

importance. It would be well, therefore, that the Government should be furnished with a plan of the land now proposed to be leased by the Board which may abut on the railway line. 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. We trust therefore that this portion at least will be withheld from sale in the meantime, until it is seen whether it can possibly be done without. As you are aware, in terms of section 33, "Otago Harbour Board Ordinance, 1874," the sections cannot be leased without assent of the Governor. We, of course, can only advise assent to what we are satisfied will promote and secure the naturally future great commerce of Dunedin.

Secretary, Otago Harbour Board, Dunedin.

J. MACANDREW.

No. 47.

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

(Telegram.)

Dunedin, 18th June, 1878.

THE Board desires you to inform the Premier that it concurs with him in his statement of what he promised to the Conference deputation at Dunedin. In deference to Sir John Coode's opinion, the Board does not now wish increased reclamation; but, being convinced that the objects sought to be obtained by the conference plan can be carried out in their spirit without increased reclamation, and better providing for that great trade to which equally with yourself the Board looks forward, and being equally convinced that continuing the railway line along Crawford Street, involving as it does many lines and constant shunting across Rattray Street, which is the main outlet to trade to and from the wharves, and also to the land to be hereafter let for building purposes, is now seriously detrimental to trade, and must become increasingly so—convinced hereof the Board is of opinion that the Government action in indicating a desire to withdraw its assent already given to the leasing of a portion of the Crawford Street Block is only calculated to cripple the Board, yet not permanently to benefit the public in its railway requirements. In the opinion of the Board nothing could be done more damaging to the trade of this port than the Government interfering with the present action of the Board. The Board respectfully submits that public opinion is not divided in Dunedin, although the Board is aware that public opinion, as expressed through the City Corporation, the Chamber of Commerce, the Press, and the Harbour Board, is not in accordance with interests of a private character, which the Board trust will not be allowed to sway the Government in its decision. The Board is as anxious as the Government that ample provision should be made for future railway requirements, and further that the railway system and dock system should be arranged to fit into each other, and so subserve the convenience of trade and commerce. The members of the Board are all mercantile men, and fully alive to the importance of this being done, but they are convinced that to attempt to retain the line in its present position, necessitating as it will so much increased traffic to cross, and intercepting so many street lines, will be subversive of the very object the Government represent they have in view. The Board hopes the Government will not interfere in any way to damage the sale of the 19th, and begs to express its continued desire and anxiety to negotiate with the Government for the setting aside of a piece of ground for railway purposes equally if not more suitable, and that would not conflict so much with the interest of the city and of the Board—still without increasing the area of reclamation recommended by Sir John Coode. The Board suggests that the Attorney-General should be instructed, on behalf of the Government, to meet the Board with the view to making an arrangement which shall be equally advantageous to all parties; meantime the Board would hope you understand that the present requirements of the railway have been expected, and that provision has been made for increasing the width of Crawford Street to 100 feet, and for a reserve of a chain wide alongside thereof for railway lines, besides an additional area down Rattray Street to the wharf.

The Hon. the Minister for Public Works, Wellington.

JOHN L. GILLIES,
Secretary.

No. 48.

The COMMISSIONER of RAILWAYS, Middle Island, to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

Mercer, 18th June, 1878.

ARMSTRONG wires, "Dunedin Harbour Board advertise land between Stuart Street and St. Andrew Street to be leased by auction for twenty-one years. Sale is to be on Wednesday, 19th." Should this be allowed, we shall be in a complete fix for room.

The Hon. the Minister for Public Works, Wellington.

WM. CONYERS,
Commissioner of Railways.

No. 49.

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

(Telegram.)

Wellington, 18th June, 1878.

COMMISSIONER of Railways telegrams that Harbour Board advertise lease for sale of certain land between Stuart Street and St. Andrew Street, and that if sold the railway will be in a complete fix for room. I presume there must be some mistake about this. Please reply.

Chairman, Harbour Board, Dunedin.

J. MACANDREW.