

seriously did the suggested alterations affect it, that it would really be a question whether it would be worth while carrying out the reclamation if they were adopted. Roughly speaking, the Council would lose in the saleable value of the land about £40,000—that was on the first piece of reclamation. The deputation thought they might, with such data as the Engineer would put before the Minister, induce the Government to allow them to go on with the work, as it would be shown that the navigation of the harbour would not be seriously interfered with. Some slight alterations might be made to obviate the objections pointed out. They did not wish to attach less importance to Mr. Blackett's opinion than it was entitled to, but they would like if Mr. Blackett could point out something which would not so seriously interfere with the scheme.

—Mr. Baird produced a plan of the proposed reclamation, showing also the modifications suggested by Mr. Blackett. He pointed out that a number of blocks would be cut up, and others obliterated from the plans. Altogether about 2,900 feet of frontages would be cut away entirely, and that, at £20 per foot, would mean a loss of upwards of £50,000. Mr. Baird mentioned that by doing away with No. 12 berth the Corporation would provide berthage along the breastwork, and vessels would have their heads to the wind the same as at the present T. It would not be difficult to prevent the silting up of the approach to the breastwork, and it had been provided for on the plan.—The Minister of Marine said no doubt the suggested modification would be destructive of the land, but what Mr. Blackett had to consider was the injury to the harbour. It was the duty of all parties to look to the future requirements of the port.—Councillor Allen said no prudent mariner would ever put his vessel on the Te Aro Bight, where they would be subject to the sweep of the north-west wind.—The Mayor mentioned that under the grant of 1874 the Corporation were granted 70 acres of land, the only condition being that they should reserve 100 feet frontage, and it now seemed a little hard that outside power should be so solicitous for the interests of a rival body, and that the progress of the work should be interfered with at the outset.—Major Atkinson said he took it there was no antagonism between any of the parties concerned, but that they were all there to see what was best for the interests of the harbour, because the interests of the city were bound up in the interests of the harbour. They were all present for the purpose of seeing if they could not decide what was best for all purposes.—The Town Clerk said the reclamation was the security to the public creditor on account of the waterworks loan.—Major Atkinson replied that that could have no weight in dealing with this subject, where the interests of the whole harbour were concerned. Much greater injury might be done to bondholders by injury to the harbour than the stoppage of the reclamation.—Councillor Brown stated that there had never before been any notice of interference, and objection was raised only when the Council had arranged with the foreshore-holders.—Major Atkinson said if they started with the idea that they all wanted to get as much land as possible without damage to the harbour they would come to some conclusion. He would like to see the arguments take that line. He was charged with the duty of seeing that the harbour was not injured. He asked Mr. Blackett to state his reasons for objecting to the proposed line of reclamation.—Mr. Blackett said it would considerably reduce the harbour area. He contended that 8 feet, 9 feet, or 10 feet would be deep enough for reclamation purposes from an economic point of view.—Major Atkinson: Only from an economic point of view.—Mr. Blackett: And from a harbour point of view. They should not waste water.—Major Atkinson: Supposing the parties were willing to lose that water-area, and agreed that it was desirable to obtain the land, would it injure the harbour to make the land?—It would give you less room for navigating.—In reply to Major Atkinson, Mr. Levin said the Harbour Board had expressed a decided opinion about their piece of land being cut away by rather more than half of the most valuable portion. He thought the difficulty might be got over by a little modification of Mr. Blackett's proposals.—Major Atkinson said the Government might fairly ask the Board, as the conservators of the harbour, their views upon the subject.—Mr. Logan here stated that he had seen the Harbourmaster, who had told him that the Corporation line of reclamation would not interfere with the navigation at all. The Mayor: Supposing both bodies agreed to go on with the work, would the department agree to it?—Major Atkinson: If both agreed, and it did not interfere with the harbour, there would be no objection. The desire is to do what is best in the interest of all.—Mr. Logan jocularly remarked that if shipping trespassed within the reclamation line the Corporation could sue them for trespass.—Major Atkinson: That might be more profitable than the reclamation (laughter).—After some further discussion, it was decided to allow Mr. Blackett and Mr. Baird to discuss the matter between them, and the deputation withdrew.

## No. 7.

### MEMORANDUM for the Hon. the MINISTER, Marine Department.

IN accordance with the arrangement made during your interview with the deputation from the City Council and Harbour Board on the 10th instant, I met Mr. J. D. Baird, City Surveyor, by appointment, to endeavour to agree with him on a modified line for the proposed breastwork which would meet the requirements of the Marine Department, and be satisfactory to the City Council. After some general conversation, during which we could not determine as to the starting-point from the Queen's Wharf, I proposed, and Mr. Baird agreed to the proposal, that we should confer with the Harbourmaster, who, after being informed as to the several points at issue, gave his opinion in a manner most clear and precise.

This was to the effect that no part of the harbour affected by the Te Aro reclamation scheme should be encroached on beyond the limits of 8 feet to 9 feet soundings at low water; that the line of reclamation proposed by the City Council would cut through a most valuable and indispensable portion of the harbour, which should not be invaded by reclamation on any pretext, and that the gain of many acres of reclaimed land would be no compensation for the loss of water area, which a departure from the above conditions would involve. He stated also that he had had several opportunities of expressing this opinion before Committees of the House, and that he still held the opinion most strongly.

You will observe that this confirms to the fullest extent the position taken up in my memorandum of the 24th January, and would, if carried out to the letter, give a less area for reclamation than allowed by that memorandum.

In reference, however, to the starting-point at the Queen's Wharf, the Harbourmaster would not insist that my restriction should be adhered to, and gave it as his opinion that the reclamation might begin at the point shown on the City Council's plans—namely, 86 feet landward of the inner face of the inner T; also that this line of reclamation should be prolonged backward to meet the breastwork of Custom House Quay, as already proposed. On the other point, however—namely, as to retaining the largest possible area of water to the south-east of the Queen's Wharf, over soundings of 8 to 9 feet, he was firm; and as this is in accordance with my recommendation, it was evident to Mr. Baird and myself that he and I should not agree on any line.

Under these circumstances, and with the view of giving the Harbourmaster an opportunity of officially expressing his opinion, I recommend that a plan with this modification of my line shown upon it, and also a copy of this memorandum, be sent to the Harbour Board, with a letter inviting an expression of their opinion after having referred the matter to their Harbourmaster. On receipt of their reply in confirmation or otherwise of the modified line, I recommend that a plan showing the face line of the reclamation as may be determined on after the reply of the Harbour Board, be sent to the