

306. Then are we to understand the Board disagree with the report of the Committee?—No, I cannot say that. Only the report was not adopted by the Board. My opinion on this has never varied one way or the other. All I say is that we want a harbour in the future. Whether we are able to reach *Y Y* or not now is not material. The work is of the first importance, and, however far it may be carried now, it is hoped that some day there may be the necessary means available to carry it further. I have no means of judging whether the present funds are enough to go as far as *Y Y* or not. When Mr. Rees came from England, he furnished a report showing how large savings could be effected in the work, and that it could be carried as far as *Y Y* with the funds in hand. The savings were in the amount of wages, the altered position of the block ground, the cost of cement, and other things. I may say, now, that I have not held it as a matter of the first importance whether the work should go a specified distance or not. I have been perfectly satisfied the work should go on on the contemplated lines.

307. And do what you can?—And do what we can. However far the work may go, it will be of substantial utility, because the mole as constructed will be useful at all times when boats can discharge in the roadstead. It would be of absolute practical service in south-west and south-east winds, which are the principal ones. In north-west winds, which are the worst there, vessels could not discharge in the roadstead, nor could they with only the beginning of the mole.

308. *Mr. Weston.*] Are contingencies likely to form a very heavy item in the future?—I think not; I think they have nearly come to a close.

309. You have no reason to suppose there may be an accident, or anything washed away?—I do not think so. Everything has been substantially erected, and the block ground has been supported by two extra yards in height.

310. *Mr. Fulton.*] You stated you have been carrying on the work, not on Sir John Cooode's estimates, but on estimates supplied by Mr. Rees, did you not?—Slight alterations have been made. The main lines are Sir J Cooode's, which were adopted by Mr. Rees. When the plans were sent to the Government for their assent, Mr. Rees's estimates were sent with them; and I think it will be found they passed the amounts in accordance with his estimates, and with his alterations. They indorsed his alterations, in fact. As I said before, the alteration of the block ground is the cause of a very material saving.

311. Seeing you have been following out Mr. Rees's scheme, how is it you got rid of him?—Well, we thought he was not so good an officer as he was supposed to be; we were dissatisfied with him, in fact. We did not think he was carrying on the work so economically as it might have been, and that a better man could be found. Mr. Rhind was put in his place, whose very good testimonials I have submitted. I am not able to speak myself, but, in the opinion of competent persons, he is doing the work remarkably well, and I think we should have to go very far to get his equal.

312. Has Mr. Rhind made any alterations again?—Mr. Rhind said he was perfectly satisfied with Sir J Cooode's report. Sir J Cooode has recommended blocks for the whole work, on getting to a certain depth of water. I think Mr. Rhind prefers to put the works above water *in situ*, as has been done in other harbours, and which is more economical and more effectual.

313. *Mr. Weston.*] You are following out Sir J Cooode's plans, I suppose?—Yes, as nearly as may be, under the circumstances. There are, necessarily, minor deviations; but the main lines are entirely Sir J Cooode's.

314. *The Chairman.*] Have you consulted Sir John Cooode as to the proposed deviation in the mode of construction?—No.

315. Your total expenditure to the 15th July appears to be £77,527 9s. 11d.?—Yes.

316. Of which you have expended on the breakwater proper—that is, the root of the breakwater—£1,112 17s. 4d.?—Yes.

317. Then, the difference being £72,414 12s. 7d., has been expended on plant and contingent works?—Yes.

318. Including road-making, tramway construction, opening of the quarries, and improvement of Harbour Board reserves?—Yes.

319. And the work has not yet reached low water?—To low water, I think, at neap tides—just verging on low water.

320. *Mr. Weston.*] Are the reserves likely to be made more productive in a reasonable time?—The Mount Elliot Reserve is a very valuable one. The Government propose to take away a part of the frontage to increase the railway-station. I do not know how much they will require. They have the power to take it without giving us any compensation.

321. Is there any probability of the reserves being made more remunerative to the Board?—I have no doubt they will become so, by the fact of the construction of the harbour. It would be unwise to put them in the market at the present time, because no terms could be obtained except on long leases. The Kawau Pa Reserve would be valuable. We have several times thought of letting it, but have restrained ourselves, because we want to see the mole carried further out first. Mount Elliot will be very valuable.

322. *Mr. Fulton.*] Have you any report from the present superintendent of works, as to what extent the money at present at your disposal is likely to carry the work?—No; we never asked him to report on it.

[*Documents put in.*]

STATEMENT OF RECEIPTS AND EXPENDITURE of the NEW PLYMOUTH HARBOUR BOARD, to 15th July, 1881.

|                                        |  |  |  | Receipts. |    |    |                                      |                                        |  |  |         |               |    |  |  |
|----------------------------------------|--|--|--|-----------|----|----|--------------------------------------|----------------------------------------|--|--|---------|---------------|----|--|--|
|                                        |  |  |  | £         | s. | d. |                                      |                                        |  |  | £       | s.            | d. |  |  |
| Land revenue, not paid to Sinking Fund |  |  |  |           |    |    |                                      | Port charges, not paid to Sinking Fund |  |  |         |               |    |  |  |
| Commissioners ... ..                   |  |  |  | 4,165     | 14 | 11 | Commissioners ... ..                 |                                        |  |  | 10      | 13            | 3  |  |  |
| Interest, ditto ... ..                 |  |  |  | 895       | 9  | 8  | Refund, Wages on board "Adamant" ... |                                        |  |  | 87      | 11            | 0  |  |  |
| Rents, ditto .. ...                    |  |  |  | 576       | 11 | 8  | Loan, proceeds of ... ..             |                                        |  |  | 190,102 | 7             | 8  |  |  |
| Interest, ditto ... ..                 |  |  |  | 445       | 19 | 8  |                                      |                                        |  |  |         |               |    |  |  |
| Beach revenue .. ...                   |  |  |  | 24        | 3  | 6  |                                      |                                        |  |  |         |               |    |  |  |
| Launch ... ..                          |  |  |  | 11        | 3  | 0  |                                      |                                        |  |  |         |               |    |  |  |
|                                        |  |  |  |           |    |    |                                      |                                        |  |  |         | <hr/>         |    |  |  |
|                                        |  |  |  |           |    |    |                                      |                                        |  |  |         | £196,319 14 4 |    |  |  |