

While preparing these designs and estimates we have carefully consulted all the first authorities on marine engineering works, and studied the designs of the great harbours and breakwaters of the world, besides drawing on our own experience of similar works in Great Britain.

Our estimates we consider are ample, and are not likely to be exceeded.

We have, &c.,

His Honour the Superintendent, Taranaki, New Zealand. (For Balfour and Doyne),
JAMES M. BALFOUR.

C.

ORDER OF GOVERNOR IN COUNCIL APPROVING PLANS M.D 253 AND 255.

Approving Plans of Breakwater at New Plymouth.

HERCULES ROBINSON, Governor

Order in Council.

At the Government House, at Wellington, this twelfth day of August, 1879.

Present His Excellency the Governor in Council.

WHEREAS certain plans of a breakwater and other harbour-works to be constructed at the Port of New Plymouth have been submitted by the New Plymouth Harbour Board for the approval of the Governor in Council, in accordance with the provisions of "The Harbours Act, 1878," and it having been made to appear to the Governor in Council that the said works will not be or tend to the injury of navigation

Now, therefore, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the plans of a breakwater to be made at New Plymouth, shown as the western breakwater, design A of the plans marked M.D. 253 and M.D 255, as far as the line marked YY, the said plans being deposited in the office of the Marine Department, Wellington the design of the breakwater as shown on the said plans being a modification of that shown on plans marked P W.D. 6129, drawings Nos. 1 and 2, which were approved by the Governor in Council on the twenty-seventh day of February, one thousand eight hundred and seventy-eight.

FORSTER GORING, Clerk of the Executive Council.

NEW PLYMOUTH HARBOUR.

Marine Department, Wellington, 11th August, 1879.

I HEREBY certify that, in my opinion, the proposed western breakwater, design A, as shown, as far as the line marked YY on plan M.D. 253, and in cross-section on plan M.D 255, will not be, or tend, to the injury of navigation.

JOHN BLACKETT, Marine Engineer

FORSTER GORING, Clerk of the Executive Council.

D.—REPORT BY SIR JOHN COODE, C.E

SIR,—

5, Westminster Chambers, London, S.W., 28th February, 1879.

I have now the honour to submit my report on the improvement of the harbour of New Plymouth.

In addition to the personal examination I made in May last, I have had before me the reports prepared by Messrs. Balfour and Doyne in 1865, and by Messrs. Carruthers and Blackett in 1875. The joint recommendation of the latter gentlemen received the approval of the Government, as required by the Act under which the Harbour Board derives its authority, but I understand that the Commissioners have decided to suspend operations until the receipt of this report.

Views as to Harbour of Refuge at New Plymouth.—So far as I could learn at the time of my inspection there seemed to be some difference of opinion as to the expediency of constructing a harbour of refuge at New Plymouth. I ascertained by inquiry from Captain Holford, the Harbour-master, that vessels from Europe, India, &c., approach this part of New Zealand from the south-west, and, inasmuch as by far the greater number of these are bound for Wellington, Nelson, or elsewhere within the Straits, it would, as a rule, be more advisable in bad weather for them to run for shelter into Blind Bay, or some of the sounds on the north side of the South Island, than to make for New Plymouth. It appears, therefore, that the provision of a sheltered anchorage at this site would be of value to sailing-vessels employed in the coasting trade of this part of the colony, rather than to vessels engaged in ocean traffic.

Necessity for providing Harbour-accommodation for Present Trade.—From a clear and comprehensive memorandum furnished to me at the time of my visit by Mr. Kelly, the Chairman, I learn that the Harbour Board desires to obtain the greatest possible present benefit in harbour-accommodation from the expenditure of a sum not exceeding £200,000, which is the maximum amount now available. Mr. Kelly states that the Board "objects to sacrifice the convenience of the present generation for a greater possible benefit to a future one, but is quite willing that the money available should go in the construction of part of a large scheme of harbour-works, provided that its expenditure produces an immediate benefit as the work proceeds. The general soundness of these views cannot, I think, be questioned.

Future Development.—Looking to the probable future development of the resources of this very fertile district, I have regarded it as an essential feature in any design for harbour-works at New Plymouth that, whilst nothing should be done to sacrifice present convenience, or to incur an expenditure which will not result in the greatest possible benefit at the earliest practicable date, the necessity for future extension should be kept prominently in view. The harbour-works now to be undertaken ought therefore to be so arranged that they will admit of additions hereafter as and