and I am informed by the contractor, that they will be finished in a month this time.

The works on No. 2 Contract have extended over a much longer period than was at first contemplated, owing chiefly to the Rock cutting in Mr DILWORTH'S fields. They are, however, narrowed down to a small compass, comprising merely a few hundred yards of Rock, the removal of earth sufficient to complete the embankment in New Market Gully, trimming the slopes, and bringing the line to formation level, and the Contractor had commenced working double shifts with a view to completing his engagements at the earliest possible period.

No. 3 Contract has been satisfactorily finished. The final measurements made, and Mr GWYNNETH has been settled with at the Provincial Treasury.

The Branch Line to Onehunga, and the track into the Ballast Hill are done, with some slight exceptions, which will be finished by the end of November.

Nearly all the Sleepers have been delivered as per Contract, and are chiefly stacked at Onehunga, and the fencing is all up, save a few chains at the Onehunga Junction.

In compliance with your Honor's verbal instructions of the 20<sup>th</sup> instant, the several Contractors have been written to, and desired to complete their various engagements on or before the 30<sup>th</sup> November 1866.

The Turntables, and other Material, ordered from England in August 1865, have arrived in the "Pegasus" and "Ida Ziegler," and will be taken out to the New Market Depot when landed, and one half of the Indent of Station Clocks, Guard's Watches, Telegraph Instruments etc. are now on board the Ida Zeigler, " now in the harbour, the remainder to follow in the "Chilli," and Messrs. SINCLAIR, HAMILTON, and Co. have written to say that they have entered into Contracts for the supply of Passenger Locomotive Carriages, Trucks, and other Materials, all of which will be dispatched at their earliest convenience, and may be expected to arrive in three months from this- so that, the if the remaining

works were tendered for at once, the Line might be opened from New Market to Onehunga, by the end of April 1867.

The only outstanding Claims for Land and Compensation, not yet dealt with, relate to properties near Mt Smart belonging to Messrs. DILWORTH, ROONEY, GOULDING and WALKER, and they are all capable of easy adjustment.

But I cannot dismiss this part of my Report, without directing your Honor's attention to the fact, that the purchase of Land will absorb the sum of about £36,000, an amount exceeding, fully one half, the most liberal estimate of it's real value, and until Landowners, who derive more pecuniary benefit from Railways than any other persons, are prepared to surrender the land required at it's fair market price, it is futile to expect any further extension of the Railway System.

The instructions given by your Honor, previous to your departure for Wellington, regarding the reduction of this Establishment, have been complied with; and the office of Clerk has been abolished, the Inspector of Works, and the Assistant Engineer discharged; and, at the beginning of this month, the Engineering Department was placed under the care of the Engineer-in-Chief.

On the 30<sup>th</sup> of last month, the Total Expenditure amounted to £98,191-11-6 comprising the following items.

Land and Compensation	£32,118: 7: 7
Rolling Stock & Permanent Way, ordered from England}	16,530:10: 7
Earthworks, Tunneling, Bridges, Viaducts, Engineering, }	49,542:13:11
Law, Office etc.	

To meet this Expenditure, there  
was appropriated by the last Council  
the sum of £117,000:0:0

From which there is an unexpended balance of  
£19,8098:11:6.

But this balance will be more than absorbed by the Works yet to be executed; which are the Ballasting, laying the Permanent Way, and the erection of Station Houses, Telegraph, etc. together with the completion of that portion of No. 1 Section, including the Tunnel, Cutting in the Domain Gully, Embankment across Mechanic's Bay, and sea protection:- the cost of which Mr STEWART has calculated, as under

Stations and Gate Houses	£2500:0:0
Ballasting	3500:0:0
Plate-laying	2000:0:0
Telegraph	250:0:0
Works on No. 1	15,000:0:0

To which may be added,

Completion of Contracts}	4500:0:0
No 1.2 & 4 etc.	
Freight from England and	
Erection of Rolling Stock, etc.	1000:0:0
Land and Compensation	
Not yet paid for}	<u>4500:0:0</u>
	<u>£33,250:0:0</u>

From these figures, your Honor will perceive that to complete the Line from Auckland to Onehunga, there is still required the sum of

£13441:8:6

The main portion of which, I beg to suggest, may be raised by the sale and lease of the following properties, none of which are required for Railway purposes:- viz.

The Sash and Door Companies Allotment.

Mr. Jas. ROBERTSON.

Messrs. RIDINGS, STYAK, MONK and others.

Grammar School Reserve, with Houses.

Messrs. BOOL, COOK, BULLER.

The Revd. ASHWELL.

Church of England Grammar School.

Portion of Mrs. MEURANT and NEWMARKET Reserves.

Allotments at Remuera, and Panmure Roads, and Onehunga Junction.

A number of severance's near Mt Smart.

Mr WYBLAW, and Reserve at Onehunga.

And the lease of Hotel Premises at the Auckland, New Market Panmure Road, Junction, and Onehunga Stations.

The balance of the Mortgage or Debentures on the Rolling Stock, and Works, which I have reason to believe, any of the City Banks would take up.

As the completion of the Line, from Auckland to Onehunga is highly desirable, from various considerations, but especially, when taking into account the facilities your Honor will have, at command, for the transit of material in the improvement of either Harbour, it will be necessary that your Honor shall authorise the purchase of the remaining portion of Rolling Stock, ordered from England, in August 1865. This, however, is a point upon which the Engineer-in-Chief, Mr STEWART, is more capable of advising than myself.

I have the honor to remain,

Yours obediently,

(Sd.) Thos. CHEESEMAM.

-----

**Further Papers Relative**  
**to**  
**Auckland – Drury Railway**

Session 21.

F. WHITAKER Esq.  
Superintendent  
Auckland  
Sir,

Southern & Western Railway  
Queensland:- Contractor's Office  
Ipswich. 26<sup>th</sup> March, 1867

I have the honor to lay before you the following short report on the works of the first eight miles of the Auckland to Drury Railway, premising that, owing to the short time I spent in Auckland, I can only speak in general terms.

**Setting Out Line:**

Much pains has been taken and time and labour spent in setting out the line, in most instances the best line has been procured, though the usual and safest method of laying out a line has not been adopted.

At the junction of the Onehunga Branch with the main line the curve should be flattened from 6-chain radius, as at present, to 8 or 10. A much better line could have been formed between the ports of Auckland and Onehunga, but then such line would not have been as convenient for the extension to Drury.

**Earthwork:**

The excavations where completed have been generally well executed, but I suggest that the top of the embankment should be widened 3 feet, making it 18 instead of 15 feet.

Most of the cuttings and embankments on the 1<sup>st</sup> Section present a very rough and ragged appearance, but this would naturally be the case in such soil exposed to the weather for some months in an unfinished state.

In the large cutting between Mechanic's Bay and the tunnel, sufficient care has not been taken at the commencement of the works to draw off the water, which has caused extensive slips, involving the purchase of extra land and the ultimate removal of a large quantity of earth. On the re-commencement of the work, I should recommend that a heading be driven right through the cutting at formation level, with small headings branching from it, so as to draw off all the water. This heading would also be useful in draining the tunnel works.

**Tunnel.**

I consider the tunnel two feet higher in the arch than is necessary for the passage of ordinary locomotives, and should advise that the length still to complete should be built two feet lower.

Not less than 3 rings of brick work should be used in the body of the work, to be increased in strength at the base as the nature of the ground requires.

**Masonry and Timber work:**

Masonry and Timber work in bridges and cattle openings is in my opinion good substantial work, and appears very well executed.

**Brickwork:**

I am sorry I cannot make the same remark about the brickwork. In the first place, the designs are, on some instances, too light for the weight they have to carry. In others, sufficient care has not been taken to secure a good foundation. Besides this, the material, especially the mortar, is very bad, and the workmanship of a very inferior character. Consequently, most of the culverts must be re built at a great additional expense, especially those under heavy embankments.

**Sleepers:**

Sleepers provided for the permanent way are quite unfit for the purpose. It would be impossible with such materials to keep the road in efficient repair without a great additional outlay each year. To prevent the sleepers proving a total loss, I should recommend that the best of them be picked out, and their beds hewn to a uniform bearing and used alternately with proper shaped sleepers, half rounded or rectangular, not less than 10 inches in width. A portion of the others might be used in sidings and other places where light traffic only is expected. The estimate for the completion of these works, and the extension to the Waikato River, will be made on my arrival in England.

On receipt of your proposal, Mr. BRASSEY will be in a position to let you know on what terms he would be willing to undertake the works.

I have the honor to be, Sir,  
Your obedient servant,

(signed) Patrick OLGILVIE

----- .

Evening Star Monday Oct. 2<sup>nd</sup> 1871

**DEATHS.**

SANDERSON.- On 28<sup>th</sup> September, at Tairua, Charles SANDERSON, esq. C.E. in the 50<sup>th</sup> year of his age.

Auckland Star.

Mr. SANDERSON was well known in this province, having pursued his profession for many years in this city. We believe he leaves a wife and family behind.

Southern Cross 4<sup>th</sup> October 1871

Mr. Charles SANDERSON, C.E. has met with an untimely accident at the sawmill at Tairua. Mr. SANDERSON was in charge of the works there, and on Thursday last, about 8 o'clock in the morning, he was engaged in making an examination of the machinery, when his clothing was caught in the machinery and he was drawn in. His arms and legs were instantly broken, and he was otherwise fearfully injured. The machinery was stopped at once, but the injuries he received were fatal. He lingered until 12 o'clock, when death put an end to his sufferings. The body was interred on the following day. No medical man being in the district, of course, no aid of that kind was available, even if it would have been serviceable.

National Archives. J 7 71/2614

**Inquest**

An informal inquest was conducted on 29<sup>th</sup> Sept 1871 at Tairua.

No further info except for details of how he died. Buried Tairua "Mr. JACKSON not being able to take Mr. SANDERSON's corpse to Auckland."

A letter was sent to the Justice Dept. on 19<sup>th</sup> June 1905 by Chas. J. SANDERSON of Bradley St. Paeroa; seeking details of the death of the same.

\*Mr. SANDERSON did not apparently leave a Will

Names in the Work Letters  
and other material relevant to the  
Provincial Engineer, Charles Sanderson,  
Auckland Province 1853-1871  
are listed on the following pages:

**\*Note allow for transcription errors owing to difficulty of  
deciphering some writing and also some names were often  
written in the vernacular i.e. as the person writing the letter  
thought they sounded.**

ABBAY F.G.  
ABRAHAM A. W.  
ABSALOM Wm.  
ADAIR W.  
ADAMS L.  
AITKEN Wm.  
ALLRIGHT Henry  
ALMSLEY Jas.  
ANDERSON J.G.  
ANDERTON J.  
ANDREWS H.  
ANDREWS J  
ARMOUR William  
ARMSTRONG H.  
ARTHUR  
ARTHUR J.  
ARTHUR Wm.  
ASHTON A.  
ASHWELL Revd.  
ATKIN Wm.  
ATKINS Hasting  
ATKINS Mankin  
BABER  
BABER James  
BABER SEUR J.  
BACON Thos.  
BAIN  
BAIRD Saml. C.  
BAIRD T.  
BALBEAVIS Col.  
BALL  
BALNEAVIS H.C.  
BARNES James  
BARRBAY James  
BARTLEY ?H.  
BARTON Chas.= BURTON?  
BARTON Jas.  
BATEMAN  
BATES John  
BAYSLIP Wm.  
BECK J.  
BEDLINGTON Wm.  
BEETON J.  
BELL  
BELL Geo.  
BELL J.  
BENNETT Dr.  
BENNETT John B.  
BERRY Mrs  
BESWICK Hy.  
BETTS  
BEVERIDGE  
BEVERIDGE And.  
BLACK Hugh

BLACKBURN.  
BLAKE  
BLAKE T.  
BLAKE W.F.  
BLEASARD R  
BLEUCOWE Wm.  
BOLLARD  
BONNE  
BOOL  
COOK  
BOURNE W.  
BOYD Geo.  
BOYD Wm  
BOYLAN  
BOYLAN James Thos.  
BRACEY Wm.  
BRADBURN J.  
BRAG  
BREEM Wm.  
BRENNAN  
BRENNAN Joseph  
BRETERSON? R.B.= PETERSON?  
BRETON  
BRIERLY Oysury?  
BRIGHAM  
BRIGHAM J.  
BROPHY  
BROWN (1<sup>st</sup>) J.  
BROWN (2<sup>nd</sup>) J.  
Brown (laborer)  
BROWN Jas.  
BROWN John  
BROWN R.  
BROWN T.W.  
BROWN W.  
BROWNE Miss K.  
BROWNING S.  
BRUCE A.  
BRUCE M.  
BRUCE Rev. D.  
BUCHAN J.  
BUCHANAN E.  
BUCHANAN J.  
BUCKLAND  
BUCKLAND Alfred  
BUCKLAND W.  
BULL Edward  
BULLER  
BURNSIDE J.H.  
BURTON? Chas= BARTON?  
BUSBY  
BUSBY Arthur  
BUTLER Captain  
BYCROFT



CADMAN Jerome  
CAME John Joevzin  
CAMPBELL  
CAMPBELL Captain  
CAMPBELL Dr.  
CAMPBELL John  
CANTRY  
CARR Robert  
CARTER J.  
CASEY J.  
CHAPMAN G.  
CHEESEMAN Thos.  
CHISLETT  
CLARK Arch. (J.P.)  
CLARK Archibald J.P.  
CLARK Donald  
CLARK E.  
CLARK W.C.  
CLARKE  
CLARKE E.  
CLARKE J.M.  
COBENE James  
COCHRAN J.  
COCHRAN S.  
CODLIN  
CODLING  
COLE Geo.  
COLEMAN J.  
COLLEDGE John  
COLLINS C.  
COLLOTT  
CONNELL Wm.  
CONWAY J.  
COOK James  
COOK John  
COOLAHAM D.  
COOPER  
COPPELL W.  
COX E. J.  
COX G.  
CRAIG E.  
CRAWFORD G.H.  
CREW Jas.  
CRISPE  
CRISPE J.  
CROKER Patrick Warner  
CROKET  
CROMBIE D.  
CRUIKSHANK Geo.  
CRUIKSHANK J.  
CULPAN  
DACRE James  
DALDY W.C.  
DALLISTON Dr.  
DALY D.J.  
DALY S.

DAVIDSON David  
DAVIS Ed.  
DAVIS R.  
DAWSON G.B.  
De BURG ADAMS H.  
DEAN F.C.  
DIDDUMS J.  
DIDSBURY Geo  
DIGNAN  
DIGNAN P.  
DILWORTH  
DIXON Wm.  
DOLTON  
DOMETT A.  
DONALD  
DONALD Senior  
DONNELLY  
DONOVAN  
DRAKE  
DRURY E.  
DRURY J.E.  
DRURY Miss  
DYER Dr.  
DYSON R. W.  
EDGECOMBE  
EDSON John  
EDWARDS S.  
EDWARDS Thomas  
ELLIOT  
ESLAR C.  
EVESHARP  
EVITH D.  
EWEN  
EWEN Chas.  
EWEN Mrs  
EWEN W.  
F..L ?? Edmond  
FAHEY John  
FAIRBURN  
FAIRBURN E.  
FAIRBURN J.  
FAIRBURN R.  
FARMER  
FARMER Jas.  
FELTON G.R. = RELTON G.R.?  
FELTS W.  
FENN ? A.  
FENNELL Arthur  
FERGUSON  
FIELD Wm.  
FINLAY  
FINLAY J.  
FIRTH  
FIRTH J.C.  
FISHER C.  
FITZGERALD Capt.

FITZGIBBON J.J.  
F-L--- Edmond  
FLYNN W.  
FOLEY  
FOLEY James  
FOLLIS Thos.  
FORSAITH  
FOURACRE W.H.  
FOX William  
FRANCIS  
FRASER Geo.  
FRAZER Wm.  
FRENCH  
FURLEY  
FURLEY Samuel  
GALLAGER James  
GAMLIN Jas.  
GARDENER F.P.  
GARLAND G.B.  
GARLICK J.T.  
GARLICK R.  
GARRICK W.  
GARTH J.E.  
GASGOYNE J.  
GAZE Charles  
GEORGE C.  
GEORGE Dennis  
GEORGE James  
GEORGE? C.  
GIBBONS  
GIFFORD  
GIFFORD & McLARNON  
GIFFORD Chas.  
GIFFORD George  
GILBERD J.  
GILDERD  
GILES  
GILFILLAN J.A.  
GILIVER? Bayr?  
GILL R.J.  
GILLIES? Geo.  
GISBORNE Wm.  
GITTOF F.  
GOLLEN  
GOODFELLOW J.  
GOODFELLOW William  
GOODWILL Charles  
GORRIE  
GOULDING  
GRACE Peter  
GRAHAM Robert  
GRAHAM W.  
GRAHAME W.S.  
GREENWOOD Major  
GREY G.  
GRIGG John

GRRENWOOD  
GRUB Alf.  
GRUNDY W.R.  
GUILDING G.  
GUIRION J.  
GURNEY E.  
GUTHRIE J.  
GWYNNETH  
HADDOW  
HAIL John  
HAIR G.B.  
HALL J.  
HALYDAY J.  
HAMER Rev.  
HAMILTON  
HAMILTON Miss  
HAMLIN John  
HANSARD  
HANSARD A.W.  
HANSEN Rev.  
HARDING  
HARDINGTON  
HARLOW T.J.  
HARRIS Henry  
HARRISON  
HARVEY  
HARVEY S.  
HAULTAIN  
HAULTAIN Capt.  
HAY William  
HAYLES Benjamin  
HAZLITT William  
HEAPHY Chas.  
HEARY  
HEATH  
HELEM ?E.  
HENDERSON J.  
HENDERSON Thos.  
HENDERSON W.  
HENRY  
HEPBURN Alexander  
HEPHY\*  
HICKS A.  
HICKSON J.E.  
HILL  
HILL C.H.J?  
HILL J.M.  
HILL W.C.  
HOBBS R?  
HOBEN D.A.G.  
HOLDSWORTH  
HOLLAND J.L.  
HOLLIS Thos. = FOLLIS ?  
HOOPER  
HORNE James  
HORNE Robert

HORNER? G.P.  
HOWARD J.  
HOWHIC J.  
HUDSON  
HUGHES James  
HUGHES Wellesley  
HULL Wm.  
HUNT R.R.  
HUNTER  
HUNTER Wm.  
HYAK= ISYACK?  
IRELAND E.  
ISAACS A  
ISACK= HYAK?  
J. BUDDLE  
JACKSON  
JACKSON Captain  
JACKSON S.  
JACKSON Samuel (Solicitor)  
JERVIS J.M.  
JOHNSTON Thomas  
JOHNSTONE  
JONES Rev. D.  
JONES S.  
JONES T. L.  
JORDAN John  
KAY Chas.  
KEAN B.  
KEELY  
KEESING Hy.  
KEETLEY G.T.  
KELLY  
KELLY Richard  
KELLY Serjt.  
KENNEDY A.  
KENNY Major  
KERR  
KERR John  
KIDD  
KILLON James  
KING Alf  
KING Tho. M.  
KINGSBURGH (laborer)  
KIRKLAND F.  
KIRKWOOD W.P.  
KNIGHTLY  
LAISHLEY Richard  
LALLY  
LAMB  
LAMB & MELVIN  
LAMBERT E.  
LAMONS William  
LAPHAM A.C.  
LARNON T.B.M?  
LASEY  
LAURIE H.

LAWSON Chas.  
LAWSON J.  
LEARY Wm.  
LEE G.E.  
LEFFERM Wm.  
LEGGAR  
LEIGHTON J.F.  
LEIGLER Hy.  
LEONARD P.  
LEVY Hy.  
LEWIS  
LEXTON W.  
LIGAR Ch. W.  
LIMMUS Robert  
LINDSAY Wm.  
LIVINGSTONE A.  
LLEVY Bartholm. M.  
LLOYD N.  
LLOYD Rev. J.F.  
LORRIGAN  
LUCAS  
LUNDON John  
LUSK D.H.  
LUSK H.H.  
LUSK R.B.  
LUSK Robert  
LYES  
LYMAS C.  
LYNCH D.  
MACARTY E.T.  
MACCATTIE  
MacDONAILD Senior  
MACDONALD  
MacFARLANE Thos.  
MACKY J.  
MACKY James  
MACKY Thos.  
MACKY William  
MACLAIN  
MACLEAN E.  
MAGEE  
MAHON Dr.  
MAHONEY Mrs  
MAKEPEACE Wm.  
MALCOM B.E.  
MANNERS John  
MARTYN John  
MASON J.  
MATHESON J.  
MATSON Henry  
MATSON Major  
MATTHEWS Ed. J.  
MATTHEWS Revd. Mr.  
MAUDER J.  
MAUGHAN Wm.

MAXWELL  
 MAY Joseph  
 MAY W.  
 MAYNE Ed. (J.P.)  
 MAYNE Edward J.P  
 MAYNE Captain.  
 Mc CLANCY Rev.  
 McANULTY John? = McNAULTY John  
 McCAUL W.  
 MCCLERY Rev.  
 McCUTEHION?  
 McDONALD  
 McDONALD R.  
 McDONALD W. Junior  
 McDOUGAL J.  
 McDOWELL J.C.  
 McELAIN  
 McELAIN W.  
 McELWAIN G.  
 McGARVIE  
 McGEE Jas.  
 McGHEE  
 McGREGOR J.  
 McGREGOR James  
 McGUFFIE J.  
 McGUIRE Martin  
 MCGUIRE Morris  
 McGUIRE P.M.  
 McILROY B.  
 McKAY R.  
 McLAREN  
 McLARNON  
 McLARNON & GIFFORD  
 McLEAN David  
 McLEAN W.  
 McMENIS A.  
 McNAUGHTON James (Comm. Police)  
 McNAULTY John = McANULTY John?  
 MELVIN  
 MELVIN A.A.  
 MERRICK J.W.  
 MERRIMAN F.H.  
 MEURANT Mrs.  
 MIDDLEMAS J.  
 MILLER J.A.  
 MILLER J.N.  
 MILLER Wm.  
 MISSIS? James  
 MONK  
 MONKS S.  
 MONRO Hy.  
 MONTGOMERY M.M.  
 MOONEY  
 MOORE  
 MOORE (1<sup>st</sup>) J.  
 MOORE (2<sup>nd</sup>) J.

MOORE J.J.  
 MORELEY W.H.  
 MOTION  
 MOULD Major  
 MOULDS Col.  
 MOYES Wm.  
 MUIR (Jun.) Alex  
 MUIR Alex (Jr.)  
 NATHAN E.  
 NATION Col.  
 NAUGHTON Fred  
 NAUGHTON J.  
 NAUGHTON J.F.  
 NESBITT Hy.  
 NEWMAN  
 NEWMAN Joseph  
 NEWMARKET  
 NIXON M.G.  
 NIXON Major  
 NOLAN Patric  
 NORRIS E.F.  
 NORTH Thos.  
 O.NEIL  
 O'BRIEN J.  
 O'BRIEN Thomas  
 O'BRIERLY  
 O'NEIL  
 O'RORKE G. Maurice  
 O'RORKE Maurice  
 OAKLEY  
 OLDHAM J.  
 OLGILVIE Patrick  
 OLIVER Wm.  
 OLSON H.  
 ORMSBY  
 ORMSBY G.O.  
 OSBOURNE J.I.  
 OSBOURNE Thos.  
 OUTHWAITE F.  
 OUTHWAITE T.  
 OWEN G.B.  
 OXLEY  
 PARKER  
 PARNELL MATTH.  
 PARR  
 PARR W.  
 PARSLOM Henry  
 PARSONS Wm.  
 PARTINGTON Hy.  
 PARTRIDGE  
 PATON Thos.  
 PATRIDGE  
 PATTERSON R.  
 PEACOCK Thos.  
 PEEK Thomas  
 PETERSON = BRETERSON?

PETUIGALE  
PHILLIPS N.  
PHILLIPS P.A.  
PHILLIPS S.C.  
PHILSON Dr.  
PICARD A.  
PIERCE G.P.  
POLLEN Danl. Dr. (J.P.)  
PORTER R.F.  
POSSEUES RU W.  
POTTER Hy.  
POWELL J.  
PRATT Mrs.  
PRIME F.L.  
PRITCHARD Wm.  
PROUDACE H.  
PULHAM W.  
PULMAN  
PURCHAS W.  
PURCHASE Rev. A.G.  
RATHBONE R.  
RATTRAY Capt.  
RATTRAY J.  
RATTRAY Wm.  
RAWBUS? M.  
REED J.  
REID H.  
REID Math?  
RELTON? G.R.=FELTON G.R  
REYNOLDS C.  
RHODES  
RICH D.  
RICKETTS  
SNEGLAR  
ARTHUR  
RICKIT W.  
RIDINGS  
RIDINGS Hy.  
RIDINGS R.  
RIGG J  
ROBERTON Jas.  
ROBERTSON L.  
ROBERTSON Robert  
ROBINSON John  
ROBINSON T.J.  
RODGERS  
RODGERS J.  
RODGERS Thomas  
ROONEY  
ROSS A.  
ROUGH Capt.  
ROWSE Hugh  
RULE J.  
RUNCIMAN Walter  
RUSSELL Thos.  
RUSSELL Y.

RYAN P.  
SABRON? Capt.  
SAGE Jesse  
SANDERSON Charles  
SCALES J.J.  
SCOTT (Mangere)  
SECCCOMBE John David  
SECCOMBE Thomas  
SECOMBE Richard  
SELWYN  
SEWELL Hy.  
SEYMORE  
SHANNON  
SHAW A.W.  
SHAW Capt.  
SHEDDAN R.  
SHEENAN J.  
SHEENHAN D.  
SHEPPARD T.G.  
SHIPHERD C.  
SHIPHERD Thos.  
SHULTZ R.  
SILLERY Col.  
SIMKIN  
SIMMS Jas.  
SIMPSON Daniel  
SINCLAIR  
SINGER Wm.  
SMART J.  
SMITH Ed.  
SMITH F.  
SMITH George  
SMITH Hy.  
SMITH S. Hague  
SNEGLAR Henry  
SOMAVILLE  
SOMERVILLE M.  
SOPPETT Thos.  
SPALDING Nelson  
SPEEDY Major  
STEELE G.S.  
STEVENS Thos.  
STEVENS W.P.  
STEVENSON C.  
STEWART  
STEWART (laborer)  
STEWART J.  
STEWKELLER E.  
STOKES  
STOREY Major  
STORY  
STYAK  
SULLIVAN M.  
SULLIVAN R.O.  
SWAINSON  
SWANSON William

SWINBURN  
SYMONDS  
TAPSELL  
TAYLOR  
TAYLOR A.  
TAYLOR C.W.  
TAYLOR Chas.  
TAYLOR H.  
TAYLOR R.  
TAYLOR Richard  
THOBURN J.  
THOMAS J.  
THOMPSON John  
THOMSON G.  
THOMSON W.  
THORNBURNE W.  
TONKS B.  
TOTHILL Charles  
TRIMBILL?  
TUCKER Mrs.  
TURNBULL R.  
TURNER  
TURNER Wm.  
TURRELL Geo.  
TYLER H.W.  
UTTING F.J.  
UTTING J.  
VALENTINE J.  
VARTY J.  
VAUGHAN Thos  
VICKERS S.  
VICKERY  
VICKERY J.  
Von STURMER F.  
VUCICH Geo.  
WADHAM A.J.  
WALKER  
WALL E.  
WALLACE (Flat Bush)  
WALLACE (Mangere)  
WALLACE Jas.  
WALLACE John  
WALLIS Wm. H.  
WALMSLEY Jas.  
WALPOLE  
WALPOLE Shannon  
WALTERS John  
WALTON Major  
WARRINGTON D.  
WATERSTOW A.R.  
WATSON Robt.  
WATT A.A.  
WAYMOUTH J.  
WEBSTER  
WEBSTER (Hokianga)  
WEBSTER Geo.

WEBSTER Mrs.  
WELLS Seymour  
WELSH Jas.  
WEST Joseph  
WESTON Thos.  
WHISKER Alex  
WHITE  
WHITE (1<sup>st</sup>) Thos.  
WHITE (2<sup>nd</sup>) Thos.  
WHITE Hy.  
WHITTAKER Fred.  
WILD Stuart  
WILD Wm Stuart  
WILKINS John  
WILLIAMS G.  
WILLIAMS T.C.  
WILLIAMS Thos  
WILLIAMS William  
WILLIAMSON J.  
WILLIAMSON James  
WILLIAMSON John Esq (Superinted.)  
WILLWAY W? H.  
WILSON A.C.  
WITT Bays.  
WOOD Reader  
WOODHOUSE J.  
WOOLWORTH G.  
WRIGHT G. .  
WRIGHT Hy.  
WRIGLEY J.  
WYBLAW  
WYNYARD Col.  
WYNYARD R.  
YATES R.  
YONGE Fred D. (Flat Bush)  
YOUNG  
YOUNG (1<sup>st</sup>) James  
YOUNG (2<sup>nd</sup>) James  
YOUNG Wm.

