

The Chairman said that a regulation had been framed, but it had not been deemed advisable to carry it into effect until there should be an export-wharf and an import-wharf. No doubt much time was lost.

The resolution, as altered, was now put, and carried on the voices. A division was called for, and resulted as follows: Ayes, 6—Messrs. Murray-Aynsley, Sawtell, Allwright, Allen, Craig, and Turner. Noes, 2—Messrs. Harman and Cunningham.—*Lyttelton Times*, 2nd December, 1880.

No. 3.

SIR,—

Harbour Board Office, Christchurch, 20th December, 1880.

The Lyttelton Harbour Board have recently had under consideration the question of utilising their reclamation and breastwork between the Screw-pile Jetty and the Gladstone Pier, as shown upon the accompanying tracing; and the plan shown thereon has been adopted by the Board as being best suited to meet present and future requirements, and for giving the greatest facilities to the public and the shipping generally. It will be seen that the plan provides for the erection of three sheds upon the sites shown on the tracing, and it also shows the lines, &c., necessary for working them; but, before proceeding further in the matter, I shall be glad to be informed whether the Government approve of the proposed arrangement of the lines, and will lay them accordingly; and, as it is desirable that the Board should know the Government's decision on this at as early a date as possible, in order that the intending tenderers for leasing the shed-sites may be informed of it, I am to ask for an early reply.

I have, &c.,

EDWARD RICHARDSON,

The Hon. the Minister of Marine, Wellington.

Chairman, Lyttelton Harbour Board.

No. 4.—*Re* EXPORT-SHED AT SIDING.

Lyttelton Harbour Board Meeting, 3rd February, 1881.—The following letter from Mr. Maxwell, General Manager of Railways, was read:—

SIR,—

Dunedin, 19th January, 1881.

"I have the honour, by direction of the Hon. the Minister for Public Works, to acknowledge the receipt of your letter of the 20th ultimo, addressed to the Marine Department, in which you request the approval of the Government for executing certain works on the wharfage extension between the Screw-pile Jetty and the Gladstone Pier. The request involves several considerations, which it is desirable to draw attention to.

"1. The Government is asked to assent to an arrangement whereby the whole of the export wharfage-accommodation, as arranged by your Board, is commanded by the private individuals into whose hands the leases of the proposed sheds may fall.

"2. In addition to the outlay of £4,479 on the Government reclamation made upon your request by the Government for the proper completion of the Board's wharf, a further outlay of £4,000 will be necessary to make alterations in the station-yard, and to lay the additional sidings necessary for the proper working of the new wharves and contiguous sheds.

"3. The adoption of a site for sheds fixed by the Board, the general position of which is undoubtedly most convenient for the railway and port, necessitates the Government devoting the land just reclaimed, adjacent to the proposed shed-sites, to sidings for working these sheds. The sheds proposed could not, in fact, be worked unless the Government devotes its land for the purpose.

"As regards your application, so far as the design of sheds and sidings alone is concerned, it appears that the siding-accommodation has been somewhat too closely curtailed; and, having in view the fact that the sheds proposed by the Board will deal with only a part of the traffic which has to be worked, it is considered that a much larger proportion of siding-accommodation is necessary. The views of the department in this respect are indicated on the plan enclosed. With regard to the other considerations involved, of course it is the mutual interest of the Government and the Board that the station-arrangements should be such as to insure the rapid loading of ships and economical working of the station. These objects will not be best served by placing the proposed sheds in private hands, and the Government cannot, therefore, but dissent from any proposal to deal thus with them; and, after the Government has stated the grounds of its objections, it is believed that the Board will not press its proposals in this respect. The large outlay already incurred by the Government, and the further expense involved in connection with these wharves and shed-sites, and the fact that the Railway Department has to work the traffic, would materially entitle the Government to a voice in settling the course to be followed in this matter.

"The Lyttelton Harbour Board Act, in clauses 9 and 10, is particularly clear in defining the powers of the Governor in respect of laying lines and performing other needful work, as well as in entering upon and using the property of the Board for railway purposes, the Board's and the Railway Department's functions being regarded as mutually exercised in common for the public convenience. The Government is fully prepared to perform the duties imposed on it by the Act, and will lay out all the necessary roads and work, and the traffic in connection with any sheds the building of which may be approved; but before proceeding to take any action the Minister will be glad to have a further expression of opinion from your Board on the subject. I may add that, with regard to the shed-accommodation, it is considered more convenient to have one continuous building than to have three detached structures, the chief advantage being greater convenience in working, added to which the cost of construction is diminished.

I have, &c.,

J. P. MAXWELL,

"The Chairman, Lyttelton Harbour Board."

"General Manager, N.Z.R.

The Chairman (the Hon. Edward Richardson) said he was very much surprised at the terms in which the reply to his letter was written.—(Hear, hear.)—He was of opinion that the Minister for