

Ensign—1863: Henri John Jones (A.M.), 19th December.

OFFICERS ON THE UNATTACHED LIST OF THE MILITIA IN NEW ZEALAND—UNEMPLOYED.

Colonels—1860: Thomas Rawlings Mould, C.B. (A.M.), 5th April. 1863: Charles Sillery (A.M.), 30th July.

Lieutenant-Colonels—Henry Matson (A.M.). 1860: William Henry Kenny (A.M.), 2nd April.

Majors—1860: Charles St. John Herbert C.B. (T.M.), 28th February; G. W. D. Hay (A.M.), 18th March. 1865: Robert Parris, 6th May.

Captains—1860: John Jernyn Symonds (A.M.), 27th April. 1863: Thomas Good (T.M.), 11th June; William Smith Atkinson (T.M.), 11th June; Wellington Carrington (T.M.), 11th

June; Goldwin Roberts Breton (A.M.), 8th July; Charles Chamberlain (A.M.), 23rd July; George Patrick Pierce (A.M.), 23rd July; Hugh Reid (A.M.), 24th July; Daniel Henderson Lusk (A.M.), 12th December. 1864: Thomas M'Donnell (A.M.), 18th March. 1863: Charles Jno. Taylor, 24th June. 1865: William M'Kechney, 6th February. 1862: David Porter, 2nd June.

Lieutenants—1863: Henry Eyre Kenny (A.M.), 27th June. 1864: Fred. Duke Yonge (A.M.), 15th February. 1863: Joseph G. Holdsworth, 20th November. 1865: Arthur Bayley, 3rd March. 1864: Charles P. Sisson, 18th January.

Surgeon—1860: Thomas Moore Philson, M.D. (A.M.), 26th April.

## CANTERBURY.

### NARRATIVE OF EVENTS FOR THE YEAR 1865.

In reviewing the events of the past year, it is necessary to glance at the position of the province towards the close of 1864. We had then just passed through a period of prosperity unexampled in our annals. The wise administration of our Waste Land Regulations had brought within our borders much of the capital attracted by the rich Goldfield, now on its wane, that exists in a neighbouring province. Our own resources, independent of this stimulus, had multiplied equal to the most sanguine expectations. At the time we are now speaking of, we found our population had doubled itself in three years. Our imports and exports exceeded in value those of any other province in New Zealand, save one, and we were possessed of a vast and unimpaired estate in waste lands, which seemed sufficient to guarantee the advancement of the province in a corresponding ratio for many years to come. With this prosperity, however, came requirements that, with a less rapid development, would not have been felt. Railways, secure harbours for shipping, expensive bridges, telegraphs, and other costly appliances of modern progress were deemed necessary, and their accomplishment undertaken and pushed forward with vigour. In the meantime the stagnation of commerce in England began to make itself felt. A ruinous native war obliged the General Government of New Zealand to force upon that market an immense amount of paper, offering greater profit to the speculator than the Provincial Government were willing to pay. The season was unpropitious; the capitalists of England confounded the unsubstantial security offered by the General Government with the more solid resources of our infant province; our loans became almost unnegotiable; our public works were impeded; and a season of mercantile depression has ensued which may now, at the present time, be considered at its extreme. But, notwithstanding these adverse circumstances, if we cannot congratulate ourselves on unmitigated prosperity, we may at least boast that, after all, the position of the province is as good as ever; our credit, shaken by circumstances over which we had no control, is being recognised where we most care that it should, and although extraordinary calls have been made upon the public purse during the past year, we have met them promptly, and can now look forward to a rich contrast to our past difficulties.

Two or three years ago the discovery of a rich goldfield in Otago gave rise to considerable discussion as to the probability and desirability of a similar source of wealth existing in Canterbury. The general opinion seemed to be, as far as we can gather, that Canterbury had no Goldfield, and that if she had it would be a misfortune rather than otherwise. We professed to be content with the indirect but considerable benefit derived from our neighbour's experience in that respect, without the expense of administration that such a discovery would entail upon us. This, however, did not prevent our coquetting with fortune. Liberal rewards were offered by Government and private parties for the discovery of a Canterbury Goldfield. A Geologist of repute was employed in vain searching for the precious metal; and when at length, in the early part of last year, it was proved beyond dispute that we possessed a Goldfield, which promised to exceed in richness any hitherto found in New Zealand, we resigned ourselves to our fate, and indulged in the most glowing anticipations of a golden future.

That our anticipations have not been exactly fulfilled is no fault of ours. No effort has been wanting to utilise the vast stores of wealth which have been opened on our western shores. An additional enormous expenditure has been saddled on the province by the late discovery, but it must be confessed as yet without

any adequate return. Works, whose magnitude are not equalled in the whole of New Zealand, have been inaugurated in order to connect the Goldfield with the eastern part of the province; an expenditure startling in the sum of its total is going on day after day, and must inevitably continue for many months, if not years to come, in the endeavour to bring nearer the auriferous and the agricultural districts; and this, too, when it was deemed almost impossible to meet the ordinary requirements of the province.

It may be truly said that never before has this province been placed in so critical a position. With no doubts as to the elasticity of its resources and its final prosperity, it would be unwise to shut our eyes to the fact that we are now arrived at a point when the utmost wisdom is required in those who have the direction of our affairs, and careful statesmanship alone can save us from being involved in the general bankruptcy which seems impending over the rest of the colony.

It is not our intention to discuss the manner in which the Maori war has been conducted; we can only stay to mention that so much dissatisfaction has been created by the proceedings in the North Island, that the project of Separation has been revived in the South by a body called the Middle Island Association, whose head-quarters are at Christchurch. They number several influential names in their ranks, have established a well-organised system of agitation, and entertain sanguine hopes of success.

The first great public work of the province was the Lyttelton and Christchurch Railway, which was commenced in July, 1861. Since that time a section of the railway has been in remunerative work, and the Moorhouse Tunnel, the main feature of this undertaking, has been progressing steadily. The hardness of the rock encountered has greatly impeded the work, but at the end of November we find that, out of a total length of 2834 yards, 1079½ yards have been driven from the Port side, and 1139½ yards from the Heathcote, leaving a balance of 615 yards yet to be driven before its completion, which is estimated to occupy from ten to eighteen months, according to the nature of stone met with.

The insecure state of Lyttelton harbour, which is the only outlet to the eastern part of the province, has long been a source of anxious consideration. Works involving a very large expenditure were recommended by a special commission of scientific gentlemen in England, to whom the matter was referred. The Government, while recognising their advisability, found themselves unable to proceed as recommended from want of funds. A modified plan has, however, been proceeded on. The old jetty is to be partially rebuilt and extended; a wharf and embankment are to be constructed from the railway embankment to the old jetty; a jetty is to be erected for the accommodation of steam lighters at the western end of the new jetty; and a stone breakwater is commenced at Officers Point, on the line recommended by the Harbour Commission. The estimated cost of the whole amounts to £40,000. With the exception of the breakwater, the works have been contracted for, the contractors accepting half-cash in payment, and the balance in 6 per cent. Provincial Debentures at par; the work to be completed by July, 1866.

On the 31st of March, the first lighthouse erected in Canterbury was in operation. It is on Godley Head, a bluff at the entrance of the harbour. The building is of stone; it stands at an elevation of 400 feet above the sea; it is 32 feet high, the light itself is 426 feet above the sea. It is cata-dioptic; the rays are diffused by a three-wick lamp, on the French moderator principle. The wicks are parallel, and transmitted to the line of the horizon by circular belts, or lenses, of thick glass. The lamp is self-acting, and requires very little attention; the lenses, being once fixed, can never be put out of order. The whole lighting apparatus is enclosed in a large glass lantern. The frame is of gun metal, and the panes, thirty-six in number, of plate-glass half-an-inch thick; the roof, gutters, and weathercock are all of copper; the lining of the roof, the railings, and pedestal plates being of iron. The stonework terminates in a cornice, on which the whole of the ironwork rests, being held down by Lewes bolts, and surrounded by an ornamental iron railing, for the convenience of the lightkeepers. The light is visible for thirty miles, in clear weather. The total cost of the works is about £3000.

During the year ending 31st December, 1864, the number of ships inwards to the port of Lyttelton was 97, of an aggregate tonnage of 37,791 tons, conveying 3250 passengers. The total value of imports in the same period was £853,434; exports, £406,301; the duty collected was £73,026 10s 4d. The returns for 1865 are not complete, but in round numbers the imports may be stated at £625,000; exports, £500,000; duty collected, £90,000. This is exclusive of the returns from Hokitika, the capital of the Goldfields, of which we shall speak at more length in another place. During the wool season ending May, 1865, there were exported from Canterbury 20,394 bales of wool and 5790 skins, of the declared value of £448,690, against 17,682 bales wool, 9984 skins, of the value of £411,442, exported in 1864.

The first sod of the Southern Railway, intended to connect the capital with Timaru and adjacent country, was turned on 24th May. The contract as far as the Rakaia, a distance of thirty miles, has been let to Messrs. Holmes and Co., the contractors for the Lyttelton and Christchurch line. This portion is to be completed in two years from date of commencement; the cost of the whole will be £200,000, the contractors to work the line six months after opening. The terms of payment are:—One-half in cash; one-quarter in debentures, at 90; and one-quarter in land, at £2 per acre.

An imposing suite of offices has been added to the Government Buildings at Christchurch. These comprise a new Council Chamber and refreshment rooms. They are built of stone, are of massive proportions, and are by far the finest buildings in Canterbury.

The other public works begun or proceeded with during the year, with the exception of those connected with the West Coast, are not of such an important character as to demand special notice. The Road Board