

1892.
NEW ZEALAND.

THE TE ARO GOODS-SHED

(FURTHER CORRESPONDENCE RELATIVE TO).

Return to an Order of the House of Representatives dated 18th August, 1892.

Ordered, "That there be laid before this House any additional correspondence or reports relating to the Te Aro Goods-shed subsequent to the 21st July last."—(Mr. WRIGHT.)

No. 1.

MR C. NAPIER BELL, M.Inst.C.E., to the Hon. the MINISTER for PUBLIC WORKS.

Wellington, 25th July, 1892.

SIR,—

Te Aro Station.—Report on Accommodation for Goods-station.

Acting on your instructions to report to you on the feasibility of placing a goods-station on the reclaimed land at Te Aro, I proceeded to read all the correspondence on this subject since 1886 to the present time, and, finding that there was much discussion on the question of extending the railway to Newtown, and even to Island Bay, I went over the ground with a plan marked P W.D. 15,002, on which was shown the several proposed lines.

Taking this extension first into consideration for the reason that it might possibly affect the position of the station at Te Aro, I examined the several lines shown on the plan, as far as the summit of the hill at Newtown, and, under the existing circumstances of land built over, and sections occupied, I came to the conclusion that a line indicated by the Under-Secretary, Mr Blow, which I have shown on a map of the town submitted with this report, was the best, both as to the physical features of the ground and the amount of properties which would be disturbed.

I could only judge of the features of the ground by a number of levels written on the plan, and, judging by them, the line recommended would have no gradients steeper than 1 in 66 or 70 from Te Aro to Newtown Station. Beyond Newtown Station the line in red on plan marked P W.D. 15,002 would be followed as far as Island Bay, but without a survey I could not give an opinion on the suitability of the line from Newtown Station to Island Bay, but I presume it has been marked out with a knowledge of the ground it passes over.

The line which I consider most suitable would leave the passenger-line at Te Aro, and, curving round by the corner of the Corporation yard, would enter Kent Terrace. It would follow Kent Terrace on the boundary-line between the Avenue and the west side of the terrace until it comes to Section 286. Here it would curve, and follow the east side of the Basin Reserve. Passing through Section 678, it would take a line of street which bounds the east side of Sections 742 to 745, but, if it were not advisable to take the street-line, it might pass through Sections 17 to 14, and again curving it would pass through Sections 759 to 768, and in these sections the Newtown Station would be placed, having access from Riddiford and Mein Streets. This line appears from inspection of the ground to be the best that could be chosen, and if the disappropriation of the land it passes through were taken in hand at once the amount of compensation to be paid would be very moderate, but if it is left over for some years this may cease to be the case, as no one can say when sections now vacant will be built over, and inferior houses be replaced by valuable ones.

In taking the line up Kent Terrace, and at the side of the Basin Reserve, I assume that the railway will be a suburban-passenger line, and will travel at the speed of a horse-tram, and that it will not be necessary to fence it.

The place indicated is very central for a station for Newtown, I do not think there is a better. It is in the lowest part of the valley, an extensive district of building-sites surrounds it at higher levels than the station, and when the whole is built over the station will be in the centre of a populous district.

As to the nature of the passenger traffic I am not in a position to give a correct opinion, but I do not think this extension of the railway would have much effect on the traffic by cabs, omnibuses,