

1878.

NEW ZEALAND.

RECLAMATION OF OTAGO HARBOUR AND RAILWAY STATION, DUNEDIN

(CORRESPONDENCE RELATIVE TO).

Return to an Order of the House of Representatives, dated the 15th day of August, 1878.

“That there be laid before this House copies of all correspondence between the Government and the Otago Harbour Board, Dunedin Corporation, and the Dunedin Chamber of Commerce, with respect to reclamation of Otago Harbour and Railway Station, Dunedin, together with copies of all departmental reports bearing on these subjects; also, all correspondence between the late Central Government, the late Engineer-in-Chief, the Resident Engineer of Otago, the late Provincial Government of Otago, and the Otago Harbour Board, in connection with the Crawford Street Block.”—(Mr. Oliver.)

PUBLIC WORKS CORRESPONDENCE.

No. 1.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,— Otago Harbour Board Office, Dunedin, 20th April, 1877.

I had the honor of forwarding a telegram to yourself, and also one to the Hon. the Minister for Public Works, this morning on behalf of the Otago Harbour Board, and to which I have received the following reply:—

“As both Hon. Mr. McLean and Hon. Mr. Ormond left town yesterday, please see Mr. McLean *re* your telegram of to-day on his arrival in Dunedin to-day or to-morrow.”

The telegrams referred to were as follow:—

“Hon. George McLean.

“In case you may have left for the South, reply to your telegram sent to Minister for Public Works.”

“Hon. Minister for Public Works.

“In reply to telegram of Hon. George McLean, it was resolved that this Board confirm its already expressed approval of the plan of railway reserve, position of docks, &c., as agreed upon by the Government District Engineer and the Board Engineers; and that the Hon. the Minister for Public Works be telegraphed to that effect, and requesting consent to the Board at once proceeding with the leasing of the remainder of the reclaimed portion of the Board of Endowment.”

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. George McLean.

No. 2.

The SECRETARY, Chamber of Commerce, Dunedin, to the Hon. the COMMISSIONER of CUSTOMS.

Dunedin, 2nd May, 1877.

SIR,—

I have the honor to communicate to you the resolutions passed at a general meeting of the Dunedin Chamber of Commerce on the 30th ultimo.

RESOLUTION I.

1. That the Chamber of Commerce desires very strongly to urge on the Harbour Board that the site indicated for the proposed import and export docks in the plan is quite unsuitable, being far removed from the centre of the commerce of the city, the merchants' offices, bonded and other stores, Custom House, Post and Telegraph Offices.

2. That the basin marked in the said plan for inter-colonial and inter-provincial steamers is the most convenient site for the accommodation of shipping, and, when the southern limit of the basin is extended out to the point indicated, it will give a berthage sufficient for all the shipping of the port at present and for many years to come.

3. That, when the shipping trade of the port increases so as to render the berthage within this basin insufficient, additional accommodation can easily be obtained by using the face-line of walling now in course of construction from the end of Rattray Street Jetty in the direction of the First Dock, and continuing that facing as required.

4. In carrying out the recommendation of the Chamber care to be taken that nothing is done in any way to affect existing contracts to the prejudice of the Board.

RESOLUTION II.

That the Chamber of Commerce desires very strongly to urge upon the Government that the site best suited for the railway goods station in Dunedin is that block of reclaimed land immediately in front of the Universal Bond, for the following reasons:—

1. It is contiguous to that basin marked in the Harbour Board plan herewith for inter-colonial and inter-provincial steamers.

2. That, when the southern site of this basin is extended out to the point indicated in the said plan, it will give a berthage accommodation of between 4,000 and 5,000 feet, or nearly 2,000 feet more than the berthage of the two piers at Port Chalmers.

3. That this berthage is amply sufficient for the shipping trade of the port at present, and for many years to come.

4. That, when the shipping trade of the port increases so as to render the berthage within this basin insufficient, additional accommodation can easily be obtained by using the face-line of walling now in course of construction from the end of the Rattray Street Jetty, in the direction of the First Dock, and continuing that facing as required.

5. That, by using the present steamer basin for berthing all our import and export sailing vessels and steamers, the convenience and economy of the whole commerce of the port would be conserved.

I am, &c.,

J. WEBB,
Secretary.

The Hon. George McLean.

No. 3.

MEMORIALISTS, Dunedin, to the Hon. the COMMISSIONER of CUSTOMS.

Dunedin, 4th May, 1877.

THE memorial of the undersigned merchants and others respectfully sheweth,—

1. That, in the opinion of the memorialists, the sites selected for the proposed docks as shown on the present plan adopted by the Harbour Board are quite unsuitable, being far removed from the centre of the commerce of the city, all the merchants' offices, bonded and other stores, Custom House, Post and Telegraph Offices, &c.

2. That, as the Government purpose placing the goods station adjacent to the docks, their convenience and loss which will follow the transfer of all the goods traffic of the city from the position it now occupies will be very great, and inflict a most serious and unnecessary injury to the interests of nearly every one engaged in the trade of the port.

3. That the natural and most convenient site for the shipping of Dunedin is the present basin between Jetty and Rattray Streets, which, with the proposed extension of the southern side, your memorialists believe would meet all the requirements of imports and exports for many years to come.

4. That the proper site for the goods railway station is on the square block of reclaimed land opposite the Universal Bond, or alternatively this area might be used for the passenger station, and the whole of the triangular block at present used for both goods and passengers appropriated for goods traffic. This site is bounded by Rattray, High, and Castle Streets, and has a ready outlet to the main thoroughfares, both north and south.

Your memorialists therefore trust the Government will see its way to aid in giving effect to their views, which they are satisfied represent the feeling of almost the entire commercial community of Dunedin.

DALGETY, NICHOLS, AND CO.

EDWIN J. SPENCE.

W. J. LEVIN AND CO.

[And 58 other signatures.]

The Hon. G. McLean.

No. 4.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 30th May, 1877.

I have the honor, by direction of the Special Committee appointed to carry out the resolution of the Board *in re* site of docks, copy of which is attached, to ask whether they will give their assent to move the docks southward as proposed by Mr. Walter; or, secondly, whether they will give their assent to move the dock southward to any line (convenient to the Board) between the site on the original plan and that proposed by Mr. Walter, the reason for the alternative proposal being that the rocky walling has been already run to a point about in a line with Stuart Street.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Commissioner of Customs.

P.S.—Tracing attached shows position of docks on original plan as already assented to, marked in black, and also the position according to Mr. Walter's motion, marked in red.

Enclosure in No. 4.

EXTRACT from Otago Harbour Board's Minutes of 28th May, 1877.

MOVED by Mr. Walter, seconded by Mr. John Mills, "That only one dock be made, the centre to be in a line with Stuart Street; and that the rocky walling be carried on as per Mr. Proudfoot's contract, in order that in years to come, should a second dock be required, the same may be done at a comparatively small cost." Ayes (5): Messrs. Walter, James Mills, John Mills, James Rattray, and Henry Tewsley. Noes (4): Messrs. Fish, Rutherford, Ramsay, and Reynolds. The motion was therefore declared carried.

Mr. Tewsley moved, and Mr. Walter seconded, "That it be remitted to the Special Committee on Contracts to take the proper steps for giving effect to the resolution just carried." Carried on the voices.
(True extract.) JOHN L. GILLIES,
Secretary.

No. 5.

The SECRETARY, Otago Harbour Board, to the Hon. the MINISTER for PUBLIC WORKS.
(Telegram.) Dunedin, 15th June, 1877.

LAST meeting of Board, Special Committee unanimously appointed to negotiate with Government by telegraph as to permanently fixing the site for railway goods sheds between Rattray Street and Stuart Street; or would consent be given to permanently leave good sheds as they are at present? An affirmative answer, it is believed, would enable the Board to come final decision on the dock question. Please reply as soon as possible.

The Hon. the Minister for Public Works, Wellington.

JOHN L. GILLIES,
Secretary.

No. 6.

The Hon. the COMMISSIONER of CUSTOMS to the SECRETARY, Otago Harbour Board.
(Telegram.) Wellington, 21st June, 1877.

AFTER giving careful consideration to your letter to me of 30th ultimo, telegram to Minister for Public Works of 15th instant, and perusal of the published reports of the various meetings of the Board, the Government have decided to ask the Board to adhere to the plans as deposited, and which have received the sanction of the Governor. The sheds will not be removed from their present position so long as space will permit the traffic to be worked advantageously, but it is easy to foresee that in time the increase of traffic will necessitate their removal, so that the Government could not comply with the wishes of the Board, and guarantee their remaining in their present position permanently. The Government will not exercise their right of taking any of the reclaimed land between Rattray and Jetty Streets. The Government have delayed their reply in the hope that the Board would come to some decision nearly unanimous, but, the opinions of members being nearly equally divided, the Government have no other course left but to adhere to original plans.

The Secretary, Otago Harbour Board, Dunedin.

GEO. McLEAN.

No. 7.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,— Otago Harbour Board Office, Dunedin, 26th June, 1877.

I have the honor to transmit the following resolution arrived at this day at a meeting of the Board:—

Resolution.

"That, having heard Mr. Simpson's report upon the question submitted to him *re* dock site, the Board decide to adopt the plan submitted by Mr. Walter at a meeting held on the 13th June, providing the cost, including the removal of the rocky walling, does not exceed £1,000." Moved by Mr. Fish, and seconded by Mr. Walter. Ayes (5): Messrs. Fish, Walter, Rutherford, John Mills, and Reynolds. Noes (4): J. Hockworth, R. Ramsay, Jas. Rattray, and Henry Tewsley.

I enclose a copy of the proposed alteration—namely, to abolish on the original plan the docks marked "import" and "export," and substitute the dock as shown on the tracing enclosed.

I am instructed to request that the assent of the Government be given to the proposed alteration, provided Mr. Proudfoot agrees to the same at a cost not to exceed in all £1,000.

I have, &c.,

JOHN L. GILLIES,
Secretary.

To the Hon. the Commissioner of Customs.

P.S.—Having received an answer from Mr. Proudfoot, I have the honor to attach copy of letter sent him, and his reply; and, as every day's delay is prejudicial to the Board's interests, I am instructed to request a reply by telegram at your very earliest convenience.

Enclosure 1 in No. 7.

The SECRETARY, Otago Harbour Board, to Mr. D. PROUDFOOT.

SIR,— Otago Harbour Board Office, Dunedin, 26th June, 1877.

I have the honor to forward you the following resolution arrived at by the Board this day in

re "dock site," and to request you to signify your approval of the terms thereof, and your willingness to execute, when asked to do so, any deed that may be deemed necessary by the Board's solicitor, clearly setting forth that no further sum than £1,000 will be claimed by you for the alteration proposed in your present contracts, or for the extra work or delay involving therein:—

Resolution.

"That, having heard Mr. Simpson's report upon the question submitted to him *re* 'dock site,' this Board decide to adopt the plan submitted by Mr. Walter at a meeting held on the 13th June, providing the cost, including removal of the rock walling, does not exceed £1,000."

You will understand that the proposed alteration is subject to the approval of the Government. I enclose sketch-plan of the proposed site for a dock, and by the Chairman's request solicit an answer this afternoon.

I have, &c.,

JOHN L. GILLIES,
Secretary.

David Proudfoot, Esq.

Enclosure 2 in No. 7.

Mr. D. PROUDFOOT to Mr. J. L. GILLIES.

SIR,—

Dunedin, 26th June, 1877.

I have the honor to acknowledge receipt of your letter of to-day's date enclosing sketch of dock proposed by Mr. Walter, and in reply have to intimate to you that I agree to the proposal and resolution contained in the same, and that I will sign a bond when called upon containing the conditions stipulated in your letter. Allow me to hope that as little delay as possible will occur.

I have, &c.,

D. PROUDFOOT.

J. L. Gillies, Esq., Secretary, Otago Harbour Board.

No. 8.

The Hon. the COMMISSIONER of CUSTOMS to the CHAIRMAN of WORKS COMMITTEE, Otago Harbour Board.

(Telegram.)

Wellington, 29th June, 1877.

THE Government have no objection to offer to your proposal. Shall I write Moriarty you will not require him?

Henry Tewsley, Esq., Chairman Works Committee,
Otago Harbour Board, Dunedin.

G. McLEAN.

No. 9.

The CHAIRMAN of WORKS COMMITTEE, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 29th June, 1877.

BOARD has discussed a possible departure from their original plans in respect to half-tide walls, and would be obliged by the Government consenting that the Board Engineer shall meet in Wellington with the Government Marine Engineer to explain, with a view to having sanction or otherwise of Governor in Council. If this agreed to, no need for Moriarty.

Hon. G. McLean, Wellington.

H. TEWSLEY,
Chairman, Works Committee.

No. 10.

The CHAIRMAN, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 4th July, 1877.

PLEASE wire reply by to-morrow morning to Gillies' letter of 26th. Board meets to-morrow.

Hon. G. McLean, Wellington.

W. H. REYNOLDS.

No. 11.

The Hon. the COMMISSIONER of CUSTOMS to the CHAIRMAN, Otago Harbour Board.

(Telegram.)

Wellington, 5th July, 1877.

I CANNOT reply as you request before meeting. The Engineer's inability to attend office through sickness has prevented my consulting him how the last scheme carried would affect the station. The Government is quite as anxious as any one can be to concur in any proposition that would prevent their having to remove goods station from its present position. The Board cannot well complain if, under the circumstances, the Government is careful about giving their assent to an alteration which at to-day's meeting may be upset, or, at all events, may necessitate the Chairman using both his deliberative and casting vote to prevent it. The Board must not overlook the fact that since coming into office they were asked whether they agreed with the plan as sanctioned, and their reply to the Government a unanimous answer in the affirmative. When I can get the Engineer, who is expected to-day, and see the results of to-day's meeting, I will lose no time in bringing it before Cabinet.

Hon. W. H. Reynolds, Chairman, Otago Harbour Board.

GEO. McLEAN.

No. 12.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Dunedin, 7th July, 1877.

I have been requested by Mr. Tewsley to forward you a copy of the plan to be submitted on Monday first at a special meeting, so that if adopted you will have before you a sketch of the plan. There is a very strong probability of the altered plan being unanimously adopted, and, as there is no boat advertised for some five days, Mr. Tewsley thinks it would be a saving of time for you to have the sketch by this mail.

Hon. G. McLean, Dunedin.

I have, &c.,

JOHN L. GILLIES.

No. 13.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 9th July, 1877.

RESOLUTION carried this day unanimously—all present but Mr. Rattray: "That the Engineer's plan be adopted in lieu of the one proposed by Mr. Walter and carried on the 26th June, and subject to the Government consent."

Copy of plan posted on Saturday to save time. Assent requested as soon as practicable to enable work to be proceeded with.

JOHN L. GILLIES,

The Hon. the Commissioner of Customs, Wellington.

Secretary.

No. 14.

The CHAIRMAN, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 11th July, 1877.

WE are anxiously waiting reply to Gillies' telegram of Monday *re* dock site.

Hon. G. McLean, Wellington.

W. H. REYNOLDS.

No. 15.

The Hon. the COMMISSIONER of CUSTOMS to the CHAIRMAN, Otago Harbour Board.

(Telegram.)

Government Buildings, 12th July, 1877.

THE Governor will be asked to sanction the proposed alteration in position of dock, but will in the meantime withhold any approval of the streets as laid down on the plan until exact position of goods station is determined.

Hon. W. H. Reynolds, Chairman, Harbour Board, Dunedin.

GEO. MCLEAN.

No. 16.

The Hon. the COMMISSIONER of CUSTOMS to the SECRETARY, Otago Harbour Board.

(Telegram.)

Wellington, 13th July, 1877.

INSTEAD of plan forwarded by you in letter of 10th instant, send one on same scale as plan already agreed to, and signed by Governor.

The Secretary, Otago Harbour Board, Dunedin.

GEO. MCLEAN.

No. 17.

The CHAIRMAN, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 13th July, 1877.

STREET lines need not be recorded on original plans, and not to be considered part of sketch sent up.

Hon. G. McLean, Wellington.

W. H. REYNOLDS.

No. 18.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 16th July, 1877.

In reply to your telegram of 13th instant, I have now the honor to forward a plan on same scale as plan already agreed to and signed by the Governor.

This plan is in accordance with the resolution of the Board as to position of site for dock, adopted by the Otago Harbour Board on 7th July, 1877, a copy of which has been already transmitted.

I have, &c.,

JOHN L. GILLIES,

The Hon. the Commissioner of Customs.

Secretary.

No. 19.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 18th July, 1877.

I have the honor to transmit the following resolution arrived at last meeting of the Board held yesterday, together with certified copy of plan referred to:—

Moved by Mr. Walter, and seconded by Mr. Ramsay, "That the Engineer's plan be adopted in lieu of the one proposed by Mr. Walter and carried on the 26th June, and subject to the Government consent, and to Mr. Proudfoot's being willing to bind himself, as already agreed to, respecting the last alteration for £1,000 in full of all demands on the Board." Carried unanimously, all the members being present but Mr. Rattray.

Mr. Proudfoot being in attendance, and the resolution and plan having been laid before him, he signified his willingness to sign any agreement prepared by the Solicitor of the Board, in accordance with terms of the resolution and letter previously sent him with Mr. Walter's plan.

It was further moved by Mr. Tewsley, seconded by Mr. John Mills, "That the Secretary communicate the result of the decision to the Commissioner of Customs, with a view to obtain an immediate reply." Carried unanimously.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Commissioner of Customs.

No. 20.

Customs Department (Marine Branch), Wellington, 20th July, 1877.

HIS Excellency the Governor is recommended to approve of the accompanying plan for dock in Otago Upper Harbour, in lieu of the docks shown on plan recorded in the Public Works Department, marked P.W.D., 5374, which was approved and adopted at a meeting of the Otago Harbour Board on the 3rd October, 1875, and approved by the Governor in Council on the 29th October, 1875.

GEO. McLEAN.

(Approved) NORMANBY.

No. 21.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 25th July, 1877.

HAS Governor's assent been given to alterations of plan?

Hon. G. McLean, Wellington.

JOHN L. GILLIES.

No. 22.

The Hon. the COMMISSIONER of CUSTOMS to the SECRETARY, Otago Harbour Board.

(Telegram.)

Wellington, 25th July, 1877.

YES.

The Secretary, Otago Harbour Board, Dunedin.

GEO. McLEAN.

No. 23.

The SECRETARY, Otago Harbour Board, to the SECRETARY of CUSTOMS, Wellington.

SIR,—

Otago Harbour Board Office, Dunedin, 4th August, 1877.

I have the honor to acknowledge receipt of your favour No. 431-16, 26th July, 1877, informing the Board that His Excellency the Governor in Council has approved of the new plan for dock in Upper Harbour enclosed in mine of the 16th July.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Secretary of Customs, Wellington.

No. 24.

The DISTRICT ENGINEER, Dunedin, to the ENGINEER-IN-CHIEF, Wellington.

(Telegram.)

Dunedin, 6th August, 1877.

THE Otago Harbour Board are now advertising the lease of the block of land between Rattray and Jetty Streets to be disposed of by auction on the 7th September. As published, the plans embrace ground now occupied by the railway works, and which will be required so long as the station remains where it is; the lines to the new platform and the jetty, the siding to the engine-shed, and all the coal sidings south of Rattray Street, are included in the area proposed to be leased. I send plans by Wednesday's mail. In meantime Board should be requested to withdraw advertisement.

The Engineer-in-Chief, Wellington.

W. N. BLAIR.

No. 25.

The ENGINEER-IN-CHIEF to the DISTRICT ENGINEER, Dunedin.

(Telegram.)

Wellington, 8th August, 1877.

MINISTER requests you to see the Harbour Board *re* letting part of station ground. He thinks there is some mistake, and authorizes you say that no arrangements can be entered into which would interfere with the Railway Station.

W. N. Blair, Dunedin.

JOHN CARRUTHERS.

No. 26.

The DISTRICT ENGINEER, Dunedin, to the ENGINEER-IN-CHIEF, Wellington.

Public Works Office, Dunedin, 8th August, 1877.

Otago Harbour Board Leases.

REFERRING to my telegram of yesterday, I beg to forward a plan of the land between Rattray and Jetty Streets, the lease of which is advertised to be disposed of by auction on the 7th September. The plan also shows the railway lines and sidings as last laid down in Wellington, and the land reclaimed specially for railway works by this department.

You will observe that the land proposed to be leased embraces many of the lines and sidings and a large portion of this reclamation.

The plan shows the boundary of railway land as originally determined between the Government and the Harbour Board, which line corresponds with one on the Board's plan, and I understand this is the plan approved by His Excellency the Governor. In the recent negotiation between the Government and the Board it was proposed to move the goods shed altogether, in which case less land would be required at the corner of Rattray and Crawford Streets, and a sketch-plan was sent you of the land required when these alterations were effected. It is from the sketch-plan that the Board has taken the data from which their leasing plan is prepared. I need scarcely point out that it is impossible to do with less land than what was originally determined on except the goods station is entirely removed; consequently the Board should at once be prohibited from proceeding with the sale of the leases.

The Engineer-in-Chief, Wellington.

W. N. BLAIR.

No. 27.

MEMORANDUM for ENGINEER-IN-CHIEF *re* Harbour Board Reserves.

Public Works Office, Dunedin, 17th August, 1877.

IN accordance with the instructions above quoted, I called on the Secretary of the Harbour Board, who requested me to communicate in writing. This I did, a copy of my letter being enclosed. The subject was considered at a meeting of the Board yesterday, and a report of the Reserves Committee (copy also enclosed) adopted declining to alter the leasing plan. From the newspaper report it seems the Board is about to communicate direct with the Government on the subject, but the Secretary has not said so in his reply to me. He simply encloses a copy of the Reserves Committee report.

I understand that the Board consider they have permission to lease the land in question from a telegram sent by the Hon. George McLean. I have seen this telegram, and, taken in connection with the correspondence that preceded it, I cannot construe it into any such permission. All that it implies is that the land between Rattray and Jetty Streets will be required when the station is removed and other permanent arrangements made. Under present circumstances it is absolutely necessary to retain at least all the land south of Rattray Street reclaimed by this department (*see* plan sent on 6th August).

The Crown Solicitor advises that, if the Government wishes to prevent the leasing of the land in question, all that is required is to give the Board notice, under clause 33 of "The Otago Harbour Board Ordinance, 1874," that no lease thereof will be sanctioned by His Excellency the Governor.

I omitted to say that the temporary store building and all the stores of this department have lately been removed on to the land that is proposed to be leased; they are situated on the southern side of Rattray Street between the temporary engine-shed and the siding into the permanent engine-shed: however, their removal again is not a serious matter when compared with the evil of being cramped up and cut off from the jetty, the main objection to the leasing of the land.

The Engineer-in-Chief, Wellington.

W. N. BLAIR.

Enclosure 1 in No. 27.

The DISTRICT ENGINEER, Dunedin, to the SECRETARY, Otago Harbour Board.

SIR,—

Public Works Office, Dunedin, 10th August, 1877.

I have the honor, by direction of the Hon. the Minister for Public Works, to direct your attention to the plan of the lands between Rattray and Jetty Streets, now to be leased by the Harbour Board. According to that plan it is proposed to lease a large triangular piece at the corner of Rattray and Crawford Streets, now occupied by the railway works, and which will be required for railway purposes while the station remains where it is. The land referred to is within the boundaries of the railway reserve, as originally determined between the Government and the Harbour Board, and most of it was reclaimed by the department.

The Minister for Public Works authorizes me to state that no arrangements can be entered into which will interfere with the railway station.

I enclose one of your lithographed plans showing boundary of the railway reserve, the land reclaimed by the General Government, and the permanent arrangement of lines and siding south of Rattray Street.

Trusting your Board will give the matter its best consideration at the earliest convenience,

I have, &c.,

John L. Gillies, Esq., Secretary, Otago Harbour Board.

W. N. BLAIR,
District Engineer.

Enclosure 2 in No. 27.

REPORT.

UPON consideration of Mr. Blair's letter of 10th August, containing a clause to alter the plan for dealing with the Board's reserve between Rattray Street and Jetty Street, which has already been sanctioned by the Government and by the Harbour Board, the Committee recommend that the Board decline now to alter the plan, and that the Secretary be instructed to communicate to the Hon. Commissioner of Customs a *résumé* of the negotiations in this matter, so that the claim put forward by Mr. Blair may be withdrawn.

JAMES RATTRAY,
Chairman.

No. 28.

The CHAIRMAN, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,— Otago Harbour Board Office, Dunedin, 17th August, 1877.

I have the honor, in accordance with the instructions of the Board, to forward a *résumé* of the negotiations of the Board with the Government in the matter of the reclaimed land lying between Rattray Street and Jetty Street. I also attach a copy of letter received from Mr. Blair, District Engineer, containing certain proposals at variance with your telegram of 22nd June conveying the Government's decision, and on what the Board has proceeded to take the action it has done. If the Board is deprived of its frontage to Rattray Street the remainder of the land will be seriously deteriorated in value, and the heavy traffic to Rattray Street Wharf greatly interfered with. The Board has reason to believe that other arrangements as efficient for the railway service could be made, and so as not to interfere so much with this portion of the Board's property.

The Board trust that the Government will, on review of the whole circumstances, refrain from hindering the leasing of this the first portion of the Board's endowment that it has been able to get into the market, and for which it paid some £13,000 to the late Provincial Government, on the good faith of being able profitably to do so. The Board confidently relies upon having your support in seeing justice being done to it in this matter. I forward copies of plans, and of Board's resolution on the subject.

I have, &c.,

The Hon. the Commissioner of Customs, Wellington.

JOHN L. GILLIES.

Enclosure 1 in No. 28.

The DISTRICT ENGINEER, Dunedin, to the SECRETARY, Otago Harbour Board.

SIR,— Public Works Office, Dunedin, 10th August, 1877.

I have the honor, by direction of the Hon. the Minister for Public Works, to direct your attention to the plan of the land between Rattray and Jetty Streets now to be leased by the Harbour Board. According to that plan, it is proposed to lease a large triangular piece at the corner of Rattray and Crawford Streets, now occupied by the railway works, and which will be required for railway purposes while the station remains where it is. The land referred to is within the boundary of the railway reserve as originally determined between the Government and the Harbour Board, and most of it was reclaimed by this department.

The Minister for Public Works authorizes me to state that no arrangement can be entered into which will interfere with the railway station. I enclose one of your lithographed plans, showing boundary of the railway reserve, the land reclaimed by the General Government, and the permanent arrangement of lines and sidings south of Rattray Street.

Trusting your Board will give this matter its best consideration at the earliest convenience,

I have, &c.,

John L. Gillies, Esq., Secretary, Otago Harbour Board.

W. N. BLAIR,
District Engineer.

Enclosure 2 in No. 28.

RESUME OF NEGOTIATIONS.

EXTRACTS from Minutes of Reserves Committee:—

17th August, 1876.—“Upon consideration of Mr. Blair's letter of the 10th August, containing a claim to alter the plan for dealing with the Board's reserve between Rattray Street and Jetty Street, which has already been sanctioned by the Government and by the Harbour Board, this Committee recommend that the Board decline now to alter the plan, and that the Secretary be instructed to communicate to the Hon. the Commissioner of Customs a *résumé* of negotiations on this matter, so that the claim put forward by Mr. Blair may be withdrawn.” On the motion of Mr. Rattray, the report was adopted, Mr. Fish alone dissenting.

1st June, 1876.—*Resolved*, “That Messrs. Tewsley, Reeves, and Ritchie be appointed a Committee to inquire and report as to sums expended in reclaiming and improving the land adjoining Rattray and Jetty Streets, with a view to the Board acquiring the interests in the said land, which is now held by the province, and to confer with the Provincial Executive in reference thereto.”

The Committee reported as follows on the 1st July, 1876:—“The Sub-Committee of the Otago Harbour Board, appointed to inquire into the question of the reclamation of the block lying between Rattray Street and the old jetty, and Crawford Street and cross-jetty, have to report that they had seen the Secretary of Land and Works of the Provincial Government, and got from him a statement of the cost of reclamation, which is attached hereto. They have also seen the Board’s solicitor with reference to the title, and his opinion is also attached. The Sub-Committee beg respectfully to recommend to the Board that the outlay incurred on the 8th ultimo by the Provincial Government, of £9,769 16s., be paid to them by the Board, and the balance of the cost of completing the works be agreed to be paid as incurred, in return for which that the Board receive from his Honor the Superintendent every facility for a full conveyance of the Board’s land, and an undertaking from the Provincial Executive to refund to the Board the cost of any part of such reclamation which might be found impossible to recover from the General Government. This last proviso appears to the Sub-Committee to be necessary, in consequence of their failing to get from the Board’s solicitor positive opinion that the Board’s power of recovering the whole cost of reclamation is undoubted. At the same time, the Sub-Committee have satisfied themselves that it is almost certain that the whole amount can be recovered.”

It was resolved that the report of the Sub-Committee on cost of reclamation be adopted, with the addition, “That the money be not paid until the Board’s solicitor reports that the whole of the Board’s endowment is conveyed and assigned to the Board by his Honor the Superintendent.”

Note.—Reclamation was proceeded with, the conveyance executed, and the Board paid the Provincial Government a total sum on this account of £12,395 2s.

On 20th October, 1876, the following letter was sent to the Hon. the Commissioner of Customs: “I have the honor, by direction of the Otago Harbour Board, to inform you that, having received a conveyance from his Honor the Superintendent, under the provisions of clause 4 of ‘The Otago Harbour Board Empowering Act, 1875,’ the Board is anxious that any of the endowment not required for railway or other public purposes may be as soon as possible put into profitable use and occupation. The Board respectfully request that the Government may, at as early a date as possible, determine how much of the Board’s endowment is required by it, so that the quantity may be marked off, and the Board be at liberty to proceed with issuing leases for the surplus. The Board expresses the hope that the Hon. the Commissioner of Customs will use all his influence to have this matter brought to a speedy arrangement.—I have, &c.,”

The following reply was received: “Public Works Office, Wellington, 3rd November, 1876.—Sir,—In reply to your letter of 20th instant, addressed to the Hon. the Commissioner of Customs, in reference to marking out on the harbour endowment the portions required for railway purposes, I am directed by the Hon. the Minister for Public Works to inform you that the Engineer-in-Chief will be shortly visiting Dunedin, when he will give his attention to the matter.—I have, &c., JOHN KNOWLES, Under Secretary for Public Works.”

The Engineer-in-Chief having arrived in Dunedin, and not having any communication from him in reference to the land required for railway purposes, the following letter was addressed to the Hon. George McLean, then also in Dunedin: “1st December, 1876.—Sir,—I had the honor of addressing you, on the 20th October, on the subject of the Government making its selection of land for railway purposes out of the Harbour Board’s endowment, so that the Board might be placed in a position to proceed with the leasing of the balance; and was favoured with the reply (3rd November) from the Under Secretary of Public Works to the effect that the Engineer-in-Chief will be shortly in Dunedin, when he will give his attention to the matter. As I understand that the Engineer-in-Chief is now in Dunedin, may I be permitted to request the favour of early attention to this matter? I have also to inform you that the Board’s Finance Committee will be glad to meet with the Engineer-in-Chief to consult upon it, if it is so desired.—I have, &c., JOHN L. GILLIES, Secretary.”

The following reply was received: “Minister’s Office, Custom House, Dunedin, 2nd December, 1876.—Sir,—I have the honor, by direction of the Hon. Mr. McLean, to acknowledge the receipt of your letter of yesterday’s date with reference to the selection by the Government from the Board’s endowment of land for railway purposes; and to inform you, in reply, that the matter has been referred to the Engineer-in-Chief.—I have, &c., WM. E. SESSIONS.”

The Engineer-in-Chief having left Dunedin without communicating any decision to the Board, on inquiry it was found that the duty had been deputed to Mr. Blair, the District Engineer.

On 13th February, 1877, the following was received: “Public Works Office, Dunedin, 13th February, 1877.—Sir,—Referring to previous communications on the subject, and with the immediate view of determining the quantity of land to be reserved for railway purposes at Dunedin, I am authorized to confer with your Board as to the relative position of the railway and harbour works. This department is anxious to make provision for having the permanent station, particularly the goods sheds, in such a position as will best accord with the harbour arrangements, and would like to get an expression of opinion on the subject from the Board. I shall be very glad to meet a Committee or the Board’s officers any time you may arrange.—I have, &c., W. N. BLAIR, District Engineer.—J. L. Gillies, Secretary, Otago Harbour Board.”

This letter was submitted to the Board on the 15th February, and remitted to the Works Committee.

“Dunedin, 21st February, 1877. Sir,—I am directed to inform you, in reply to your favour of 13th instant, that, the Board having remitted the subject-matter of that letter to the Works Committee to deal with, the following resolution has been arrived at—namely, ‘That Mr. Blair be requested to meet with the Board’s Engineer to consider and discuss preliminaries, with the view thereafter of submitting some well-defined and comprehensive plan, so that something like finality be attained in

the arrangements now to be made.' Mr. Simpson requests me to say that he will be ready to meet you at any time it may suit you to call; but should you wish to fix a time he will make it his business to be in readiness.—I have, &c., JOHN L. GILLIES, Secretary."

Memorandum: "J. L. Gillies, Esq. Dunedin, 21st February, 1877.—I shall be happy to meet Mr. Simpson *re* site for railway works, at his office, to-morrow, at 2 p.m.—W. N. BLAIR."

The matter then passed into the hands of the two Engineers, of whose proceedings the Secretary has no record.

On 26th February, 1877, the Secretary wrote Mr. Blair, "Sir,—I have the honor to inform you that a meeting of the Board's Works Committee is to be held to-morrow (Tuesday) forenoon, in this office, at which you are respectfully requested to attend, at 11.30.—I have, &c., JOHN L. GILLIES."

Memorandum from Mr. Blair, 26th February, 1877, to Mr. J. L. Gillies: "I beg to acknowledge receipt of your letter of to-day's date *re* meeting of Works Committee of the Harbour Board, which I shall be happy to attend.—W. N. BLAIR."

Extract minute, Works Committee, 27th February, 1877: "Interview and conference with Mr. Blair resulted in Mr. Simpson being instructed to prepare a plan as agreed upon."

Extract minute, Works Committee, 8th March, 1877: "Land for railway plan submitted by the Engineers approved, and, subject to Mr. Blair's assent, plan to be recommended."

On 13th March, 1877, Secretary to Hon. W. H. Reynolds, Chairman, Otago Harbour Board: "Sir,—The Works Committee having authorized the Board's Engineer to submit an approved plan of proposed reserve for railway purposes to Mr. Blair, the General Government's District Engineer, that officer has approved of the same, and will forward it to Wellington for final approval at head-quarters. If you think the matter is now sufficiently advanced I will be glad to receive instructions to call the Reserves Committee together.—I have, &c., JOHN L. GILLIES."

Extract minute, Works Committee, 15th March, 1877: "Plan of land for railway purposes to be recommended to the Board." Reported same day to Board and approved.

Extract minute, Reserves Committee, 16th March, 1877: "*Sectional Area and Site for Offices.*—That the Engineer be requested to prepare a sketch-plan showing how he would propose to divide the land, keeping in view the proposed extension to Castle Street. *Resolved*, That the Chairman of Works Committee and Chairman of Board wait on Mr. Blair with a view to his urging the Government to decide on land for railway."

Extract minute, Reserves Committee, 10th April, 1877: "*Sectional Division of Land and Site for New Offices.*—Mr. Rattray proposed the adoption of the plan, which was carried *nem. dis.* Mr. Reynolds proposed, subject to the Government consent, That leases should be offered by auction. Carried."

Telegram sent by Chairman of the Board, 11th April, 1878: "Hon. G. McLean, Wellington.—Plans ready, and Board anxious to lease sections between Crawford Street and Cross Wharf. Only waiting for assent of Government to plans for reserve of land for railway purposes forwarded through Mr. Blair sometime ago. Be kind enough to look after this. Time favourable for leasing, and Board requires current revenue.—WILLIAM H. REYNOLDS."

Minute 19th April, 1877: "Read telegram dated from Hon. G. McLean to Hon. W. H. Reynolds: 'Have the Board fully made up their minds that the docks are to stand as shown in the plan? I think it would be better for new Board to say that they approve of the plan as deposited, because if Government once fix station they would refuse to allow any change in position of docks. It would be well Board distinctly understood this. When this is settled Government would give answer at once.—GEO. MCLEAN.' Mr. Tewsley moved, and Mr. James Mills seconded, 'That this Board confirms its already expressed approval of the plan of railway reserves, position of docks, &c., as agreed upon by the Government District Engineer and the Board's Engineer, and that the Hon. the Minister for Public Works be telegraphed to to that effect, and requesting consent to the Board's at once proceeding with the leasing of the remainder of reclaimed portions of the Board's endowment.'"

Telegram sent 20th April, 1877: Copy of Board's resolution of previous day, "That the Board confirms," &c.

The following reply was received same day from the Under Secretary for Public Works: "As both Hon. Mr. McLean and Hon. Mr. Ormond left town yesterday, please see Mr. McLean *re* your telegram of to-day on his arrival in Dunedin to-day or to-morrow."

Letter addressed to Hon. G. McLean, 20th April, 1877: "Sir,—I had the honor of forwarding a telegram to yourself and also one to the Hon. the Minister for Public Works this morning on behalf of the Otago Harbour Board, and to which I have received the following reply: 'As both, &c.' The telegrams referred to were as follow: 'Hon. G. McLean, Wellington.—In case you may have left for the South, reply to your telegram sent to Hon. Minister for Public Works.'—'Hon. Minister for Public Works.—In reply to telegram of Hon. G. McLean, it was resolved that this Board confirm its already expressed approval of the plan of railway reserve, position of docks, &c., as agreed upon by the Government District Engineer and the Board's Engineer; and that the Hon. the Minister for Public Works be telegraphed to that effect, and requesting consent to the Board at once proceeding with the leasing of the remainder of the reclaimed portion of the Board's endowment.'—I have, &c., JOHN L. GILLIES, Secretary."

The Secretary received no answer to this, but understood that Mr. McLean had been waited on by the Special Committee: of what transpired there is no record in possession of the Secretary.

Extract minute, 19th April, 1877: "Moved by Mr. Tewsley, seconded by Mr. Hackworth, 'That the Board approves of the plan as submitted, and also the recommendations of the Committee in regard to offering leases by auction at fixed upset prices per foot, and remit to the Committee the carrying out of all details necessary for that purpose as soon as a definite answer is received from the Government in regard to the portion of the Board's endowment required for railway purposes.' Carried."

Extract minute, 26th April, 1877: "His Worship the Mayor (Mr. Reeves) presented a memorial from a large number of the leading merchants of Dunedin, asking the Board to reconsider the question of sites for docks. Several gentlemen spoke in support of same. Several gentlemen spoke in opposition, and requested that time might be given to get up a counter memorial. Discussion ensued. Ultimately decided to leave the question open till next meeting of the Board."

Extract minute, 3rd May, 1877: "It was agreed to receive the deputation that was in waiting, opposed to the moving of the dock sites. Mr. Chapman presented the memorial, when it was agreed that the Chairman intimate that it would be taken into favourable consideration."

Then the discussion of the dock sites continued from meeting to meeting, until the Secretary was instructed to forward a resolution passed on the 28th May.

Letter to Hon. Commissioner of Customs, 30th May, 1877: "Sir,—I have the honor, by direction of the Special Committee appointed to carry out the resolution of the Board *in re* site of docks, copy of which is attached, to ask whether they will give their consent to move the dock southward to any line (convenient to the Board) between the site on the original plan and that proposed by Mr. Walter; the reason for the alternative proposal being that the rocky walling has been already run to a point about on a line with Stuart Street.—I have, &c., JOHN L. GILLIES. P.S.—Tracing attached shows position of docks on original plan as already assented to marked in black, and also the position according to Mr. Walter marked in red."

Extract from Otago Harbour Board's minutes of 28th May, 1877: "Moved by Mr. Walter, seconded by Mr. John Mills, 'That only one dock be made, the centre to be in a line with Stuart Street, and that the rocky walling be carried on as per Mr. Proudfoot's contract, in order that in years to come, should a second dock be required, the same may be done at a comparatively small cost.' Ayes (5), Messrs. Walter, James Mills, John Mills, James Rattray, and Henry Tewsley; noes (4), Messrs. Fish, Rutherford, Ramsay, and Reynolds. The motion was therefore declared carried. Mr. Tewsley proposed, and Mr. Walter seconded, 'That it be remitted to the Special Committee on Contracts, to take the proper steps for giving effect to the resolution just carried.' Carried on the voices."

Telegrams sent 15th June, 1877: "Hon. Minister for Public Works.—Last meeting of Board, special Committee unanimously appointed to negotiate with the Government by telegraph as to permanently fixing the site for the railway goods shed between Rattray Street and Stuart Street; or would consent be given to permanently fix goods sheds as they are at present? An affirmative answer, it is believed, would enable the Board to come to a final decision on the dock question. Please reply as soon as possible.—JOHN L. GILLIES, Secretary."

"Hon. G. McLean.—Telegram *re* railway goods station sent Minister Public Works. Requested to expedite answer if possible.—JOHN L. GILLIES, Secretary."

"Hon. Donald Reid.—Telegram *re* railway goods station sent Minister for Public Works. Requested to expedite answer if possible.—JOHN L. GILLIES, Secretary."

Reply telegram 22nd June, 1877: "Secretary, Otago Harbour Board.—After giving careful consideration to your letter to me of 30th ultimo, telegram to Minister of Public Works of 15th instant, and perusal of the published reports of the various meetings of the Board, the Government have decided to ask the Board to adhere to the plans as deposited, and which have received the sanction of the Governor. The sheds will not be moved from their present position so long as space will permit the traffic to be worked advantageously, but it is easy to foresee that in time the increase of traffic will necessitate their removal, so that the Government could not comply with the wishes of the Board, and guarantee their remaining in their present position permanently. The Government will not exercise their right of taking any of the reclaimed land between Rattray and Jetty Streets. The Government have delayed their reply in the hope that the Board would come to some decision nearly unanimous but, the opinions of members being nearly equally divided, the Government have no other course left but to adhere to original plans.—GEO. MCLEAN."

No. 29.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 30th August, 1877.

BOARD have advertised since 28th July to sell leases of reserve between Rattray and Jetty Streets on 7th September; but Reserves Committee, with whom the arrangements left, feel unwilling to appear to clash with Works Department, and beg for favourable answer to my letter of 17th, so that sale may be held on advertised date. Please reply early by telegraph.

The Hon. the Commissioner of Customs, Wellington.

JOHN L. GILLIES.

No. 30.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

Re Land in Block 3, Harbour Board Endowment, at the corner of Crawford and Rattray Streets, Dunedin.

Public Works Office, Wellington, 4th September, 1878.

THE following sections, which have been laid out by the Otago Harbour Board for the purpose of leasing, and which now form part of the Dunedin Railway Station, should be, I think, reserved for railway purposes:—

One rectangular half of Section 6, being the half fronting on the Railway Reserve, and the eastern boundary of which will be parallel to Crawford Street. The whole of Sections 7, 8, 9, 18, and 27. That triangular portion of Section 17 bounded as follows:—Commencing at the corner common to Sections 17, 18, 26, and 27, thence along boundary line between Sections 17 and 18 to the proposed new street, thence along side of new street where it forms north-west boundary of Section 17 for a distance of 37 feet, and thence in a straight line across Section 17 to the commencing point.

The right to lay lines of rails across the proposed new street, between Sections 7, 8, and 9, and Sections 17 and 18, also across new street forming north-west boundary of proposed steamers' basin, and along Rattray Street and jetty, to be reserved.

I have, &c.,

JOHN CARRUTHERS,

Engineer-in-Chief.

The Hon. the Minister for Public Works.

No. 31.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 4th September, 1877.

SORRY to trouble, but anxious to hear decision of Government, so that we may know how to act in regard to sale extended advertisement in to-day's paper, and up to 7th.

JOHN L. GILLIES,

The Hon. the Commissioner of Customs, Wellington,

Secretary.

No. 32.

The Hon. the MINISTER for PUBLIC WORKS to the ENGINEER-IN-CHIEF.

(Memorandum.)

4th September, 1877.

ON looking at the plan it appears to me the whole of Sections 6 and 17 can be given up. Unless they are absolutely essential for the working of the railway, this ought to be done, considering the position of the matter. Please reconsider your recommendation, so far as those sections are concerned.

The Engineer-in-Chief.

J. D. ORMOND.

No. 33.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

(Memorandum.)

4th October, 1877.

BY using a 5-chain curve, these sections may be given up entirely. So sharp a curve is objectionable, but quite workable.

The Hon. the Minister for Public Works.

J. CARRUTHERS.

No. 34.

The Hon. the COMMISSIONER of CUSTOMS to the SECRETARY, Otago Harbour Board.

(Telegram.)

Government Buildings, 5th September, 1877.

THE Government, being anxious to interfere as little as possible with the wishes of the Harbour Board as to the leasing of their sections, have made particular inquiry whether any of the land which has been specially reserved for railway purposes could be dispensed with. When I telegraphed that the Government would not exercise their right of taking land between Rattray and Jetty Streets, it was not intended that any of the land specially reserved for railway purposes was to be transferred to the Board. You will also find that this piece of land at corner of Crawford and down Rattray Street was recorded as a reserve on the plan adopted by the Harbour Board on 5th, and approved by the Governor on 29th October, 1875. The boundary of the land is correctly laid down on the plan furnished you by Mr. Blair, and the Government regret that they must retain all land within that boundary exclusively for railway purposes, without which they are assured the railway could not be advantageously worked.

The Secretary, Otago Harbour Board, Dunedin.

GEO. MCLEAN.

No. 35.

Mr. JAMES MILLS, Dunedin, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 5th September, 1877.

RATTRAY and I overlooked the plan of 1872, which we have never seen. We referred to a plan agreed between Blair and the Works Committee of Board some time ago—not before the agitation commenced about the docks.

Hon. G. McLean.

JAS. MILLS.

No. 36.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

Re Land corner of Rattray and Crawford Streets, Dunedin.

Public Works Office, Wellington, 19th December, 1877.

I HAD yesterday an interview with the Acting-Chairman and Engineer of the Dunedin Harbour Board at which the question of the land at the corner of Rattray and Crawford Streets was discussed.

The Board wish to lease the land, and think that its value will be much depreciated if the two new streets connecting Rattray and Jetty Streets are crossed by a line of railway leading to the Rattray Street Jetty.

I consider it necessary to provide for a future communication by rail with the jetty, and have recommended (4th September, 1877) that certain sections at the corner of the two streets be reserved for the purpose.

The Board suggests that, instead of making the connection with the jetty as proposed by the Government and shown in red on the plan attached, it shall be made by the line shown in blue. As the station is now laid out this proposal would be quite inadmissible: the blue line passes directly through the goods shed, and would destroy the whole station-yard. If, however, the proposals which have been made for the future station accommodation at Dunedin are approved by Government and

carried out, the plans recommended by the Board would give quite as good a connection with the jetty as that proposed by the Government, but it appears to me to sacrifice much good land, and would entail the removal of the goods shed.

The proposals as to the future station accommodation are—1. That a new goods station be built to the north of Stuart Street; 2. That the present station be used only as a passenger station, and that the part indicated by a blue tint be handed over to the Board.

If these proposals are carried out the land which will, in my opinion, be depreciated in value most by adopting the line suggested by the Board will belong to them, and the Government will not be the losers, so that I do not see any reason why the wishes of the Board should not be complied with.

If, however, the Government do not propose to grant the land now forming part of the station to the Board, it would be in my opinion injudicious to cut it up by making the connection with Rattray Street by a siding through it.

It will in any case be necessary to stipulate that until the new goods station is reclaimed no land now in use for railway purposes shall be parted with. The station-ground is already too small, and should on no account be reduced in extent.

The Hon. the Minister for Public Works, Wellington.

JOHN CARRUTHERS.

No. 37.

The TOWN CLERK, Dunedin, to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

City Council Chambers, Dunedin, 6th March, 1878.

I have the honor, by direction of his Worship the Mayor, to forward herewith copies of the resolutions passed at a joint Conference held lately between representatives of the Government, Otago Harbour Board, the City Council, and the Chamber of Commerce, relative to the proposed site of the railway goods shed and passenger station.

A tracing of the plan referred to in the resolutions is also forwarded herewith.

I have, &c.,

The Hon. the Minister for Public Works,
Wellington.

J. W. MASSEY,
Town Clerk.

Enclosure in No. 37.

COPY of RESOLUTIONS moved by Mr. Tewsley, and seconded by Mr. Oliver.

THAT the draft plan now produced, and signed by the Mayor as Chairman of the Conference consisting of his Worship the Mayor and Chairman of the Corporation's Works Committee, the Chairman of the Harbour Board and the Chairman of the Works Committee thereof, the Chairman and Secretary of the Chamber of Commerce, Messrs. Carruthers and Blair, Government Engineers, Mr. Simpson, Harbour Board Engineer, and Mr. Mirams, City Engineer, be recommended to the Government, the Harbour Board, the City Corporation, and the Chamber of Commerce, as the settlement of the positions of the passenger and goods station, and as being most in accordance with the requirements of the public, provided no material alteration be made in the site shown on the plan as that of the large dock.—Carried unanimously.

Resolved, That the Mayor transmit to the Minister for Public Works, the Chamber of Commerce, the Harbour Board, and the City Council, copies of the above resolution and the plan referred to therein.—Carried.

The above resolutions were passed at a meeting of the Conference held at the Harbour Board Office on Tuesday, the 19th day of February, 1878.

R. H. LEARY, Mayor,
Chairman.

No. 38.

MEMORANDUM for the ENGINEER-IN-CHIEF.

Public Works Office, Dunedin, 11th March, 1878.

ENCLOSED please find petition *re* railway and dock accommodation at Dunedin, for record.

The Engineer-in-Chief.

W. N. BLAIR.

Enclosure in No. 38.

PETITION.

UNTO the Hon. W. J. M. Larnach, Minister for Public Works, the Memorial of the undersigned, Importers and Merchants of the City of Dunedin, humbly sheweth:

That we have carefully considered the whole question of railway as well as dock accommodation and requirements, in respect to both of which the public interests, and especially the mercantile interests, have an equally intimate bearing.

That, having done so, and studied all the arguments and proposals that have been advanced by various persons and bodies, we are of the opinion that the attached plan, with the addition of Liverpool Street carried through to the cross wharf the same as Water Street is shown, would best meet the requirements of the public in respect both to the railway sheds and to the docks.

That we are further of the opinion that the Harbour Board should not be interfered with in at once leasing that part of the block of land put into its possession by the Legislature, and known as the

Crawford Street Block, shown on the accompanying plan certified by the District Engineer, Mr. Blair, as not being required for railway purposes, so that a sufficient revenue may be obtained by the Board without having recourse to the imposition of extra harbour dues, which must assuredly follow if the Harbour Board is not at once permitted to obtain a revenue from its legally-conferred endowments.

And your memorialists will ever pray.

J. F. ROBERTS, Princes Street, Dunedin.
(*Pro* Arthur Briscoe and Co.)

A. R. LIVINGSTON, Princes Street, Dunedin.
[And 371 other signatures.]

Dunedin, 11th January, 1878.

No. 39.

The ENGINEER in CHARGE, Middle Island, to the ENGINEER in CHARGE, North Island.

(Telegram.)

North Rangitata, 10th June, 1878.

SEE my telegram to Minister *re* Crawford Street Block. We cannot get on at all if they take more than half the block away.

Mr. J. Blackett, Wellington.

W. N. BLAIR,
Engineer for South Island.

No. 40.

The Hon. the MINISTER for PUBLIC WORKS to the Hon. the ATTORNEY-GENERAL.

(Telegram.)

14th June, 1878.

It is reported that Harbour Board has advertised sale of leases Crawford Street Block. If so it will be necessary to take steps at once to secure a portion, at least, for railway purposes. Conyers tells me this is absolutely essential. Will you please see about this. One half should be reserved.

The Hon. Robert Stout, M.H.R., Dunedin.

J. MACANDREW.

No. 41.

The Hon. the MINISTER for PUBLIC WORKS to the Hon. the ATTORNEY-GENERAL.

(Telegram.)

Wellington, 15th June, 1878.

I HOPE you have arranged with Harbour Board as to necessary ground for railway being excluded from lease. It must be obvious that Government would utterly belie the responsibility which devolves upon it if it does not secure such portion of the reclamation as is absolutely essential for railway purposes before it passes into the hands of third parties. The Government is of course prepared at once to pay for the area required as provided by law. I trust Harbour Board will agree to dealing with matter amicably rather than compel the Government to exercise its functions, as it is empowered to do by the Public Works Act, and as, if necessary, it is bound to do in the public interest. It is, perhaps, unfortunate that this matter has been the subject of so much local feeling. Personally, as you know, I have neither feeling nor interest in the matter; but, charged as I am with the duty of looking ahead in respect of making provision for the enormous railway traffic which in a few years will have its focus in Dunedin, the necessary action is forced upon me. As I go to Auckland on Monday, I should like if some understanding on this subject could be arrived at previously.

The Hon. Robert Stout, M.H.R., Dunedin.

J. MACANDREW.

No. 42.

The DISTRICT ENGINEER, Dunedin, to the UNDER SECRETARY for PUBLIC WORKS.

Harbour Board Reserves.

Public Works Office, Dunedin, 15th June, 1878.

I BEG to enclose an advertisement cut from to-day's *Otago Daily Times* giving details of proposed sale on lease of a portion of above.

The Under Secretary for Public Works,
Dunedin.

J. A. McARTHUR,
pro District Engineer.

Enclosure in No. 42.

ADVERTISEMENT.

Wednesday, 19th June, at 2 o'clock.—Otago Harbour Board Endowment.

MONTAGU PYM has received instructions from the Otago Harbour Board to sell by auction, at his rooms, High Street, on Wednesday, 19th instant, at 2 o'clock, the lease for twenty-one years, with provision for renewal, Sections 46, 60, and 61, Block I., having frontage to St. Andrew Street; Sections 48, 49, and portions of Sections 50, 51, 52, 53, 54, having frontage to Castle Street; Section 59, having a frontage to a right-of-way, 33 feet in width, entering from Castle Street; Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24, as shown on plan of unreserved portion of the block known as Crawford Street Block. Also, on annual lease, portion of Sections 55, 56, 57, 58, having a frontage to Castle Street.

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

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.

No. 50.

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

(Telegram.)

Dunedin, 18th June, 1878.

I RECEIVED your telegram and letter on subject of land between Stuart Street and Saunders Street from Mr. Maitland, and have forwarded them the Board's resolution—namely, that it is willing to reserve certain sections; these will be nearly equivalent in quantity to that said to be wanted by railway authorities, but at present used for convenience of private parties.

The Hon. the Minister for Public Works.

JOHN L. GILLIES.

No. 51.

The Hon. the MINISTER for PUBLIC WORKS to the Hon. the ATTORNEY-GENERAL.

(Telegram.)

Wellington, 19th June, 1878.

FOLLOWING copy of telegram sent to Harbour Board. If you undertake to arrange matters Government will rely upon your guarding future requirements of railway, of which a portion of Crawford Street Block is declared by Conyers, Blair, and Blackett to be *sine quâ non*.

The Hon. the Attorney-General, Dunedin.

J. MACANDREW.

No. 52.

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

(Telegram.)

Wellington, 19th June, 1878.

I UNDERSTAND from your telegram that two chains have been reserved outside of line of Crawford Street for railway purposes. Might not this be extended half a chain further, so as to secure what is deemed by railway authorities very inadequate provision for future requirements? I beg to say that nothing is further from the desire of the Government than to cripple Board's action, and that, in consenting to relinquish so much of the Crawford Street Block, we are not without compunctions that the future is being unduly sacrificed to the exaggerated exigency of the present. If the Board mean to imply by innuendo that the Government are acting under private influence, they ought at once openly to state what they mean that influence to be. As respects the proposal to refer the whole question to the Attorney-General, who is now on the spot, Government is quite willing to do so if he will undertake it, although, seeing that his firm are solicitors to the Board, it is perhaps scarcely fair to impose upon him this duty. Be this as it may, the Board may rest assured the Government will not interpose in giving legal effect to the proposed sale of leaseholds beyond that which may be found to be absolutely necessary for future requirements of railway. It might have saved any possible complication had such requirements been defined prior to sale, as suggested.

The Secretary, Otago Harbour Board, Dunedin.

J. MACANDREW.

No. 53.

The ENGINEER in CHARGE, Middle Island, to the ENGINEER in CHARGE, North Island.

(Telegram.)

Dunedin, 4th July, 1878.

KINDLY send me Mr. Carruthers' sketch of arrangements of goods station north of Castle Street. It is a large plan in pencil.

Mr. John Blackett, Wellington.

W. N. BLAIR.

No. 54.

The CHIEF DRAUGHTSMAN, Wellington, to the DISTRICT ENGINEER, Dunedin.

Wellington, 10th July, 1878.

UNDER separate cover, please find the original plan P.W.D. 5668, being the only one we have in the office answering to the description conveyed in your telegram.

By order.

H. C. W. WRIGG,
Chief Draughtsman.

W. N. Blair, Esq.

No. 55.

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

SIR,—

Otago Harbour Board Office, Dunedin, 16th July, 1878.

I have the honor by instruction, referring to what transpired at the meeting of the deputation from the Otago Harbour Board to you this day, to submit the following proposal:—

That, with a view to straighten the Port Chalmers line of railway, the Board is willing to undertake the filling in of the three bays marked A, B, and C on plan attached, provided the Government construct the front walling or facework.

The Board would also be willing to supply material free of any charge for the filling up of any of the smaller bays that the Government may be anxious to get rid of, and in general to fairly harmonize its work with any works the Government may be desirous of carrying out in the interests of the public.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Minister for Public Works.

No. 56.

The MAYOR, Borough of South Dunedin, to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

South Dunedin Council Chambers, 23rd July, 1878.

I have the honor to forward to you a copy of resolution passed at a meeting of the Council of the Borough of South Dunedin, held on 22nd July instant:—

“That, in the opinion of this Council, no site for a railway goods station will meet the requirements of the people of this municipality that does not reach south from Rattray or Jetty Street.”

I have, &c.,

ANDREW RANKIN,
Borough Clerk.

The Hon. the Minister for Public Works.

No. 57.

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

GENTLEMEN,—

Public Works Office, Wellington, 25th July, 1878.

Referring to your interview with me last week at Dunedin relative to the erection at the cost of the Government of rock-walling in front of certain positions of the Dunedin and Port Chalmers Railway, and to Mr. Gillies' letter of date 16th July, with accompanying tracing, I have to say that on the first blush of the matter the proposal seemed to be highly advantageous, as enabling several curves in the railway line to be straightened, and a double line of rails laid down when such may be deemed necessary, at a considerable saving to the Government.

Upon further and more mature consideration, however, it would appear that it would be unwise for the Government to agree to the proposals without hesitation. I may say that the matter has been referred to the Colonial Marine Engineer, who reports that, as shown on tracing, the proposal involves displacement of the tidal water over close upon fifty acres, an area very much larger than presented itself to my mind at the interview in question.

Looking at the extent of the proposed reclamation at the head of the bay, and in the face of the very decidedly expressed opinion of Sir John Coode as to the great risk of damage to the entrance of the harbour which is calculated to result from such operations unless kept within due limits, the Government feels that it would not be justified in being a party to such a large additional reclamation as is now proposed without the very best advice that is obtainable. I am aware that some of the members of your Board lay but small stress upon the opinion of Sir John Coode. The Government, however, cannot shut its eyes to the fact that he is universally recognized as one of the very highest authorities upon such questions as that now under consideration, and they cannot presume to ignore his opinion simply because it may be at variance with their own preconceived notions or foregone conclusions. Whether his opinion may be right or wrong, Sir John Coode can have no possible object in sacrificing his world-wide professional reputation by giving advice other than that which long experience enables him to do on a subject which has been the speciality of a lifetime.

Under all the circumstances of the case I would venture to hope that your Board may see that the Government is bound to exercise every possible precaution in dealing with this question, a false step in regard to which may prove most disastrous to the Port of Otago.

I have, &c.,

The Chairman and Members of the Otago Harbour Board,
Dunedin.

J. MACANDREW.

No. 58.

His Worship the MAYOR, Dunedin, to the Hon. the MINISTER for PUBLIC WORKS, Wellington.

(Telegram.)

Dunedin, 26th July, 1878.

At a meeting of the Committee of the Chamber of Commerce, Harbour Board, and City Corporation, the following resolutions were carried unanimously: “*Resolved*, That this meeting approves of the Harbour Board plan of the goods station being placed on the site marked therein ‘Proposed goods station south,’ including the area marked ‘Additional area of goods station,’ if in one; and they further approve of the position of the proposed passenger station.” “That his Worship the Mayor be requested to communicate by wire with the Government, with a view to obtaining an immediate sanction thereto, the plans having gone up to Wellington by J. C. Brown, Esq., M.H.R.” Mr. Brown has been telegraphed to to hand you copies of the lithographed plan referred to.

The Hon. the Minister for Public Works, Wellington.

R. H. LEARY.

No. 59.

The Hon. the MINISTER for PUBLIC WORKS to His Worship the MAYOR, Dunedin.

(Telegram.)

Wellington, 27th July, 1878.

HARBOUR Board and Chamber of Commerce have already been informed that Government can take no action which involves reclamation beyond the limits recommended by Sir John Coode. The plans you refer to have not yet reached me.

Government now waits for report of Conyers and Blair before finally dealing with the question.

His Worship the Mayor of Dunedin.

J. MACANDREW.

No. 60.

Messrs. BLAIR and CONYERS to the Hon. the MINISTER for PUBLIC WORKS, Wellington.
DUNEDIN GOODS STATION SITE.

SIR,—

Public Works Office, Wellington, 30th July, 1878.

In reply to your separate memoranda of the 17th instant, and your subsequent verbal instructions to report jointly, we have the honor to submit the following report on the two sites proposed:—

Northern Site (A).—The Castle Street plan commences at Castle Street, the northern boundary of the present station, and runs northward to Hanover Street.

Southern Site (B).—The Crawford Street plan commences at Jetty Street, and extends southward towards the Anderson's Bay Road. It is, however, proposed to utilize such portions of the Crawford Street Block between Rattray and Jetty Streets as have not been leased by the Harbour Board.

Area and Accommodation.

So far as area and general accommodation are concerned the sites are, to all intents and purposes equal.

Locality in relation to Working.

Inasmuch as it is nearer the passenger station and the proposed import dock, the northern site has the advantage, particularly if that portion of Castle Street between High and Willis Streets is closed up. The Railway Department does not, however, lay much stress on this. The passenger and goods traffic are worked entirely separate, consequently, so far as management and working are concerned, it is not necessary that they should be close together, and the general manager thinks it an advantage to have the goods station at some little distance from the docks.

Locality in relation to the Accommodation afforded to the Public.

This is the main point in the whole question; consequently we have given it careful consideration in all its bearings. If determined by its proximity to the centre of the city, the northern site has a decided advantage. It is almost exactly midway between the northern and southern extremities, whereas the southern site is nearly three-quarters of a mile distant from the centre. But, if we include the populous parts of the flat and the North-East Valley in the area to be accommodated, the southern site is equally central; it is midway between the North-East Valley Townships and the Forbury, the limits of the flat land. The site of the goods station is, however, of comparatively little importance to any but the business portion of the community, so it is necessary to show where this class is located. It is well known that practically the whole of the wholesale establishments are south of Stuart Street, and probably seven-eighths of the whole are south of Dowling Street. The southern site is, therefore, more convenient to them. The business part of Dunedin is for all practical purposes included in the blocks between Manor and Dowling Streets, and the position of the greater portion of the goods sheds in the southern site will be exactly midway between those points. Even if the Customhouse is taken as the centre, it still leaves a balance of about 10 chains in favour of the southern as against the northern site.

General Comparisons.

In addition to the foregoing, there are several general points of comparison between the sites that require consideration. There is a reasonable probability of that portion of Castle Street between High and Willis Streets being closed, which is an advantage in the northern site, in so much as it allows uninterrupted communication between the passenger and goods stations. On the other hand, there is little chance of Rattray Street being closed, consequently the communications with the southern site must always be carried on across the street.

The southern site has an advantage in being to a certain extent available now; there is a site for a large goods shed already reclaimed near the Harbour Office. The present station is too confined already, so it is quite possible that a regular block may take place when the lines are connected north and south, except additional accommodation is provided beforehand.

The southern site can be reclaimed faster than the northern one, it being proposed to obtain the material from the sandhills at the Ocean Beach, the most convenient place near Dunedin.

Several conferences have taken place between representatives of the Dunedin Corporation, the Otago Harbour Board, and the Dunedin Chamber of Commerce. Although they have never pronounced in favour of the particular site now under consideration, the decision has invariably been in favour of having the goods shed south of Rattray Street.

Conclusion.

After comparing the individual merits of each site as above described, we have come to the conclusion that there is not very much difference between them. We are of opinion that the advantages of situation, and the short time required to make it available, gives a balance in favour of the southern site; but the preponderance is so slight that it might be overruled by other considerations—a choice might be made independently of the questions of engineering or railway management.

Harbour Board's Plan.

Since getting your memoranda, the Hon. Mr. Stout has referred to us a fresh plan by Mr. Simpson. The passenger station is placed on an angle across Castle Street, between Stuart and Rattray Streets, commencing at Stuart Street Jetty and ending near the new railway store in Rattray Street.

The goods station commences at Rattray Street, and extends southwards towards Anderson's Bay Road, its western boundary being in a line with the Harbour Offices. The only serious objection we have to it is that it encroaches about seven chains on the limit of reclamation fixed by Sir John Coode; in fact, it is in modification of the "Conference Plan" condemned by him.

Coal Depôts, &c.

It will be necessary to have depôts for coal, firewood, &c., at each end of the city, no matter what site is determined on. The best places for them is the space between the present railway and Anderson's Bay Road, at the south end, and a similar space near Pelichet Bay Station at the north end; the latter space will probably be enlarged when the Port Chalmers line is straightened.

We have, &c.,

W. N. BLAIR.

WM. CONYERS.

The Hon. the Minister for Public Works.

No. 61.

Mr. R. OLIVER, M.H.R., to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

Dunedin, 29th July, 1878.

CONFERENCE between City Council, Harbour Board, and Chamber of Commerce quite unanimous recommending adoption of Harbour Board plan for station. By this plan 123 acres less reclamation than former Conference plan. Feeling here growing very bitter on this subject, and public meeting talked of. Can you not adopt this plan?

The Hon. J. Macandrew, Wellington.

R. OLIVER.

No. 62.

The UNDER SECRETARY for PUBLIC WORKS to His Worship the MAYOR, Dunedin.

SIR,—

Wellington, 30th July, 1878.

I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 23rd July, forwarding a copy of a resolution passed by the Borough Council of South Dunedin in reference to the site for the railway and goods station.

I have, &c.,

JOHN KNOWLES,

Under Secretary Public Works.

His Worship the Mayor, Dunedin.

No. 63.

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

SIR,—

Otago Harbour Board Office, Dunedin, 1st August, 1878.

I have the honor to acknowledge receipt of a letter (No. 3,237, 25th July, 1878) from your office, and am instructed to forward the following reply thereto.

The Board offers no objection to the suggestion of the Hon. Mr. Macandrew that the matter should stand over in the meantime. It was proposed by the Board more with a view of assisting the Government in a publicly acknowledged desirable improvement of the railway line than for any advantage to the Board, which would chiefly have consisted in supplying a convenient place for depositing spoil lifted by the bridges, and so of saving time in completing the making of the channel. Being a new work in the sense of being over and above the plans already sanctioned by the Governor in Council, the Board at once recognized the Governor's right to refuse its assent.

The Board cannot admit, however, that "some of the members of your Board lay small stress upon the opinion of Sir John Coode." As stated in previous communications to the Government, the members of the Board do attach great weight to that opinion, and, in proof of which, readily withdrew from the Conference plan, in so far as increased reclamation is concerned, as soon as it was made aware of his objection to it. That plan, it may be observed, was approved by Messrs. Carruthers and Blair, the Government Engineers, but was not approved by the Board's Engineer, he only having yielded to it being in the minority. What the Board objects to, however, is—First, that Sir John Coode should so far exceed what was asked of him as to decide on the site for the railway station after a forty-eight hours' stay in Dunedin—a matter which persons residing in this city, in the Board's opinion, are more competent, and can far better decide for themselves; and, second, the strained and self-contradictory interpretation put upon his interim report by the Government officers, which, in a former letter from the Board to the Minister of Customs, dated 4th July, was clearly pointed out, and which still remains unanswered.

The Board has repeatedly stated that it accepts the opinion of Sir John Coode, which simply amounts to confirming the expressed opinion of the Board's Engineer—viz., that reclamation at the head of the bay should not be increased in extent beyond the already authorized plans, and the Board begs it may be distinctly understood that it does not desire that any increase of the total quantity of reclamation should be made, but, if found to be for the public interest that an increase should be made thereof in one part, that it be balanced by a decrease elsewhere.

The Board recognizes that, in the interests of the colony as a whole, the Government is bound to exercise every reasonable (not "possible") precaution in seeing that the Port of Otago is not spoiled. The Board also fully understands its own position, in having had remitted to it by the Legislature the work of harbour improvement, and would point out to the Hon. Mr. Macandrew that the Legislature in all probability considered that, in making over this piece of local self-government to residents here, the Board would consist chiefly of mercantile men whose interests were most closely identified with the prosperity of Dunedin, and in the conserving and even improvement of the entrance to the port. The full importance of the trust and serious responsibility connected therewith the members of the Board

are fully alive to, as also have been their predecessors in office. This importance and responsibility is no new doctrine with those members who from the first have belonged to the Board, or with its Engineer. It is not with them a new zeal born of removal to the seat of the central Government, but has been a guiding principle throughout, in proof of which, one of the very first works undertaken by the Board was one which the late Provincial Government neglected, although strongly advised thereto as far back as 1864 by the late Mr. Balfour, Marine Engineer—namely, a complete and reliable survey of both Upper and Lower Harbour, a work which will be completed within a few weeks, and is intended by the Board as an index to govern the reclamation now going on at the head of the Upper Harbour or elsewhere. The Board has been steadily keeping before it the general principles laid down by Mr. Balfour, and virtually indorsed in reports from time to time by Messrs. Thomson, Swyer, Simpson, McGregor, Barr, and Blair, all engineers of more or less eminence; and the Board's plans have already been sanctioned after being examined, discussed, and approved by Mr. Carruthers and Mr. Blackett, the Government Engineer-in-Chief and Marine Engineer, respectively. Special attention has been, and is being, given to Mr. Balfour's advice "to go on cautiously," so that, as he pointed out, if it be found necessary, much that is now shown on the plan and authorized as land reclaimed can be converted into increased dock accommodation instead.

But while having all this fully in view, and recognizing the necessity of never forgetting that the maintenance of the entrance of the harbour is of the very first importance, the Board cannot admit the right of the Government, even guided by its own officers, to assume an interpretation of Sir John Coode's opinion so contradictory in itself as to prove that it is an unreliable one, and one which, as it appears to the Board, must have had its origin or inspiration in "preconceived notions," foregone conclusions, or strong desires.

The Board would further add that its Engineer and Chief Harbourmaster have special instructions to make frequent soundings, and carefully to note any appearance of the slightest injury to the Heads arising from reclamation or other works; and being always on the spot, and in the habit of making observations for a number of years, the Board feels justified in placing a large amount of confidence in the judgment of its own Engineer, formed from actual study of the subject, after careful survey, and under the full responsibility of his position as permanent professional adviser, and all the more so when, at the recent interview with Sir J. Coode, it not only found that his (the Engineer's) opinions were not antagonistic to but very fully confirmed by those of Sir J. Coode with, as you properly express it, his "world-wide experience," and "study of a subject which has been the speciality of a lifetime."

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Minister for Public Works.

No. 64.

The MAYOR, Roslyn, to the Hon. the COLONIAL SECRETARY, Wellington.

(Telegram.)

Dunedin, 10th August, 1878.

At the usual meeting of the Roslyn Borough Council the following resolution was unanimously carried:—"That this Council is of opinion that the Harbour Board plan for passenger and goods station is well adapted to all the requirements of the trade of Dunedin and suburbs, making it a *sine qua non* that Cumberland Street be preserved as a through street to Anderson's Bay Road for city traffic and sewage purposes."

JAS. KILGOUR,

Mayor.

The Hon. the Colonial Secretary, Wellington.

No. 65.

The TOWN CLERK, Roslyn Borough, to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Town Clerk's Office, Roslyn, 14th August, 1878.

I have the honor, by direction, to forward the following copy of a resolution passed at a meeting of the Roslyn Borough Council held on the 8th instant, and to ask you to support the views expressed therein:—

"That this Council is of opinion that the Harbour Board's plan for passenger and goods station is well adapted to meet all the requirements of the trade of Dunedin and suburbs, making it a *sine qua non* that Cumberland Street be preserved as a through street to Anderson's Bay Road for city traffic and sewage purposes."

I have, &c.,

JAS. CUNNINGHAM,

Town Clerk.

The Hon. the Minister for Public Works, Wellington.

No. 66.

The UNDER SECRETARY for PUBLIC WORKS to the CHAIRMAN, Otago Harbour Board.

SIR,—

Public Works Office, Wellington, 15th August, 1878.

I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 1st instant in reference to the reclamation suggested to be undertaken for the improvement of the Port Chalmers line.

I have, &c.,

JOHN KNOWLES,

Under Secretary, Public Works.

The Chairman, Otago Harbour Board, Dunedin.

No. 67.

The UNDER SECRETARY for PUBLIC WORKS to the MAYOR of ROSLYN.

SIR,—

Public Works Office, Wellington, 20th August, 1878.

I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 14th instant, in which you forward a copy of a resolution passed by the Roslyn Borough Council relative to the proposed railway station, &c., at Dunedin.

I have, &c.,

JOHN KNOWLES,

His Worship the Mayor of Roslyn, Otago.

Under Secretary for Public Works.

MARINE DEPARTMENT CORRESPONDENCE.

No. 1.

MEMORANDUM for the UNDER SECRETARY for PUBLIC WORKS.

Marine Department, Wellington, 3rd September, 1878.

HEREWITH I forward a copy of all correspondence in this department with respect to reclamation of Otago Harbour, Railway Station, Dunedin, and the Crawford Street Block.

The order of the House of Representatives calling for this correspondence was referred to you on the 22nd ultimo.

R. JOHNSON,

The Under Secretary for Public Works, Wellington.

Officer in Charge.

No. 2.

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

(Telegram.)

Government Buildings, 22nd October, 1875.

ENGINEER-IN-CHIEF points out that a small alteration is necessary round the curved line of branch to Rattray Street Wharf, brought about by the widening of Crawford Street. Keeping present boundary as shown in your plan, the curve on branch is too sharp. Shall we make the alteration on your plan to save time in referring the plans back to Dunedin? I presume the plan you have sent up will remain here for record, and, if so, we will send you a tracing showing the above-named alteration. No other change proposed.

J. L. Gillies, Esq., Secretary, Harbour Board, Dunedin.

EDWARD RICHARDSON.

No. 3.

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

(Telegram.)

Dunedin, 22nd October, 1875.

PLEASE make alteration and send tracing. Would have liked plan back to make exact copy and then return it to you; but if objected to will manage without, as we have all the general data.

The Minister for Public Works, Wellington.

JOHN L. GILLIES.

No. 4.

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

(Telegram.)

Wellington, 23rd October, 1875.

WE will send back plan with alterations on the understanding that you will return it after being copied. It is approved in the meantime, but will not be finally signed by the Governor till returned here.

J. L. Gillies, Esq., Harbour Office, Dunedin.

EDWARD RICHARDSON.

No. 5.

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

(Telegram.)

Wellington, 29th October, 1875.

To avoid chance of serious delay from absence of Governor, harbour plans have been approved by His Excellency to-day. Of course the plan must now remain here. Do you wish a tracing of the whole plan made, or only of small portion altered by Engineer-in-Chief? If the former, your Board will, I presume, gladly pay cost. Reply.

J. L. Gillies, Esq., Secretary, Harbour Board, Dunedin.

EDWARD RICHARDSON.

No. 6.

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

(Telegram.)

Dunedin, 30th October, 1875.

THANKS for information. Please send certified tracing whole plan. Board will pay reasonable charges for same. There are a few small pieces of land inside original Crown grant, towards Pelichet Bay, to connect survey of city with scheme shown on plans. If Crown-granted, Board could at once fill up and lease some of the holes—great eyesore along railway line.

The Hon. the Minister for Public Works, Wellington.

JOHN L. GILLIES.

No. 7.

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

SIR,—

Otago Harbour Board Office, Dunedin, 5th January, 1876.

I have the honor to acknowledge receipt of your favour of 22nd ultimo, No. 75-4484-4489, advising copy of plan of Otago Harbour Board improvements having been sent by "Taranaki," receipt of which I also beg to acknowledge.

Enclosed you have duplicate slip from Bank of New Zealand, showing £9, the charge for the plan, having been paid into the Public Account at Dunedin as requested. You will oblige by returning enclosed voucher receipted.

I have, &c.,

JOHN L. GILLIES,

Secretary.

The Under Secretary, Public Works Office, Wellington.

No. 8.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 15th February, 1876.

I have the honor to forward copies of plans and specifications as required by law and in accordance with conditions attached to His Excellency the Governor's assent to the general plan of proposed harbour improvements.

Hoping these plans and specifications will meet with His Excellency's approval,

I have, &c.,

JOHN L. GILLIES,

Secretary.

The Hon. the Commissioner of Customs.

No. 9.

The SECRETARY of CUSTOMS to the CHAIRMAN, Otago Harbour Board.

SIR,—

Customs Department (Marine Branch), Wellington, 3rd March, 1878.

I have been directed by the Hon. the Commissioner of Customs to acknowledge the receipt of the letter from the Secretary to your Board of the 15th ultimo, in which he forwarded for the Governor's approval copies of plans and specifications of certain works it is intended to carry out in Dunedin in connection with the proposed Otago Harbour improvements.

With reference thereto, I am to inform you that these plans and specifications were at once submitted to the Marine Engineer, who, in a memorandum of which a copy is enclosed herein, has pointed out that additional information is required regarding portions of the plans before he can make a report on the proposed works.

The copies of plans and specifications are accordingly returned herewith, and the Commissioner would be glad if you would be good enough to obtain from the Engineer to the Board the additional information required by Mr. Blackett.

I have, &c.,

W. SEED,

Secretary of Customs.

The Chairman, Otago Harbour Board, Dunedin.

Enclosure in No. 9.

MEMORANDUM for Mr. SEED.

Public Works Office, Wellington, 29th February, 1876.

Re plans and specifications for proposed harbour improvements Dunedin forwarded for Governor's approval.

These are—Additions to cross wharf in Steamer Basin, new wharf fronting main channel, and new wharf inside Import Dock. The depths below low-water line in each of these places, as marked on the general plan, are respectively 17 feet, 15 feet, and 22 feet, and on measuring these depths downwards on the detail plans under consideration it is found that the front piles will scarcely have any hold in the ground. The plans do not show any ground line either in front of the works or under the wharves, so that no definite opinion can be formed as to the stability of the latter; neither is there any description given of the character of the bottom into which the piles will be driven, or of the manner of protecting and finishing the slopes under the wharves, as well as that of filling up behind the sheet piling in the two last-mentioned structures.

It is necessary that the above information be furnished before any report can be made on the proposed works, and the information should be as full and complete as possible. The tracings should, I think, be returned so that the ground lines may be shown thereon.

JOHN BLACKETT,

No. 10.

The COLONIAL MARINE ENGINEER to the DISTRICT ENGINEER, Dunedin.

(Telegram.)

Government Buildings, 11th July, 1876.

ARE Otago Harbour Board carrying out any works near Dunedin, and which?

W. N. Blair, Esq., Public Works Office, Dunedin.

JOHN BLACKETT.

No. 11.

The Hon. Mr. McLEAN to the SECRETARY, Otago Harbour Board.

(Telegram.)

Government Buildings, 11th July, 1876.

WHEN may I expect reply to letter from Marine Department of 2nd March, regarding additional information required before Governor's approval can be given to harbour works?

GEO. McLEAN.

The Secretary, Otago Harbour Board, Dunedin.

No. 12.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 12th July, 1876.

THE Board having altered its proposed procedure slightly, new plans are in course of preparation, which will be submitted in due course.

The Secretary, Otago Harbour Board.

JOHN L. GILLIES.

No. 13.

The DISTRICT ENGINEER, Dunedin, to the COLONIAL MARINE ENGINEER.

(Telegram.)

Dunedin, 13th July, 1876.

THE only work now in progress by Harbour Board is dredging channel leading to Rattray Street Wharf. They have, however, accepted tender for goods shed. Nothing is being done to the works you name.

John Blackett, Esq., C.E., Government Buildings.

W. N. BLAIR.

No. 14.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 24th July, 1876.

I have the honor, by direction of the Harbour Board, to supplement my telegraphic reply to your telegram of 11th instant, in *re* plans of wharves.

I am instructed to say that, after much deliberation, it has been resolved to prepare new plans and specifications, which, when completed, will be forwarded in due course for your approval—that is, the approval of His Excellency the Governor in Council, as required by law.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Commissioner of Customs.

No. 15.

The SECRETARY, Otago Harbour Board, to the OFFICER in CHARGE, Marine Department.

(Telegram.)

Dunedin, 2nd June, 1878.

BOARD anxiously waiting answer to yesterday's urgent telegram.

The Officer in Charge, Marine Department, Wellington.

JOHN L. GILLIES.

No. 16.

Mr. L. H. B. WILSON to the CHAIRMAN, Otago Harbour Board.

SIR,—

Marine Department, Wellington, 3rd June, 1878.

I am directed by the Hon. the Commissioner of Customs to forward herewith copy of a report made by Sir John Coode on Dunedin Harbour, and to inform you that, should your Board adopt the recommendations made therein, His Excellency the Governor in Council will be recommended to approve of them.

I have, &c.,

LEWIS H. B. WILSON,
(For Officer in Charge.)

The Chairman, Otago Harbour Board, Dunedin.

Enclosure in No. 16.

Sir J. COODE to the Hon. the COMMISSIONER of CUSTOMS.

Dunedin Harbour.

Auckland, 25th May, 1878.

HAVING carefully considered the question of the probable effect of the reclamation proposed to be made in connection with the new harbour and dock-works at Dunedin, I am of opinion that a reclamation to the extent contemplated by the plan of 20th February last would diminish the volume of tidal water to such an extent as to jeopardize the maintenance of the same depth of water on the bar as hitherto existing.

Understanding that, pending the report on the matter generally, an expression is desired of my view with respect to the extent of reclamation that may be safely undertaken along that part of the foreshore immediately to the south of the present railway station, I have to recommend that the area comprehended between the eastern front of Crawford Street and a line (measured at a right angle) 500 feet distant therefrom, and parallel thereto, should be appropriated for railway-station purposes.

The question of the position, extent, and character of the basins and wharves on the harbour-side of the railway station, and the appropriation of the south-western shore in such a manner as will be best suited for the trade of the port, will be dealt with in my general report on the harbour works.

I should add that measures adapted to counteract any prejudicial effect upon the bar, arising from a diminution of the tidal scour, could only be undertaken at, or immediately adjacent to, the bar itself, and any such as would be attended with a reasonable prospect of success would necessarily, from the physical conditions at the entrance, be so extensive and costly that they should not be entertained simply with a view of counteracting the effect of large reclamations within the harbour.

The Hon. the Commissioner of Customs, Wellington.

JNO. COODE.

No. 17.

The ENGINEER, Otago Harbour Board, to the COLONIAL MARINE ENGINEER.

(Telegram.)

Dunedin, 7th June, 1878.

COPY Sir J. Coode's interim report received through Marine Department. Board thinks Sir John has made mistake and written Crawford Street instead of Castle Street. The latter, Castle Street, is what he told the Chairman, and the Chairman of Works Committee, he intended to recommend. If Crawford Street is meant, there is no necessity to get His Excellency's assent, as suggested in Government letter, as it is in such case present plan already sanctioned. Please reply early.

John Blackett, Esq., C.E.,
Marine Engineer, Wellington.

D. L. SIMPSON,
Engineer, Otago Harbour Board.

No. 18.

The COLONIAL MARINE ENGINEER to the ENGINEER, Otago Harbour Board.

(Telegram.)

Wellington, 10th June, 1878.

Re Sir John Coode's memorandum on Dunedin Harbour: Crawford Street is the correct reading, as personally explained to me by Sir John.

D. L. Simpson, Engineer, Harbour Board, Dunedin.

JOHN BLACKETT.

No. 19.

The OFFICER in CHARGE, Marine Department, to the SECRETARY, Otago Harbour Board.

Sir,—

Marine Department, Wellington, 20th June, 1878.

I have the honor to acknowledge the receipt of your letter of the 12th instant, relative to Sir John Coode's interim report on Dunedin Harbour.

In reply, I have to inform you that this letter has been submitted to the Hon. the Commissioner of Customs, by whom it has been referred to the Marine Engineer who accompanied Sir John Coode when visiting the different ports of the colony.

The following is a copy of Mr. Blackett's memorandum on your letter :—

"I think the Harbour Board lay too much stress on the fact that Sir John Coode recommended a site for a railway station. He appears to have accepted as a fact agreed upon that the railway station should be parallel to Crawford Street, as shown on the lithographic plan submitted to him as one agreed to at a Conference held 19th February, 1878; and his recommendation simply amounts to this—that its position is too far out into deep water.

"I cannot understand the assertion of the Board that Sir John expressed his agreement with this plan in Dunedin, as before he left that place he distinctly made me aware of his opinion that the proposed reclamation at this place encroached too much on deep water, and that he should recommend adherence to the original plan—i.e., a line about 500 feet from Crawford Street and parallel to it.

"After leaving Dunedin he never adverted to the subject, but wrote in Auckland a memorandum, which corresponded in effect with his verbal expression of opinion in Dunedin to me."

I am also to add that the Government have had no opportunity of ascertaining the grounds upon which Sir John Coode's opinions have been formed, but they are satisfied such opinions will be found to be sound.

With respect to the letter of the Chief Harbourmaster, in which allusion is made to certain information having been conveyed to the Government as to a falling off in the depth of water on the bar at Otago Heads, I am to state that no communication has reached the Government on this subject, nor have they any reason to suppose that there has been a diminution in the depth of water there.

I have, &c.,

R. JOHNSON,

Officer in Charge.

The Secretary, Otago Harbour Board, Dunedin.

No. 20.

The SECRETARY, Otago Harbour Board, to the OFFICER in CHARGE, Marine Department.

SIR,—

Otago Harbour Board Office, Dunedin, 12th June, 1878.

I have the honor to acknowledge receipt of your favour No. 271-19, 3rd June, 1878, forwarding copy of a report made by Sir John Coode on Dunedin Harbour, and informing the Board that, should it adopt the recommendations made therein, His Excellency the Governor in Council would be recommended to approve of them.

In reply, I am instructed to forward, for the information of the Government, a copy of the questions submitted by the Board to Sir John Coode, and to point out that the only portion of the report that can be regarded as at all relevant as a reply to the Board's queries is that referring to the suggested additional reclamation, and which simply amounts to a confirmation of the Board's plans already sanctioned by His Excellency the Governor in Council.

The Board, while willing to treat with all due respect Sir John Coode's opinion as a marine engineer of high standing and repute on matters affecting the tidal flow and scour, cannot allow him, a mere hurried visitor, to be better qualified than or even as well able to judge of what is the best position for the railway station as the members of the Board, the City Corporation, and the members of the Chamber of Commerce. The Board must therefore demur to his opinion being adopted on that point.

The Board was, on the receipt of the report, strongly of the opinion that an error had crept into it, and that Crawford Street had been written in mistake for Castle Street, as to both the Chairman of the Board and the Chairman of the Works Committee (in presence of the Board's Secretary) he expressed his approval of the "Conference plan" (that referred to as that of 20th February), adopted by the Government Engineers, the representatives and Engineer of the City Corporation, the representatives of the Chamber of Commerce, and the representatives of the Harbour Board, to the extent at least of the proposed provision for railway requirements as set forth on said plan, but stated that he required more time to consider the question of increased reclamation outside of the eastern line thereof and extending to Anderson's Bay; and it was only on the ground of etiquette that it was agreed, after an interview with the Hon. the Attorney-General, that he should forward his interim report, to the effect as above stated, through the Hon. the Minister for Public Works, instead of direct to the Board.

As the Board's Engineer has received a telegram in reply to one sent to him by request from Mr. Blackett, Marine Engineer, stating that Crawford Street, as written, is in accordance with Sir John Coode's explanation to him, the Board cannot help expressing its regret that some explanation of the cause or causes that had the effect of making him change his opinions after leaving Dunedin, and before writing his interim report in Auckland, have not been furnished. One of the principal reasons of the Board consenting to bear its proportion of the expense of his visit to the colony was to enable its members to hear his opinions *vivâ voce*, as well as in writing, when they would have the opportunity and satisfaction of knowing that all necessary information and all phases of the question would be fairly put before him.

The Board must express its extreme dissatisfaction in finding that his views, so freely and frankly expressed when here, with all information before him that he considered necessary for his interim report, should be so modified by that report, as forwarded.

The Board has also felt some surprise that its Engineer has not yet received, through the Marine Engineer's department, an official memorandum, as intimated would be the case by Sir John Coode, for sundry returns and information that he would require for his general report, and which have been got ready as far as he then made known or indicated what he would require.

The Board would further add that it is satisfied the public generally will not approve of the proposed site for the railway station, which virtually involves the closing up of all the streets from Rattray Street to Anderson's Bay Road, and so shutting out all that portion of the city south of Rattray Street from the wharves excepting by a serious detour; nor submit that the work of improving the harbour, so important to the commercial community and to the whole provincial district, should be hindered and curtailed, if not altogether crippled, as it must necessarily be, by the abstraction of such a large portion of the most valuable and available part of the Board's endowment, while a more suitable (though not so valuable) site could be had otherwise.

The Board would remind the Government that it was on the faith of the revenue to be derived from its endowment that it entered into the engagements it has done, and borrowed in the London market, in accordance with law, £250,000 by the direct mortgage of the said endowment.

The Board is of opinion that it would be guilty of the grossest neglect of the best interests of the public should it do otherwise than do all that lies in its power to prevent such a proposal as that indicated by Sir John Coode in regard to the site for the railway station being carried out.

The Board trusts that the Government may see its way clear, without delay, to assent to the "Conference plan," so far as to carry out the proposed provision by it for railway purposes, and to instruct the Marine Engineer to consult with the Board and its Engineer, with a view to some arrangement whereby the present total of reclamation, authorized by the already sanctioned plans, will not be exceeded.

I have, &c.,

JOHN L. GILLIES,

Secretary.

The Officer in Charge, Marine Department.

Enclosure in No. 20.

COPY of QUESTIONS submitted to Sir JOHN COODE by the Otago Harbour Board.

Memorandum.

DRAWING No. 1 shows harbour improvements sanctioned by the Government, the works of which are now in progress. Drawing No. 2 shows extension of the area proposed to be reclaimed in No. 1, it having been found essential for the future requirements of commerce that more railway accommodation should be provided. The arrangements exhibited on Drawing No. 2 meet the views of the Government, Chamber of Commerce, City Corporation, and the Harbour Board, by all of which bodies the plan has been adopted. The sanction of His Excellency the Governor to Drawing No. 2 is required, and only withheld pending the following expression of opinion from Sir John Coode.

Questions.

No. 1. Will the extension of the reclamation proposed in Drawing No. 1 to meet the requirements indicated in Drawing No. 2 prejudicially affect the scour on the bar, or curtail the tidal area to an extent calculated to be injurious to the general interests of the harbour?

No. 2. Should there be any risk of injury by the adoption of Drawing No. 2, can remedial measures be instituted at the bar, or at any part of the harbour, to counteract such injury?

The following subsidiary questions were also agreed upon:—

No. 1. Will the alteration of the Dunedin and Port Chalmers Railway to the extent of taking it straight from point to point of the three bays exhibited on Drawing No. 1 prejudicially affect the interests of the harbour?—The combined area is forty-eight acres, upon the entire extent of which the tide has full action.

No. 2. Is the half-tide wall proposed by the Board's Engineer a necessary work? If so, should it be undertaken contemporaneously with the deepening of the channel?

No. 3. What is Sir John Coode's opinion upon the Board's Engineer's proposed method of reclaiming with the dredged material?

No. 4. Can Sir John Coode express an opinion or afford information on Duckham's pneumatic process of reclaiming with the dredged material?

No. 5. Can Sir John Coode recommend a more expeditious and economical mode of reclaiming with the dredged material than either of the foregoing proposals?

JOHN L. GILLIES,
Secretary.

12th June, 1878.

No. 21.

The CHIEF HARBOURMASTER, Dunedin, to the CHAIRMAN, Otago Harbour Board.

[Ordered to be forwarded together with reply to letter from Marine Department accompanying Sir John Coode's report.]

SIR,—

Harbour Office, Dunedin, 12th June, 1878.

It would appear that information touching the depth of water on the bar at Otago Heads has been forwarded to the Government at Wellington, and one-half of the truth aient same withheld.

The information given is that there is only 15 feet at low water where formerly there was 18 feet, and that withheld is that there is 17 feet where formerly there was only 14 feet.

As this conduct is of no advantage to any person, and decidedly an injury to the port, I thought it desirable to bring the matter under your notice at once. I will also request the Chief Pilot, who has been stationed at the Heads for the last nineteen years, to report his experience generally of the entrance to this harbour during that long period. According to instructions, he takes soundings on the bar once in every month, and oftener if the winds cause any change in the direction of the channel.

My own experience of this harbour extends from 1855 till now, and I find that there is always a good channel across the bar, but is of a shifting nature according to the winds. North-east wind sets it slightly to the westward, south-west wind brings it back again, and north-west wind causes a slight shoaling to take place.

Now during last month the prevailing winds were from the north-east and north-west, which explains the difference in the depth of water in the channel as reported by Mr. Pilot Kelly in April and May, also the position of the channel being slightly to the westward. I unhesitatingly assert that there has been no practical change in the depth of water at the entrance to this harbour during my long experience.

I will forward the Chief Pilot's report for the information of the Board as soon as I receive it.

I have, &c.,

WM. THOMSON,
Harbourmaster.

The Chairman, Otago Harbour Board.

P.S.—If such information has been forwarded with a view to frustrate harbour improvements, I may add that I have known there to be only 16½ feet in the channel across the bar before any part of Dunedin Bay was reclaimed.—W. T.

No. 22.

The COLONIAL MARINE ENGINEER to the ENGINEER, Otago Harbour Board.

(Telegram.)

Wellington, 22nd June, 1878.

Re Sir John Coode and reclamation: A memorandum is on the way to Harbour Board, which I think will make this clear.

D. L. Simpson, Esq., Engineer, Harbour Board, Dunedin.

JOHN BLACKETT,

No. 23.

The ENGINEER, Otago Harbour Board, to the COLONIAL MARINE ENGINEER.

(Telegram.)

Dunedin, 23rd June, 1878.

Is there any ground for supposing that Sir John Coode intended by his report to mean that 500 feet for railway purposes was to be the outside limit of reclamation, or did he not mean that original plan sanctioned by Government was not to be altered so as to increase reclamation, and 500 feet of that to be reserved for railway purposes?

John Blackett, Esq.,
Colonial Marine Engineer, Wellington.

D. L. SIMPSON,
Engineer, Otago Harbour Board.

No. 24.

The SECRETARY, Otago Harbour Board, to the OFFICER in CHARGE, Marine Department.

SIR,—

Otago Harbour Board Office, Dunedin, 28th June, 1878.

I have the honor to acknowledge receipt of your favour, No. 375-19, of 20th instant, also telegrams of 25th and 26th instant, and am instructed by the Works Committee of the Board to inform you that they will be laid before the Board at its first meeting.

I have, &c.,

The Officer in Charge, Marine Department.

JOHN L. GILLIES,
Secretary.

No. 25.

The SECRETARY, Otago Harbour Board, to the OFFICER in CHARGE, Marine Department.

SIR,—

Otago Harbour Board Office, Dunedin, 4th July, 1878.

I have the honor to acknowledge receipt of your favour, number and date as in margin, and, by direction of the Board, to forward you the following reply:—

The Board desires to point out that its statement of what Sir John Coode said when here was, in reference to the plan of 20th February, that he saw no difficulty in arranging for the railway station where proposed, but that he had hesitancy in regard to extended reclamation. Consequently, when Sir John says that "a reclamation to the extent contemplated" would be injurious, the Board submits that a fair reading of his report, taken in connection with the question submitted to him by the Board, must be that he refers to the extended reclamation proposed by that plan. Indeed, the Board cannot understand by what process of reasoning his report can be made to mean anything else, for had he intended to condemn or limit the original plan already authorized, and referred to in No. 1 of the Board's questions as Drawing No. 1, he no doubt would have said distinctly that not only did he object to the reclamation "to the extent contemplated by the plan of the 20th February" (referred to in the questions as Drawing No. 2), but also to the extent contemplated by the original or authorized plans.

To render the Marine Engineer's interpretation of Sir John Coode's report intelligible and consistent, it will be observed from the telegrams, copies of which are attached, that, on his attention being drawn to one anomaly in his statement, he requested a portion of that statement to be cancelled, and that, on its being further pointed out that, even after cancelling the words, still there would be an anomaly, no satisfactory answer was received, but simply "it is considered that cancellation of words mentioned makes Sir John Coode's meaning clear," a conclusion which the Board cannot comprehend, as facts militate against it.

The Board would now further point out that the last paragraph of Sir John Coode's report cannot be made to coincide with the interpretation put upon the report by the Government and its departmental officers; as, after referring to the site for the railway station as 500 feet, he says, "The question of the position, extent, and character of the basins and wharves on the harbour side of the railway, &c.," would be dealt with in his "general report." The conclusion from this must be that there will be reclamation to some extent outside the 500 feet.

The Board, on the other hand, wishes to point out that by the Board's interpretation—viz., that Sir John Coode is opposed to increased reclamation (using his own words) "to the extent contemplated by the plan of 20th February last;" but that taking this qualified statement, together with his silence in regard to the original or authorized plans, and that works were in progress involving reclamation beyond the 500 feet line while he was here (and he took no exception to them), and now, as the Marine Engineer points out in making mention of the site he does as being most suitable for the railway, he merely did so because he supposed that it was wished that the station should be somewhere in the locality shown by the plan of 20th February—it is fair to conclude that he saw nothing to object to in the authorized plans.

Considering that Sir John Coode's written report is not in itself a clear answer to the questions submitted to him by the Board, which questions had been previously seen and framed to meet the views of the Hon. the Attorney-General, the Board regrets that there should be any conflict of opinion between the verbal language of Sir John as used to the Chairman of the Board and the Chairman of the Works Committee in presence of the Secretary, the gentlemen who together formed a Committee to wait upon Sir John during his stay in Dunedin, and as understood by the Marine Engineer. The Board is quite satisfied the language as stated by its letter of the 12th June was used, and that too not incidentally or casually, but in reply to questions definitely put to Sir John Coode, which does not seem to have been the case with the Marine Engineer; and it appears to the Board that, if the Marine Engineer's statement of what Sir John expressed to him be applied only to what Sir John refers to as "a reclamation to the extent contemplated by the plan of 20th February last," there is not neces-

sarily any real discrepancy between the two. The discrepancy arises from the use made of his opinions and how they are applied.

The Board hoped that the receipt from the Marine Department of the memorandum referred to in the margin of 20th ultimo would help to clear up the difficulty; but unfortunately it does not do so, neither do the telegrams received subsequently from the same department help towards it. Question No. 1 submitted by the Harbour Board to Sir John reads, "Drawing No. 1 shows harbour improvements sanctioned by the Government, the works of which are now in progress. Drawing No. 2 shows an extent of the area proposed to be reclaimed in No. 1, it having been found essential, for the future requirements of commerce, that more railway accommodation should be provided. The arrangements exhibited in Drawing No. 2 meet the views of the Government, Chamber of Commerce, City Corporation, and Harbour Board, by all of which bodies the plan has been adopted. The sanction of His Excellency the Governor to Drawing No. 2 is required, and only withheld pending the following expressions of opinion from Sir John Coode: Will the extension of the reclamation proposed in Drawing No. 1 to meet the requirements indicated on Drawing No. 2 prejudicially affect the scour on the bar, or curtail the tidal area to an extent calculated to be injurious to the general interests of the harbour?" To which he replies, "Having carefully considered the question of the probable effect of the reclamation proposed to be made in connection with the new harbour and dock works at Dunedin, I am of opinion that a reclamation to the extent contemplated by the plan of 20th February last would diminish the volume of water to such an extent as to jeopardize the maintenance of the same depth of water on the bar as hitherto existing." He then recommends the position for a railway station (a question never submitted to him, but which no doubt he was induced to do, as the Marine Engineer suggests, "by his having accepted, &c."), which he places at 500 feet from the east side of Crawford Street, and parallel thereto, and then proceeds to say, "The question of the position, extent, and character of the basins and wharves on the harbour side of the railway" would be dealt with in his "general report." Now, it is evident that wharves require roadways, sheds, approaches, and other conveniences that would take up at least two or three chains more in width. Then there must be blocks between the basins, so that it must follow of a necessity that there must be reclamation outside or eastward of the line of 500 feet parallel to Crawford Street to meet these requirements, and therefore the interpretation that he intended to limit the reclamation to 500 feet is an erroneous one.

The Board submits that its interpretation is the correct one, and it fits into and agrees with the fact, which cannot be contested, viz., that when in Dunedin he saw for himself reclamation going on at a greater distance (800 feet) than 500 feet from Crawford Street, and did not demur thereto.

Understanding, then, Sir John Coode to mean that he cannot recommend reclamation beyond that already authorized, and that he wishes to deal with what he terms the south-western shore—that is, as the Board understands, the part opposite South Dunedin, and round to Anderson's Bay—the Board repeats that it accepts as his opinion that the extent of reclamation should not be increased; but that this opinion has nothing to do with, nor is there any reason why it should determine, the question of the position of the railway station, in regard to which the local bodies are, in the opinion of the Board, in a much more favourable position to judge than he could be. The Board could point out many local reasons why the site along Crawford Street would be very objectionable and inconvenient for the railway station, whilst the same reasons would not apply to the site along Castle Street, although these two streets run parallel to one another.

The Board would respectfully, but strongly, urge the Government to a favourable consideration of the last paragraph of its letter of the 12th ultimo—viz., that the Public Works Department should, together with the Board, proceed to devise a plan of railway and dock arrangements which shall fully meet the present and prospective requirements, and yet not mar the Board's financial position, or sacrifice unnecessarily the security given to bondholders for the Board's loan of £250,000.

For more than three years the Board has been desirous of, and aiming at, this desideratum; but hitherto its efforts have only ended in delays and harassments, which are but other terms for the waste of public funds. This is a condition of things which the Board trusts the Government will not perpetuate, but speedily bring to a conclusion.

The Board regrets that the weather has been so very unfavourable lately that it has been found impossible to carry out a satisfactory test of the tidal currents, required by Sir John Coode; but these, together with plans showing work already done and contracted for, together with borings, &c., will all be forwarded as early as possible.

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Officer in Charge, Marine Department.

No. 26.

TELEGRAMS referred to in Otago Harbour Board's Letter, 4th July, 1878.

Dunedin, 24th June, 1878.

URGENT. Mr. Blackett's memorandum not clear. He says, "Adhere to original plan—i.e., 500 feet parallel to Crawford Street." Now, original authorized plan, excepting at Steamers' Basin, is 800 feet. Are we to understand Sir John Coode and Mr. Blackett to mean adhere to original plan, and set aside 500 feet from Crawford Street for railway station? This is the only way it appears the two statement can be reconciled. The embankment from Anderson's Bay nearly to Steamers' Basin is on line of Castle Street, and was being run on that line when Sir John Coode was here.

JOHN L. GILLIES,
Secretary.

The Officer in Charge, Marine Department.

25th June, 1878.

Re Reclamation Dunedin Harbour: Mr. Blackett desires that the words in his memorandum, a copy of which was sent in my letter of the 28th instant—viz., “the original plan, *i.e.*”—be cancelled, as on reference to the plan he finds these words only apply to that part opposite Steamers’ Basin. This will make meaning of memorandum clear.

The Secretary, Otago Harbour Board, Dunedin.

R. JOHNSON.

Dunedin, 25th June, 1878.

CANCELLING the words mentioned does not make it clear. Cancelling the words that follow—viz., “*i.e.*, 500 feet, &c.”—would. The walling has been already run from Anderson’s Bay Road, on line of Castle Street, to close on Steamers’ Basin, as on original plan. This is 800 feet from Crawford Street. Is Board to understand that the Government will require the Board to undo all this work that it sanctioned and they, the Board, carried out at a cost of some thousands of pounds, and that will take as much to undo it?

JOHN L. GILLIES,

Secretary.

The Officer in Charge, Marine Department.

26th June, 1878.

IN reply to your telegram of this day, it is considered that cancellation of words mentioned makes Sir John Coode’s meaning clear, which is all that was intended; but, as reclamation has apparently been carried beyond the line indicated, a tracing had better be sent here showing state of the works, with explanatory memorandum.

The Secretary, Otago Harbour Board.

R. JOHNSON.

No. 27.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 6th November, 1876.

I have the honor to acknowledge the receipt of the Secretary of Customs’ favour, No. 110-14, 25th November, 1876, intimating the assent of His Excellency the Governor in Council, as required by “The Harbour Works Act, 1874,” to plans and specifications of proposed wharves at Dunedin, subject, however, to alterations noted in memoranda by Mr. Blackett, Marine Engineer, copy of which was also enclosed.

I am instructed to say that the Board concurs in the alterations.

I have, &c.,

JOHN L. GILLIES,

Secretary.

The Hon. the Commissioner of Customs, Wellington.

No. 28.

Mr. H. S. MCKELLAR to the SECRETARY, Otago Harbour Board.

Customs Department (Marine Branch), Wellington,

SIR,—

1st November, 1878.

I have the honor, by direction of the Hon. the Commissioner of Customs, to inform you that His Excellency the Governor has been pleased to approve of the plan of harbour works to be executed at the Port of Dunedin forwarded with your letter of the 6th ultimo.

I am to draw your attention to section 33 of “The Marine Act, 1867,” as amended by section 2 of “The Harbour Works Act, 1874,” which requires detail plans and specifications to be laid before the Governor in Council before the works are commenced.

I have, &c.,

H. S. MCKELLAR,

(For Secretary of Customs.)

The Secretary, Otago Harbour Board, Dunedin.

No. 29.

IN EXECUTIVE COUNCIL.

Customs Department (Marine Branch), Wellington, 28th October, 1875.

HIS Excellency the Governor is advised to approve, under the powers vested in him under “The Marine Act, 1867,” and “The Harbour Works Act, 1874,” of the accompanying plan of harbour works to be executed at the Port of Dunedin.

WILLIAM H. REYNOLDS.

Approved in Council, 29th October, 1875.

FORSTER GORING,

Clerk of the Executive Council.

No. 30.

The SECRETARY, Otago Harbour Board, to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Otago Harbour Board Office, Dunedin, 6th October, 1875.

I have the honor to transmit, for the assent of His Excellency the Governor in Council, as required by “The Harbour Works Act, 1874,” the plan of improvements for Dunedin Harbour as adopted by the Otago Harbour Board at its meeting yesterday.

I also enclose a memorandum of the Board's Engineer, with a certificate from the Chief Surveyor of the province as to the correctness of the laying off upon the plan the record-survey of sections along Anderson's Bay Road.

Mr. Blair, General Government Resident Engineer, informs me that he has telegraphed his inspection of the plans, and his certificate that the railway lines are correctly laid down. Hoping that they will now meet with the approval of the Government, and that they may receive the assent of His Excellency as early as possible, as the Board are anxious to issue as early as possible some part of the work by contract,

I have, &c.,

JOHN L. GILLIES,
Secretary.

The Hon. the Commissioner of Customs.

Enclosure in No. 30.

Mr. D. L. SIMPSON to the CHAIRMAN, Otago Harbour Board.

SIR,—

Dunedin, 5th September, 1875.

I have the honor to return plan of the Otago Upper Harbour, containing the additional information required by the Colonial Government in respect of the railway reserves along the Clutha Railway, between the Anderson's Bay Road and Rattray Street, and the original boundaries of the area Crown-granted to the Superintendent, with the correct boundary of land unsold along the foreshore between the Anderson's Bay toll-bar and the junction of the Portobello and Beach Roads, as taken from the record maps in the Survey Office.

Mr. McKerrow, the Chief Surveyor, has certified to the accuracy of the boundaries of the two latter as per memorandum attached to plan; and Mr. Blair, District Engineer, on behalf of the Colonial Government, will be prepared to verify the limits required at present for railway purposes, coloured purple, on his return from Green Island this afternoon, the necessary information having been previously obtained from him for the purpose.

I have, &c.,

D. L. SIMPSON,
Engineer.

The Chairman of the Otago Harbour Board.

Sub-Enclosure to Enclosure in No. 30.

CERTIFICATE of CHIEF SURVEYOR.

Survey Office, Dunedin, 5th October, 1875.

I HEREBY certify that I have examined the plan of proposed deep-water improvements, Upper Harbour, by D. L. Simpson, and find that the area of 450 acres 3 roods 30 perches included within the green outline represents accurately the areas Crown-granted to Superintendent for harbour improvements, viz.,—

A.	B.	P.
421	3	13
27	3	0
1	1	17

Total ... 450 3 30

I also certify that the position of Anderson's Bay Road is accurately shown relative to the sections Crown-granted in Block VII., Town District.

JAMES MCKERROW,
Chief Surveyor.

CORRESPONDENCE WITH THE LATE PROVINCIAL GOVERNMENT OF OTAGO.

No. 1.

The Hon. the MINISTER for PUBLIC WORKS to His Honor the SUPERINTENDENT of OTAGO.

SIR,—

Christchurch, 14th April, 1875.

I have the honor to represent to your Honor, with reference to the conversation which I had with you recently in Dunedin, that there will be required for railway purposes in Dunedin a strip of land three-quarters of a chain wide from Rattray Street all the way along and outside the line of Crawford Street, and the same width should be reserved for the same purpose round the outside of the curved line from Crawford Street to the present jetty at the end of Rattray Street.

I have, therefore, to request that your Honor will take whatever steps that may be necessary to give effect to this proposal.

I have, &c.,

EDWARD RICHARDSON,
Minister for Public Works.

His Honor the Superintendent of Otago, Dunedin.

No. 2.

His Honor the SUPERINTENDENT of OTAGO to the Hon. the MINISTER for PUBLIC WORKS.

Province of Otago, New Zealand,

SIR,—

Superintendent's Office, Dunedin, 29th February, 1876.

Before surveying into allotments for sale the reclamation between Rattray Street and Jetty Street Wharves, a portion of which is occupied by the Southern Trunk Railway, I shall be glad to be informed at your earliest convenience what further area, if any, is required for railway purposes.

I may observe that the estimated market value of this reclamation is £8,000 an acre, which price it is fully expected will be realized at public auction.

The area which has been already taken for the railway is two acres and one rood, no arrangement in respect of payment for which has yet been made. Probably the price which may be realized for the other portion of the reclamation might be deemed a fair basis upon which to arrive at a settlement.

I have only to add the Provincial Government, having expended a considerable sum upon the reclamation in question, is desirous of recouping itself as speedily as possible.

I have &c.,

J. MACANDREW,

The Hon. the Colonial Secretary, Wellington.

Superintendent of Otago.

No. 3.

Mr. C. C. BOWEN to His Honor the SUPERINTENDENT of OTAGO.

SIR,—

Colonial Secretary's Office, Wellington, 2nd May, 1876.

I have the honor to state, with reference to the understanding arrived at in Wellington last session with the Secretary and members of the Otago Harbour Board, and your letter of the 29th February last, on the subject of the lands required for railway purposes southwards from Rattray Street, Dunedin, that it is only now (the necessary Proclamation having been issued) that I am in a position to state the probable requirements for railway accommodation in the future.

It was proposed and agreed to by the Harbour Board, on the passing of the Act, that one chain wide outside the present line of Crawford Street, all the way from Rattray Street to the Anderson's Bay Road, should be reserved for the Southern Trunk Railway, and, as there can be no doubt that at no very distant date the whole of that portion lying between Rattray Street and Jetty Street Wharves will be required for railway purposes, I need hardly point out that it would be extremely inexpedient to sell any portion of it at the present time.

I have, &c.,

His Honor the Superintendent of Otago,
Dunedin.

CHAS. C. BOWEN,

(In the absence of the Colonial Secretary.)

No. 4.

His Honor the SUPERINTENDENT of OTAGO to the Hon. the COLONIAL SECRETARY.

SIR,—

Superintendent's Office, Dunedin, 16th May, 1876.

I have the honor to acknowledge the receipt of your letter of the 2nd May, 1876 (No. 198), on the subject of the lands required for railway purposes southward from Rattray Street, Dunedin, the contents of which I have noted.

I have, &c.,

J. MACANDREW,

The Hon. the Colonial Secretary, Wellington.

Superintendent of Otago.

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1878.

Price 1s. 3d.]