

## Inwards Despatches from Lieut-Governor Eyre, New Munster

10 November 1848 to 29 December 1848  
Archives NZ Reference ACHK 16563 G7/3 (R2611661)

---

No.111 Wellington 10 Nov 1848 to Governor Grey

Enclosure: Return of Prisoners tried at Supreme Court Wellington 01 Sep 1848. Michael Morrisay (22yrs), Patrick Branigan (21), John Kitchen and John Callaghan – all labourers and privates of Her Majesty's 65<sup>th</sup> Regiment - were committed 10 Apr 1848. Morrisay and Branigan were found guilty of felony and were to be imprisoned for the period of two years with hard labour, and solitary confinement one month at the end of each year. Kitchen and Callaghan were found not guilty as there was no evidence whatever to connect Kitchen and Callaghan with the other Prisoners.

---

No.112 Government House, Wellington 10 Nov 1848 to Governor Grey

Enclosure: Memorandum from Godfrey T. Thomas, Auditor General re enquiry made regarding a sum of £100 supposed to have been deposited either with His Honor the Superintendent or the Resident Magistrate at Taranaki, for the purpose of being paid to the Natives residing at Wellington who were interested in the land purchased at Taranaki but which sum has never been forthcoming. The Auditor General begs to state that he made the necessary enquiries and in referring to the records in the Colonial Secretary's Office he found that this sum according to Major Richmond's statement, never had been advanced, and that the local Government at Auckland were informed accordingly. On 23 Mar 1847 His Honor in reference to the £100 wrote as follows to Mr McLean at Taranaki. "I have the honor by directions of His Excellency the Governor, to request you will have the goodness to acquaint me what amount was fixed upon for Epuni and the claimants of the Ngatiawa Tribe at Port Nicholson of the compensation which you have already apportioned for the land at Taranaki and if it is in your possession His Excellency wishes it to be sent here that they may be settled with." Mr McLean in reply to the above stated that he was authorised to pay the sum of (£100) by drawing on the Sub Treasurer. "I never applied for the money till the receipt of your letter when Captain King informed me that he had no funds at present at his disposal for that purpose." It appears that a Copy of Mr McLean's letter was transmitted to Auckland His Honor having recorded thereon (July /47) that this sum had not been drawn. On examining the Treasurer's Books the Auditor General found this statement to be correct. He trusts that the foregoing is sufficiently conclusive as to the fact that the sum in question has never been advanced, upon what grounds, the supposition that such was the case rested, does not appear. Advances of this nature are not usually so carelessly recorded as to leave no traces of the transaction.

---

No.113 Government House, Wellington 11 Nov 1848 to Governor Grey

Sir, I have the honor to inform your Excellency that the barque *Subraon* bound for Sydney, was wrecked in the entrance of Port Nicholson on the evening of the 26<sup>th</sup> October whilst in charge of the Pilot, an officer of the local government. From an enquiry by a Board appointed for the purpose with the circumstances under which the occurrence took place I have been led with the approval of my Executive Council to dismiss the Pilot from the Public service, and I have temporarily nominated a person to discharge the duty of Pilot until sufficient time has been allowed for candidates for the office to send in their applications and for the Government to make a selection of the most eligible for the permanent appointment.

Whilst enquiring into the circumstances connected with the loss of the *Subraon*, my Executive Council had brought under their notice by the Merchants the unsatisfactory and insufficient state of the whole arrangements connected with the Pilot Establishment and under which it is left to the Pilot himself to provide and keep up both the Boat and Boats men required to enable him to discharge his duties.

The result has been that a proper crew has never been kept up and it is generally to him that this in some measure led to the loss of the *Subraon*, owing to the Pilot attempting to go through Chaffer's passage for the purpose of more readily meeting with his boat when leaving the vessel instead of taking the safer and ordinary passage but which was more distant from his residence and would have required greater exertion on the part of a boats crew to return to his residence in a rough sea and with an increasing wind, and in the dark.

I have been advised therefore by my Council to provide at the cost of the Government a boat and full boat's crew of five men for the use of the Pilot, and for the future to give a paid salary of £100 per annum and 1/5<sup>th</sup> of all the Pilotage collected as a remuneration for the person who may be appointed to that office instead of allowing him as heretofore to receive the whole of the pilotage and make his own arrangements for a boat and crew. The other 4/5ths of the Pilotage collected will go towards meeting the cost of keeping up the establishment, but I apprehend that even with this aid a very considerable additional expense will be entailed upon the Government.

Fully coinciding in the propriety of the arrangements recommended by the Council I am taking steps for carrying them into effect – a few months trial will shew a bit the possible annual deficiency may be and should there be a prospect of the amount being large more increase might well be made to the rates of pilotage which are now very low, viz 3s per foot draught of water – or other steps might be taken to make the receipts from Pilotage equal the expense of keeping up the establishment in a complete and efficient state.

---

No.114 Government House, Wellington 10 Nov 1848

Sir, I have the honor to bring under your Excellency's notice that some misapprehension exists on the part of the Gentlemen filling the offices of Heads of Department in the Province as to the nature of their duties and obligations both to the Government under which they hold offices and to the Public at large. Most of the Gentlemen having recently been appointed to their offices and having had no previous knowledge or experience of the Public Service I have thought it desirable to request your Excellency would be pleased to state for their information the general principles under which their offices are held and the nature of the service which may legitimately be expected for them...

Enclosure: Extract from the Minutes of the Proceedings of the Executive Council of New Munster  
03 Oct 1848

---

No.115 Government House, Wellington 14 Nov 1848

Sir, Referring to my Despatch No.96 30<sup>th</sup> September in which I brought under your Excellency's notice the great decrease in the Revenue of this Province I have now the honor to transmit an abstract statement from the Collector of Customs shewing the quantities of certain articles imported during the Quarter ended 5<sup>th</sup> July 1848, the entered values of the same, the amount of ad valorem duties paid thereon according to the present rates, and a scale of Fixed duties prepared by the Collector of Customs as a substitute for the ad valorem duties on the articles enumerated...

Enclosure: Port of Wellington – A Return shewing the quantities of Ale and Beer, Coffee, Flour, Rice, Sugar, Tea and Wine imported for the quarter ending 5<sup>th</sup> July 1848...

---

---

No.116 Government House, Wellington 20 Nov 1848

Sir, Since my despatch No.105 of 29 Oct 1848 shocks of earthquakes have still been felt occasionally up to the present time the principal ones have been:

31 Oct	8pm	rather smart shock
08 Nov	1pm	heavy shock with grating sound underneath
15 Nov	1pm	rather smart shock
16 Nov	3.15pm	smart shock
16 Nov	Midnight	heavy shock
19 Nov	9.45pm	slight shock

Many lesser shocks have been from time to time experienced but have been too insignificant to be worth recording, neither have any of the above been of sufficient violence to do any damage.

The inhabitants seem now to have quite recovered from the alarm which the continuance and intensity of the shocks had at first occasioned. Chimnies are in many instances rebuilt and others only repaired from the difficulty of getting bricklayers – new wooden buildings are rapidly taking the place of the \_ or brick ones which were destroyed, and in fact a general activity prevails in the town which is strongly indicative of the restoration of public confidence.

---

No.117 Government House, Wellington 20 Nov 1848

Sir, I have the honor to forward to your Excellency Plans of the Bridges which have recently been constructed on the lines of Road now forming in the Porirua.

Enclosure No.1 represents a Bridge designed by Mr Fitzgerald for the Mungaroa River on the Wairarapa line of road. It was built by contract after tenders had been publicly called for in the Government Gazette and cost £250.

Enclosure No.2 shows the Plan of a Bridge designed by Captain Russell for the Pauatahanui river on the Main line of road leading up the Western Coast. It was built entirely by Military labour and cost £59 18s 3d.

Enclosure No.3 is the Plan of a Bridge also designed by Captain Russell for a stream near Paekakariki on the main line of road leading up the Western Coast. This bridge was built entirely by Natives (acting under European superintendence) and its cost was £119 13s 10½d.

The dimensions of the three Bridges are given on their respective plans and are sufficiently similar to admit of the relative cost of such work by the three different systems of labor employed. Your Excellency will not fail to notice that the adoption of the contract system in building the Bridge over the Mungaroa river has entailed fully double the amount of expenditure which would have been caused had the same bridge been constructed by the Native Party who built Bridge No.3 and I think this clearly shows that the Colony is not sufficiently advanced to admit of work being done by contract upon lines of road distant from the capital and with the lands through which these lines pass unoccupied by settlers, so cheaply as it can be done by the employment of Road parties under judicious supervision and this even where native labor alone is employed.

Another most important fact which will not fail to strike your Excellency is the relative proportion existing between the cost of the Bridge built by the Military Party and the cost of that built by the Native Party, the first being very nearly one half of the second – now this is very nearly the proportion existing between the pay of the military labor and that of the Native laborer – the former receiving 10d per diem and the latter 2s. It will be evident therefore to your Excellency (and this is a most striking and gratifying fact) that the Native is under judicious management and training fully equal to the same amount of labor as the European and this even where a great deal of skilled labor and mechanical knowledge is necessary...

**Enclosure:** A. Hamilton Russell, Captain 58<sup>th</sup> Regiment, Military Road Office, Pauatahanui 01 Nov 1848 to the Colonial Secretary – enclosing quarterly return of work and expenditure to 31 Sep 1848. Notwithstanding great reductions in the Native Parties during that period the progress has been considerable from the circumstance of all the most difficult portions of the Lines having been first taken in hand. The Carriage communication from Wellington to all the valuable sections of the Horokiwi Valley will be opened this summer, and as they are said to be next in value to those of the Hutt District it may be useful to intending purchasers to be aware of this circumstance. I transmit plans of two Bridges completed during the Quarter – the largest on the line the first across the Pauatahanui River by Mr Gonstin's Military Party affords strong proof of the advantage gained by the Colony from the employment of the Military on such works. Its length being 96 feet, its width (between hand rails 12 feet, extreme width 15ft 10 inches) and its cost £59 18s 3d less than one fourth of what it would have been by Contract. The advantage to the Service from their employment upon duties so important in their profession I consider still greater.

This Party has also built during the Quarter a boat capable of carrying fifty men and of a description constantly required on Service. It is used for the conveyance of Mr Turner's Military party from Paramatta Point to their working ground on the other side of the Harbour. Its actual cost was £16 16s 1d, its value £18.

The second bridge is the exclusive work of Mr Yates Native Party. Its length being 100 feet, 2 inches, its width (between hand rails 11 feet 7 inches, extreme width 14 feet 9 inches) and cost £119 13s 10½d – about one half of what it would have cost by Contract. As it has been visited by His Excellency as well as the Governor in Chief, I need not dilate upon the extraordinary success which it shews to leave attended our efforts to divert the capabilities of this people to the useful arts of civil life. From some acquaintance with aboriginal races acquired in various Colonies, I was sanguine as to the ultimate result of this great experiment, but I believe no person could have anticipated the execution of such a task so shortly after entering on it.

**Enclosure:** Abstract of Labor employed, work done, and expense incurred on the North Road under Captain Russell, 58<sup>th</sup> Regiment Superintendent of Military Roads from 01 Jul to 30 Sep 1848.

**Enclosure:** Plan of Bridge constructed over the River Pautahanui by Ensign Garston's Military Party – designed by David Johnston, Clerk of North Road

**Enclosure:** No.4 Plan of Bridge, Mr J. Yule's Station near Paekakariki – designed by David Johnston, Clerk of North Road

**Enclosure:** The Bridge over the Mungaroa River built of the best Rimu or Red Pine timber according to the annexed Plans was commenced in October 1847 and completed in February 1848 at a total cost of £250, the original contract price. [Signed T. H. Fitzgerald]

**Enclosure:** Design for a bridge over the Mungaroa River on the Wairarapa Road (terrain in colour) by T. H. Fitzgerald, Surveyor, Wellington

**Enclosure:** Design for a bridge over the Mungaroa River on the Wairarapa Road (bridge specifications in black and white) by T. H. Fitzgerald, Surveyor, Wellington

---

---

No.118 Government House, Wellington 21 Nov 1848

Sir, I have the honor to transmit for your Excellency's information a copy of a Report from Captain Collinson, R.E., to the Senior Military Officer in the Province of New Munster, on the effects produced by the Earthquake upon the Colonial Barrack at Porirua, and explaining that officer's opinion of the present state of the building.

Enclosure: Report of the Earthquake of October 1848, at Paramata Point, Porirua near Wellington by J. B. Collinson, Captain R. E., 18 Nov 1848 sent to Colonel McCleverty.

The first shock on Monday the 16<sup>th</sup> October at 1.30 a.m. commenced with a subterraneous rumbling sound accompanied by a vibration of the ground and appearing to come from a S.E. direction; followed immediately by an oscillation which shook the Colonial Barrack sideways in and East and West direction, lasting altogether about a minute. The building, which is two stories high, with rubble stone walls two feet high and brick quins and window openings and divided by four partitions was cracked at almost all the junctions of the stone and brickwork from the top nearly to the bottom.

The second shock on Tuesday afternoon was similar to the first but not so violent; it opened and extended the former cracks and cracked the main wall on the East side.

The third shock on Thursday morning was similar to but more violent than the second; it cracked the partition walls in the upper story at their junction with the main walls and on each side of the large doorways and most of the brick arches over the doors &c. The Soldiers and Officers then left the building. The most cracks are all on the east since Thursday the 19<sup>th</sup> the slight shocks have increased the cracks.

At present if there are no more shocks, I consider it is not in danger of falling, except the S. E. tower, in which the cracks are most numerous. But I consider it never will be safe for any person to inhabit it again, because the bond at the angles is so broken that no repairs to the brick or stone work could secure it; and therefore I recommend it be taken down and the material sold. The Timber and Bricks and other materials are worth about £250 when taken down.

But I do not recommend it to be taken down yet, as labour is very expensive at present; it will be locked up and used as a powder magazine by the Ordnance as long as the Troops remain there and they will be accommodated in huts at the same spot.

---

No.119 Government House, Wellington 21 Nov 1848

Sir, In accordance with you Excellency's verbal instructions when visiting Wellington last September I take the earliest opportunity which has since occurred of bringing under your Excellency's notice the subject of the Roads (which are being constructed in this Province) and the inadequacy of the Funds which are at present at my disposal for carrying out the very extended operations submitted for your Excellency's approval both by Mr Fitzgerald and Captain Russell with a view to their being executed during the present summer.

Having brought under your Excellency's notice when you were at Wellington in September, that the balance left unexpended of the £20,000 allowed to this Province for the year ending 31<sup>st</sup> March 1849 would not do more than enable me to continue the operations in the Wairarapa and West Coast lines of road, upon a more extensive scale than existed at the time of your Excellency's visit. Your Excellency was pleased to desire that I should write to you on the subject for the purpose of ascertaining, after your Excellency's return to Auckland, whether further funds could be granted or not in anticipation of the proportion which you might be able to allot to this Province from the Parliamentary Grant for the year 1850.

No opportunity has heretofore occurred of my making this communication – neither have I received any further instructions from your Excellency on the subject. I have therefore continued the Road parties on the Wairarapa and West Coast lines of road at about the same strength and role of expenditure as when your Excellency was here. This outlay amounts to about £1,000 to £1,100 per month.

Having received but a very short notice of the sailing of the *Eliza* for the Bay of Islands, I am not able to transmit to your Excellency by her some lay reports on the subject of the Roads. I take the opportunity however of forwarding, as more immediately connected with the subject of this Despatch some correspondence which has taken place with Mr Fitzgerald on the subject of contracts and in which your Excellency will find a statement of the operations proposed to be undertaken by Mr Fitzgerald during the present summer, amounting to an outlay of from £16,000 to £17,000 for his 'line' alone, but reduced when laid before your Excellency in September last, by your Excellency's minute to about £10,000.

Accompanying the correspondence and attached to it is a memorandum by myself stating at length some of the reasons why it appears to me that in the present state and circumstances of the Colony the Government would not be able to construct lines of road so cheaply by Contract as by employing labour under paid Superintendence in the immediate control of the Government.

Enclosure: T. H. Fitzgerald, Wellington 12 Sep 1848 to Colonial Secretary, Wellington

Sir, By desire of the Governor in Chief I have now the honor to submit for his Excellency's consideration my views on the propriety of again introducing the system of contracts for the execution of the different works required in the construction of roads under my superintendence. A long and careful examination of the subject has left no doubt in my mind that where it is practicable to adopt it, the contract system is far superior to the present mode of executing the work by road parties no matter how well regulated or carefully attended to the latter may be and I will now state my reasons for arriving at such a conclusion...

Should his Excellency think favourably on the matter I would beg to recommend that that portion of the Petoni Road beyond Kaiwarra for a distance of 1<sup>3</sup>/<sub>4</sub> miles now constructing under Mr MacDonogh should be completed under the present system which will enable a proper comparison to be hereafter instituted as to the relative cost and merits of the two modes...

Schedule of work that may be executed from September 1848 to May 1849. The Wairarapa Road to be rendered passable for Carts to Wairarapa by June 1849.

#### Porirua Road

Repairing old Road £450; cutting down and clearing away timber on Road up to Ngahauranga stream to be done by Dec 1848 £350; constructing one mile of above road £960.

#### Wairarapa Road

Petoni Road completion £5,000; Lower Hutt Road to Second Gorge £1158; Upper Hutt Road £2500; Road over hills to Pakuratahi – 2 miles road through Pakuratahi burnt off £1600; Bridges built and made passable for carts £800; Road to Rimutaka to Valley of Otawera – four miles to be made passable for carts and nearly completed £3600.

Enclosure: Eyre to Domett 28 Sep 1848

... I have to inform him [Fitzgerald] that the Governor in Chief wishes that the principal part of the road expenditure should be allocated to carrying on the Wairarapa Road during the summer months and that the Ngauranga and Petoni roads should be deferred until the winter when it is easier to carry on operations upon them than it is upon the Wairarapa Road...

Enclosure: T. H. Fitzgerald, Wellington 16 Oct 1848 to Colonial Secretary

Sir, Referring to your letter of 29<sup>th</sup> ult. I have now the honor to reply to those portions of it to which an answer is required begging to recommend in the first place, Mr William Swainson Jnr for the office of superintendent of the additional party authorised by His Excellency the Lieutenant Governor who has already verbally approved of Mr Swainson's reappointment in the above capacity... [recommends] that contracts might be entered into for the construction in the first place of the road over the range of Hills into the Pakuratahi and next of that over the Rimutaka Range to the Valley of the Otawira near Wairarapa.

Enclosure: Memorandum by the Lieutenant Governor

---

No.120 EJ Eyre to G Grey 21 Nov 1848

Enclosure 1: Abstract of revenue and expenditure for the quarters ending 30 Sep 1848.

Enclosure 2: Comparative return of revenue and expenditure for the quarters ending 30 Sep 1847 and 1848.

Enclosure 3: Memorandum from the Auditor General explanatory of the increase or decrease in the items of Revenue or Expenditure as shewn by the abstract

---

No.121 EJ Eyre to G Grey 22 Nov 1848

... On the Wairarapa line a good Bridge has been built over the Mungaroa River, and a good deal of timber has been felled ready for burning off... it is now just possible to take a horse into the Valley of the Wairarapa and some few head of sheep have passed along the line...

Enclosure No.1: Military Road Report – Captain Russell – quarter ending 30 Jun 1848

[1] Abstract of expenses for the construction of the North Road 01 Apr to 30 Jun 1848

[2] Military road sub-report of Mr Walter Mantell ... we had commenced a bridle path along the eastern shore of the harbour extending from Waiohata to the Porirua Road was completed on 10 May and included about one mile of dense bush. Sixty one bridges and drains varying in length from one to ten feet were made in the course of this work. Since the completion of the Bridle road a party of 15 men and an overseer were employed for twelve days in the erection of two bridges across the Kenepuru and other rivers and in making raised metalled causeways near the junction of the Harbor path with the Porirua Road... The average number of labourers employed during the quarter is 105. They have in general conducted themselves very well; I have, however been compelled to request the dismissal of three for returning camp in a state of intoxication; and that of one of the overseers for trafficking with the labourers. Enclosure: Abstract of expenses of Mantell's road party 01 Apr to 30 Jun 1848

[3] Military Road sub-report of Mr George Compton... nine chains length of rock has been cut through and reduced to the proper level; the height varying from 8 to 22 feet, breadth of roadway 11 feet. Fifty-three chains of metal, wheeled, broken, laid and raked with ribbon for foot passengers; of this amount half has been procured from the Road Cutting, the remainder collected from the surface or quarried as occasion required. One bridge of hewn totara framed 26 feet long with breastworks has been completed... two cross drains 14 feet long built of Miro and Rewarewa... the daily average number of labourers for 53 working days (16 sick included) has been 21 $\frac{3}{4}$ . There is no other information that I am aware of sufficiently important to afford interest except that a few of Rangihaeata's natives have recently joined this party and these it is expected will be followed shortly by a larger number... Encloses abstract of expenses of Compton's road party 01 Apr to 30 Jun 1848

[4] Military road sub-report of Ensign Christopher Garston, 58<sup>th</sup> Regiment... a bridle path from the Horokiwi Valley to a distance of three hundred yards on the other side of Duck Creek, the whole distance being about two miles has been cleared and completed, there has been a good deal of light timber and stumps cut away, and in some parts a portion of soft stone. There have also been two bridges erected, one seventy feet long, and four wide, across the River at Pauatahanui, the other across Duck Creek, which is forty feet long and four wide. There are also about twenty Fern ones, over all of which a horse can be taken... we have built a pile driving machine and have

commenced driving Piles for the new bridge at this Station... there have been five houses built for soldiers' quarters... an hospital... Carpenter's shop with a boarded roof, all the others are shingles; there has been a small quantity of office furniture made... we commenced about ten days since falling and sawing timber for the Bridge at Duck Creek. I am unable to state what number of barrows have been mended, but there have been a great number, as we have kept all those belonging to Mr Mantell's party in repair, and some of Mr Compton's. All Government stores have been brought by boat from Jackson's Ferry... Encloses abstract of expenses of Garston's road party 01 Apr to 30 Jun 1848.

[5] Military road sub-report of Mr John Yule... By a comparison of the present figures with those for the quarter ending 31<sup>st</sup> March you will observe that labour becomes considerably dearer as winter approaches. Not only is the working time shorter, but the clayey soil becomes tough and heavy, and we find it impossible to get the natives to exert themselves in cold wet weather. We have never yet been able to make them comprehend the propriety of using a little extra exertion to keep themselves in heat. Considerable difficulty is experienced in retaining men whom we have taught some handicraft. No sooner are our sawyers and carpenters become tolerably expert than they either manage to procure better wages elsewhere or become so useful at home that their chief finds it his interest to withdraw their services. An evil of no small magnitude has hitherto existed unavoidably, namely that of paying the good and bad workers alike. When they come to understand the nature of contracts a little better, so as to be able to do the work by contract, they will have a stronger stimulant for exertion and all parties will be better served.

For a month or so previous to the starting of the Ngatiawa's for Taranaki the quantity of tools stolen from the Line was excessive, although great vigilance was exercised for its prevention. As those, who remained, seemed to respect the thing as a matter of course. Since they started, we have had no Tools stolen. While they do not absolutely spend their money ill, they do not spend as well as they might, the greater portion of them still subsist on Potatoe dist, and have never yet managed to get a pair of shoes for their feet. The usual method is to hide their earnings until as much is accumulated amongst three or four of them as will buy a horse. To spend their money on food or clothing they consider unjustifiable extravagance. Rarely indeed do they eat anything better than potatoes, except what they can get on credit and this credit they either do not mean to or at any rate but seldom pay off honorably. It seems to me that they enjoy more real happiness at this work than ever they had known before. Besides their love of money, they like to work in masses, they seem fond of the order of our arrangements, and perhaps enjoy more independence than they used to under their Chiefs. They have not now however nearly the amount of noisy mirth which they had when the work commenced. Never yet has an actual fight taken place, and with only one man here I had to interfere in order to prevent such. Generally they seem to live in great harmony amongst themselves. We had a case, however, the other day of a opposite description, which strangely contrasted their past and present habits. A quarrel arose about something, during which some galling words passed, when one of the parties seized a firebrand, and instantly, had the Hut of his opponent in flames... Encloses abstract of expenses of Yule's road party 01 Apr to 30 Jun 1848... Daily average number employed during the quarter 64½.

Enclosure No.2 Wellington 17 Jul 1848 T. H. Fitzgerald to Colonial Secretary

Sir, I have the honor to enclose reports on the progress of the Wairarapa Road for the quarter ending 30 Jun 1848 from Superintendents Messrs A. E. McDonogh, Henry Stilling and W. J. Swainson and a foreman in charge of the small advance party... reports on road between Kaiwara and Wairarapa...

Between Kaiwara and Ngahauranga under McDonogh about 18 chains of road has been made and about 560 feet of stone wall built to protect the most exposed parts of it. This party has also opened the Quarries, from which they obtain supplies of stone – one on the Porirua Road and another at the mill at Kaiwara to which latter place they have also formed a road about 11 feet in width and 5½ chains in length to facilitate the carriage of stone. From the map accompanying this report it will be seen that a considerable alteration for the better has been made in the road leading into the Pakuratahi valley through which the great line of road is now laid out and the works commenced on it...

Between Ngahauranga and the Hutt Bridge the work has been carried on in three different places – near to Ngahauranga, Rocky Point and between Petoni and the Hutt Bridge, but in consequence of successive reductions in the expenditure of the station at Ngahauranga alone, under Mr Stilling is now kept up near the Ngahauranga about three chains of road 24 feet wide have been completed and about 500 feet of stone wall built. At Rocky Point 6½ chains of road were made and about 110 feet of stone wall built and between Petoni and the Hutt Bridge about 46 chains of road were made though not completely finished, owing to the wet weather setting in before all the metal could be put on.

Between Hutt Bridge and 2<sup>nd</sup> Gorge about 35 chains of road near the Taita have been metalled at an expense for labour and superintendence of £126 3s and cartage £150. The reason of the labour being so much in proportion to the expense of cartage in this case is owing to the metal being obtained with much difficulty from the side of the hill near the Gorge.

Between No.3 Line in the Upper Hutt and the Mungaroa about ¾ miles of road which passes through heavily timbered land have been felled 100ft in width, cleared and stumped by a party under Mr Swainson. Also about eight chains of the bed of the road made under the cliff at the Mungaroa, one of the most difficult and expensive parts of the whole road, and about 35 chains of bush fallen beyond the Mungaroa. This party was composed almost entirely of Ngatiraukawa natives who, for their efficiency as workmen and for general good conduct, are still far before any of the other tribes employed on this Road.

The advance party in the Pakuratahi have been employed during the past three months cutting and clearing the Pathway to Wairarapa, felling bush in the Pakuratahi &c

#### Sub-enclosures

Abstract of the expenses in construction of the Wairarapa Road 01 Apr to 30 Jun 1848

A. E. McDonogh to TH Fitzgerald 04 Jul 1848 Abstract of expenses at Kaiwarra 1

H. Stilling to TH Fitzgerald 03 Jul 1848 Abstract of expenses

W. J. Swainson to TH Fitzgerald 01 Jul 1848 Abstract of expenses

#### Description incomplete

---

No.122 Government House, Wellington 01 Dec 1848

Sir, Referring to my Despatch No.117 forwarding to your Excellency plans of three Bridges constructed on the lines of road in progress in the Province of New Munster in which I spoke of those Bridges as having been designed by the Directors of the respective roads. I have now the honor to inform your Excellency that I find I was in error in assuming such to be the case. The Plans of the Bridges executed by Captain Russell's parties having been copied from some printed work and probably the same may have been done also with regard to that executed under Mr Fitzgerald's superintendence. The part of the Plans adopted, not being original does not however in any way affect the bearings of the question which they were sent to elucidate.

---

No.123 Government House, Wellington 20 Dec 1848

Sir, In my Despatch No.105 of the 29<sup>th</sup> October relative to the Earthquakes at Wellington I expressed a hope that it might be in my power in a future Despatch to afford your Excellency some further particulars. I have now the honor to transmit a copy of an interesting report drawn up by a Board which I nominated for the purpose of collecting information and to report generally on the whole subject. This Board was composed of Captain Collinson, Commanding Engineer, the Resident Magistrate and Mr Park, a surveyor and architect. Your Excellency will be glad to learn from the Report that the damage done to the town is not estimated to exceed about £15,000. I may observe, however, that this estimate has reference only to the buildings and does not include any other property which was destroyed or damaged, if there therefore were taken into account the estimate of the total loss instanced at Wellington in consequence of the Earthquakes would be very considerably augmented – though it would still be comparatively light to what might have been

anticipated from the occurrence of so serious a visitation. Shocks of Earthquake still continue to occur at intervals up to the present time but they are comparatively slight and neither cause injury nor excite apprehension.

Enclosure No.1: TB Collinson, R Park, H St. Hill to A. Domett 21 Nov 1848  
Wellington 21 Nov 1848

... that it was the desire of His Excellency that a Board should be appointed to examine and report on the damage done in Wellington by the late Earthquakes and also to state the cases in which they considered it necessary that Military labour should be used to remove the ruins, and further informing us that Mr Park had been chosen by the inhabitants as a Member of the Board on their part, and that the Council desired that Mr St. Hill and Captain Collinson should act on the part of the Government.

We beg to report that in compliance we have examined the damaged buildings and we herewith enclose a list of them. On that list is stated the manner in which the Proprietors propose to repair their buildings as they have informed us and also what further measures we have in some instances considered necessary. As these are trifling we do not consider it necessary to employ Military labour at all, but in those cases when the damaged Houses front the principal streets, and, in their present state are a nuisance and a danger to the Public we beg to recommend that one month be allowed to the Proprietors to repair them. The particular repairs required to such houses are marked in the List as being necessary to secure the Public thoroughfares.

In addition to the damages mentioned in the List, we find that almost every Chimney in the Town has been broken down close to the Roof. As this is a very dangerous nuisance in a Town composed chiefly of wooden houses we consider it very desirable that the inhabitants should be obliged to build up the damaged chimnies to a safe height above the Roof within two months. The above forms the principal object of the Board; in the course of executing which we beg to state we have been very much assisted by the List of the damaged houses, drawn up by Sergeant Mills of the Armed Police.

But we further beg to offer a few remarks on the description of buildings best adapted to stand shocks of Earthquakes, which may be of use to persons about to build storehouses which are desired to be more secure from fire than wooden houses.

We have observed that those brick buildings have suffered least, which have had Bond timbers in the Brickwork, or have been lined with wood or weatherboarded, and that a great many Gable ends of Houses, in which the wall plate has not been carried through the Gable, have been thrown down, without reference to any particular direction of the Compass, and that the Gable ends of Hipped Roofs on the contrary have not suffered so much.

The Building we recommend for the above object, and for greater security against fire than a weather boarded house is a strong wooden frame upon a brick foundation filled in with bricknogging, laid in Mortar, and covered outside with strong lashes and plaster and inside with boards or plates.

But it is probable that there will be always in the Town, a great many Houses built entirely of wood. We recommend it to the consideration of the inhabitants that all further wooden houses should be separated from each other as much as possible, both as a security against fire and because the action of a shock is sometimes of an undulatory kind that will take more effect on a continuous line of buildings, than on several detached small ones.

...

The action of the Earthquakes, appears to have extended from about the latitude of Banks' Peninsula to the latitude of New Plymouth, the strongest force of it having been in Cook's Straits, and in a N.W. and S.E. direction from thence.

It commenced on October 16<sup>th</sup> with a strong shock at 1.30 a.m. On the 17<sup>th</sup> there was a second at 4 p.m. On the 19<sup>th</sup> a third at 5 a.m. On the 24<sup>th</sup> there was a fourth at 2 p.m.

These were all the strong shocks, but in the intervals there were a great number of smaller shocks varying from 10 to 20 in the 24 hours and then continued gradually lessening in number and force, from the 16<sup>th</sup> to the 30<sup>th</sup> October. And from that time to this there have been several, more violent than the small shocks. The strong shocks appear to have been felt at all the settlements within the latitudes above mentioned and as far as we can determine, simultaneously; but we have no certain dates to decide this point; and also with the same character, but less in force in proportion to the distance from Cook's Straits, and the line of N.E. and S.W. direction.

The strong shocks were all of this character; a sound like subterranean thunder, accompanied with a vibration of the ground for a few seconds, and then a quick heaving oscillation of the Earth, which in a few seconds more, died away with a quivering motion. The small shocks had not much of the heaving motion, but were more like the firing of Canon immediately underneath the place. They were sometimes so frequent that it sounded like a distant Cannonade while the Earth appeared to tremble incessantly for 2 or 3 hours together.

The direction of the Noise and the motion of the earth appeared to some people to come from the Southward, to others from the Northward; the buildings that have been damaged, are injured principally in the S. E. sides, and on the N. W. sides.

A Billiard Table in Barrett's Hotel was moved an inch to the S.E. The shocks were felt at Nelson a little more violently than at Wanganui; hardly at all at Hawk's Bay, and as strongly at Banks Peninsula, as at Wanganui.

Therefore we conclude the line of direction to be N.E. and S.W.

There have been a few cracks made in the ground at Wellington, and at the mouths of some small rivers on the N.W. coast, and at the mouth of the Wairau they are long narrow cracks not larger than those caused by a long drought.

On the 16<sup>th</sup> October, eight hours after the first shock, it being high water, but neap tides; the tide rose in Wellington one foot above ordinary spring tides; but this might have been occasioned by a strong S.E. wind, which lasted the 15<sup>th</sup> and 16<sup>th</sup>. On the 17<sup>th</sup> it was calm fine weather; on the 19<sup>th</sup> strong S.E. gale, on the 24<sup>th</sup> fine and calm.

On the 19<sup>th</sup> and 20<sup>th</sup> the Aurora Australis was very brilliant in the S.E. but there was nothing to indicate it had any connection with the Earthquakes.

There was no change in the Barometer or Thermometer, that would appear to have given warning of a shock. The last Winter has been an unusually rainy season with little wind; and this is a circumstance which is said to be connected with Earthquakes in South America. It appears to have been felt less on the higher grounds and upon Rocky foundations. It appears not to have been felt at all at Otago, or Auckland. Up to this date, no Eruption has been heard of at any place within the limits of the Earthquake as above stated.

We have endeavoured to ascertain the amount of damage done to the Town, and we consider that at the utmost, it is not more than £15,000, in property of all descriptions and that includes £3,500 of the Colonial Government, and £1,000 of H.M. Ordnance.

Enclosure No.2 Memorial – Inhabitants of Wellington to G. Grey 05 Dec 1848

Sir, We the undersigned, inhabitants of Wellington, beg to call Your Excellency's attention to a subject of the most grave and pressing importance to the interests of this Settlement; we allude to the only official accounts which have as yet been published relative to the recent earthquakes.

Understanding that the Commissioners appointed by the Local Executive to make enquiries into the amount of damage done by these earthquakes have already given in the Report and knowing that Your Excellency has personally made yourself fully acquainted both with the losses the Settlers have sustained, and also with their feelings and opinions on the subject, we respectfully submit that the official account contained in the Despatches published in the Auckland Gazette of November 13<sup>th</sup> are so entirely unsupported by the facts, that a great and manifest injustice will be committed, if they are any longer permitted to go forth unchallenged and uncontradicted; for Your Excellency must be as fully aware as we are, that assertions clothed with the highest official authority “that the town of Wellington is in ruins”; that “numbers of persons are ruined”; that “a blow has been struck at the prosperity, almost at the very existence of the Settlement, from which it will not readily recover”; that “the energies of all seemed paralysed”; that “the sad ravages which have already occurred, and the terror so frightful a visitation naturally produces in most men’s minds will drive from the Colony all who can find the means of getting away” &c, must inevitable produce results most disastrous to the welfare of these Settlements by destroying the confidence of the English Public in the Colony; by causing the suspension of emigration; by checking the formation of the new settlements at present in progress, by seriously impairing the credit of the mercantile part of the community and by putting a stop for a time at least to all mercantile transactions between this settlement and other countries.

Believing that the only effectual means of preventing such disastrous results, will be to publish in an equally official form, and an equally high authority, an accurate statement both of the amount of damage this settlement has sustained, and also of its present state and conditions, we would earnestly urge Your Excellency not merely to forward such a statement to the Home Government but also to publish in the Government Gazette here some official account which will counteract the mischievous effects in the neighbouring colonies of the Despatches alluded to, and which were evidently written in the moment of excitement.

Begging Your Excellency to accept our warmest thanks for the promptitude with which you have visited this settlement, and recognising with grateful feelings the pleasure and satisfaction you have evinced at finding the damage so much less than by the official statements you had been led to believe.

Signed: Mr Hickson JP, Abraham Hort JP, H. McDonald JP, Robert Waitt, A de B. Brandon, John Dorset, John Johnston, George Hunter, I. E. Featherston, William Lyon, W. M. Bannatyne, John Varnham, W. B. Rhodes, Thomas Waters, James Taine, Kenneth Bethune, P. M. Hervey, W. J. Loxley, George Crawford, J. Woodward, John McBeth, Rowland Davis, W. E. Vincent, J. H. Wallace, W. E. Wallace, James Smith, William Flyger, Edward Roe, John J. Curtis, William Fox Principal Agent NZ Company, H. Samuel, George Moore, J. Joseph, W. Irving, Francis Bradey, George P. Wallace, R. J. Duncan, James McBeth, A. Hornbrook, Richard Baker JP

Enclosure No.3 Memorandum EJ Eyre to G Grey 07 Dec 1848

---