

Enclosure 3 in No. 11.

Westport, 31st March, 1892.

SIR,—

Plans for Training-walls West Side of River

I now forward to you, for transmission to Wellington, in pursuance of a wire from the Under-Secretary for Public Works, dated the 18th March, 1892, copies of the plans and memorandum which were sent to Sir John Coode last year when asking him to reconsider the alignment of the training-walls on the west side of the river.

In addition to the information sent to Sir John Coode, the plans now exhibit the line on which it is considered the training-walls should be carried out.

It is not considered necessary or desirable (*vide* Mr Bell's report attached) to provide for carrying the training-walls above the Buller Bridge at present. The bridge has accordingly been made the starting-point on the plan now submitted.

The amount of waterway shut out by that portion of the proposed training-wall which subtends the heavy shingle-spit shown on plan and on cross-sections BB to DD will, if the amended plan is followed, be about 38 per cent. of the amount of waterway shut out by the training-wall as originally laid down, so that any partial removal of the shingle-spit which may be necessary, whether effected by scour only or assisted by dredging, should be lessened to the same extent.

Along its western shore, from the Buller Bridge to the head of Martin's Island, the river for some years past, has been inclined to encroach, causing its banks to assume here a rather too abruptly concave form. This the amended training-walls, as indicated in green, will work out in part, substituting an easy curve of 80 chains radius, which, by means of a reverse curve of 110 chains radius, is gradually joined in to Sir John Coode's line, nearly opposite the lower end of the coal-staiths.

From this point towards the bar, for the remainder of their course, Sir John Coode's line for the walls would be followed.

The amended line would increase the waterway opposite the merchandise wharf, on an average, about 66ft. This, however should not have an evil effect, but rather the reverse, for the reasons bracketed in memorandum to Sir John Coode attached.

The Chairman, Westport Harbour Board.

I have, &c.,

J A. WILSON, Jun., Engineer

No. 12.

The CHAIRMAN, Harbour Board, Westport, to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

8th April, 1892.

NOTICE given to quarrying contractors that work supplying stone for breakwater will cease on 8th May next. Will you kindly expedite matter reference to training-walls, as lot men be out of employment.

JNO. J. MOYNIHAN,

Chairman, Harbour Board, Westport.

Hon. Minister for Public Works, Wellington.

No. 13.

The UNDER SECRETARY, Public Works, to the CHAIRMAN, Harbour Board, Westport.

(Telegram.)

Wellington 9th April, 1892.

In reply *re* training-walls, Minister directs me to state that on return of plans from Mr Napier Bell matter will be duly dealt with.

Chairman, Harbour Board, Westport.

H. J H. BLOW

No. 14.

The CHAIRMAN, Harbour Board, Westport, to the UNDER-SECRETARY, Public Works Department.

(Telegram.)

9th April, 1892.

KINDLY state if Government have sent plans train-wall to Mr Bell, or if it is assumed that Board have done so.

JOHN J MOYNIHAN,

Chairman, Harbour Board, Westport.

Under-Secretary, Public Works, Wellington.

No. 15.

The UNDER-SECRETARY, Public Works, to the CHAIRMAN, Harbour Board, Westport.

(Telegram.)

Wellington, 12th April, 1892.

RE training-wall Plans not sent yet, as two points have to be settled before sending them—namely, can Mr Bell undertake to advise at all, and, if so, what will be his fee? On receipt of reply on these points matter will be dealt with further

Chairman, Harbour Board, Westport.

H. J H. BLOW,

Under-Secretary, Public Works.