

170. That the first Tyneside Mine, originally opened and worked by the Greymouth Coal Company, and the first workings by Wallsend shaft, also passed into the possession of the Westport Coal Company, which opened the second or working Wallsend shaft.

171. That the second Tyneside Mine was opened and worked by Mr. Kilgour under a sub-lease from the Westport Coal Company, which ultimately bought out his interest, and re-entered on possession of the whole area.

172. That the Brunner Mine was then the only active one remaining in competition, and was worked by Messrs. Kennedy Bros.

173. That in August, 1888, all these mines were amalgamated by their being handed over to the Grey Valley Coal Company, which was then constituted, and which comprises the interests of the Westport Coal Company to the extent of one-half, Messrs. Kennedy Bros. of one-fourth, and the Union Steamship Company of one-fourth.

174. That since then the Grey Valley Coal Company has had sole control of the coal industry of the Grey Valley, and, inasmuch as the other traffic at that port is so largely contingent on the coal industry, it may be said that, directly or indirectly, the chief traffic of the port and railway, which have involved so large an expenditure of public moneys, has been mainly dependent on the operations of that company, whose interests, by reason of its constitution, are those both of producers and carriers by sea.

175. That two of the interests represented by the Grey Valley Coal Company are also the controlling powers of the coal industry at Westport, although not there associated as at Greymouth.

176. That the Commissioners have no definite evidence of this concentration and association of interests having been used prejudicially to public interests since it was effected, but are of opinion that such monopolies are not beneficial to public interests, and they believe it will be generally conceded that the opening-up of new mines in the district should be fostered, and may avert in the future derangements of trade.

177. That, however this may be, if the amalgamation of interests into one company, and if the advantage that company has by having in its service all the appliances of rail and port, which have cost over half a million of money, undisturbed by competition in the district, does not enable it to carry on the coal industry without loss, the field cannot be worth working, and should never have been opened.

PORT OF GREYMOUTH.

178. The cost of harbour-works having been given, something remains to be said about the harbour itself, and the Commissioners have therefore to report as follows :—

179. That the works were begun about ten years ago, and had not progressed to any great extent when the present engineer, Mr. Martin, took charge, under the control of the previous Harbour Board.

180. That the plan was designed by Sir John Coode, and has throughout been adhered to, except in a few particulars.

181. That the entrance, which was designed to be 400ft., has since been enlarged to 450ft.

182. That the general scope of the work at the entrance has been that of pushing out, from the points at which the North and South Lagoons emerge upon the river, two training-walls, which, passing across and beyond the beach, form the north and south breakwaters, the south, however, extending about 400ft. farther to seaward than the north, as a protection from the general direction of the heaviest seas.

183. That the south, or chief, breakwater follows the lagoon for a few chains, and then takes a straight course outwards in a north-westerly direction, the whole length being about 50 chains.

184. That the north breakwater takes at first a westerly course along the margin of shoaler water, and curves away to the north-west, parallel with that on the opposite side.

185. That the lower training-wall on the north side lies parallel with the south breakwater, and gathers into one volume between these works the waters of the ebb and flow of the North and South Lagoons, and the whole of the waters of the Grey River, delivering them in a straight course to the mouth.