

courses with the recognized institutions are also being taken by members of the staff who are likely to benefit from special study. My Department has done all in its power to co-operate with the Rehabilitation Department to enable returned members of the staff to take the fullest advantage of the facilities available to them to fit themselves to resume their rightful positions in the Department and the community.

A Commission appointed in 1928 to consider the question of the erection of a bridge over the Auckland Harbour stated in its findings submitted in April, 1930 :—

Your Commissioners are of the opinion that the time for the erection of a bridge across the Waitemata Harbour will not arrive in less than twenty years, though it might be advisable in, say, **ten years' time** to have the position reviewed.

At the conclusion of the war, and in response to representations from the interested local bodies and associations, my Government agreed that the time was opportune for the position to be reviewed. Accordingly, by Order in Council published in a supplement to the *N.Z. Gazette* dated 26th March, 1946, Sir Francis Vernon Frazer, Knight Bachelor, M.A., LL.B., of Wellington (Chairman), William Richard Beaver, Esq., B.C.E., A.M.Inst.E. (Aust.), of New South Wales, Engineer; and Roland Harry Packwood, O.B.E., A.M.Inst.C.E., District Engineer of the Public Works Department, Auckland, were appointed a Commission to inquire into and report upon the following matters :—

- (1) What trans-harbour facilities were necessary in the Auckland Metropolitan Area and the approaches thereto to provide adequately for future traffic requirements of all kinds, both from within and from outside the metropolitan area, including through traffic, having regard to improvements in the railway and roading systems in the area that were contemplated by the Railways Department and the roading authorities respectively;
- (2) Should the facilities include means of direct access between the City and the North Shore suburbs in addition to or instead of the existing ferry services;
- (3) If so, what should be the nature of this direct access, and where should it be located—
 - (a) If by a bridge, what should be the minimum navigational clearances, and what should be the provisions for traffic on the bridge and its approaches;
 - (b) If by a tunnel or tunnels, what should be the number of such tunnels, and what provisions for traffic should be made in each;
 - (c) In either of cases (a) and (b) above, what would be the approximate cost of the proposed access, including the necessary approaches; -
 - (d) If any other alternatives were investigated, what were they and what would be the approximate cost of each;
- (4) Upon what basis or bases could such direct access be provided and financed, with special reference to construction, maintenance, and operation;
- (5) If such direct access was not considered necessary at present, within what period of time would the probable growth of population, and the use of motor-vehicles together with other forms of transport, render it necessary;
- (6) If it was considered that the existing ferry services should remain in operation, either with or without other means of direct access, what improvements, if any, should be made in the services now provided; and
- (7) Generally, any other matters arising out of the premises that might come under notice in the course of inquiries, and which it was considered should be investigated therewith.

The Commission was required to communicate its findings to His Excellency the Governor-General by 31st July, 1946, and its report has since been referred to the Government.