

Purchasers of portions of sections will have the privilege secured to them by the conditions of sale of taking up the balance of the section at present reserved for railway purposes (shown on the plan by dotted lines) at a proportionate rent for the additional area to that paid for what is now sold, in the event of the railway line being moved, and such becoming available for leasing.

Plans showing position of sections can be seen at the office of the auctioneer. Lithographic plans are in preparation, and are expected to be ready for distribution early on Monday first.

No. 43.

The Hon. the MINISTER for PUBLIC WORKS to the CHAIRMAN and MEMBERS, Otago Harbour Board.

Wellington, 17th June, 1878.

REFERRING to your interview with me in Dunedin, in which I stated that Government would agree to proposals then submitted, provided that in the opinion of Sir John Coode they should not be detrimental to the interests of the harbour, it will, I trust, be obvious to you that, in the face of Sir John Coode's opinion that said proposals if carried out would be so detrimental, Government cannot possibly concur in said proposals, and that therefore land for railway purposes must be reclaimed in some other position than that proposed by you. While Government is exceedingly adverse to perpetuate the discussion of what seems to be a vexed question at Dunedin, it cannot divest itself of the responsibility which devolves upon it of seeing that due provision is made for the requirements of that enormous railway traffic which in a few years must centre in Dunedin. It would have been well, therefore, had the Government been furnished with plan of the land proposed to be leased by the Board which may abut on the railway line. As it is, the only land which, in the absence of plans, the Government can recognize as absolutely essential for railway purposes is portion of Crawford Street Block. We are advised that the whole of the block would not be too much, and that at least two chains and a half from Crawford Street outwards will be required. I trust, therefore, that this portion at least will be withheld from sale: in the meantime Governor will not be advised to assent to the leasing of this portion of reclamation, which assent is, as you are aware, necessary to validate any lease, in terms of section 33, "Otago Harbour Board Ordinance, 1874."

Chairman and Members, Otago Harbour Board, Dunedin.

J. MACANDREW.

No. 44.

The Hon. the MINISTER for PUBLIC WORKS to the CHAIRMAN, Otago Harbour Board.

(Telegram.)

Wellington, 17th June, 1878.

ATTENTION of Government has been called by notice in *Daily Times* to proposed sale of harbour reserves on 19th instant. There being no plan here showing the sections advertised, we are doubtful how far they may include land which may be necessary for railway purposes. Is there any objection to postpone sale until plan can be submitted to Public Works Department? It is absolutely necessary that at least a portion of Crawford Street Block be acquired for railway purposes, and possibly some of the others. Please reply early.

Chairman, Otago Harbour Board, Dunedin.

J. MACANDREW.

No. 45.

The COMMISSIONER of CROWN LANDS, Dunedin, to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

Dunedin, 18th June, 1878.

THE block of land between the present railway line and Castle Street has been agreed by Harbour Board to be withdrawn, with the exception of about half an acre of south-west corner of block, being portion of Sections 48, 49, and 50, as per Harbour Board lithograph plan. Mr. Armstrong states that this portion will also be required to carry out Mr. Conyers's instructions. Shall forward plan if necessary, showing portion of land required by Mr. Armstrong and portion reserved by Board.

Minister for Public Works, Wellington.

J. P. MAITLAND,
Commissioner of Crown Lands.

No. 46.

The Hon. the MINISTER for PUBLIC WORKS to the SECRETARY, Otago Harbour Board.

(Telegram.)

Wellington, 17th June, 1878.

WILL you thank Chairman of Harbour Board for his telegram? The Premier wishes me to state—in reference to the Board's interview with him at Dunedin, when he said that Government would agree to proposals then submitted, provided that in the opinion of Sir J. Coode they should not be detrimental to the interests of harbour—it will, he trusts, be obvious to you that, in the face of Sir John Coode's opinion the said proposals if carried out would be so detrimental, Government cannot possibly concur in said proposals, and that therefore land for railway purposes must be reclaimed in some other position than that proposed by you. While Government is exceedingly anxious not to perpetuate the discussion of what seems to be a vexed question in Dunedin, it cannot divest itself of the responsibility which devolves upon it of seeing that due provision is made for the requirements of the enormous railway traffic which in a few years must centre in Dunedin, making it a city of such wealth and