

SOUNDINGS at COAL-STAIETHS reduced to Low Water Spring Tides, 28th August, 1889.

		4 off	22 off	45 off			4 off	22 off	45 off
		Ft. in.	Ft. in.	Ft. in.			Ft. in.	Ft. in.	Ft. in.
Coal-staiths—					Coal-staiths—				
Bay No. 15 ⁽¹⁾	...	15 6	14 0	13 6	Bay No. 39	...	15 11	15 5	14 11
" 17 ⁽²⁾	...	13 10	14 10	13 4	Lower pile	...	14 10	14 4	13 10
" 19	...	14 0	14 6	13 6	Below staiths 25ft.	...	14 4	13 10	13 10
" 21	...	13 6	15 0	13 6	" 50ft.	...	12 8	15 2	14 2
" 23	...	15 6	15 6	13 6	" 75ft.	...	14 8	14 8	14 8
" 25	...	15 0	16 6	14 6	" 100ft.	...	16 0	14 0	13 6
" 27	...	14 5	16 5	15 11	" 125ft.	...	13 11	15 5	12 11
" 29	...	14 3	17 3	16 3	" 150ft.	...	13 10	13 10	11 10
" 31	...	16 3	18 3	15 3	" 175ft.	...	12 9	13 9	11 9
" 33	...	15 3	18 3	16 3	" 200ft.	...	10 2	11 2	11 8
" 35	...	16 7	18 7	16 1	" ⁽⁴⁾	...	9 8	13 8	12 8
" 37	...	18 0	16 0	15 0	" ⁽⁵⁾	...	12 7	13 4	13 7

(¹) This bay not dredged. (²) The dredge finished at bay 17. (³) Date of sounding, 29th August, 1889.
 (⁴) Opposite Empire right-of-way. (⁵) Opposite Packington Street steps.

Since the dredging at staiths and below, as shown above, was completed on the 17th instant; we had two moderate floods.

The Engineer, Harbour Board, Westport.

S. A. LEACH, Harbourmaster.

SIR,—

Harbour Office, Westport, 14th December, 1889.

Since I wrote you on the 4th instant, informing you that the large snag, which had given so much trouble, was removed, and that a few dangerous stones had to be removed from the upper end of the coal staiths. This we commenced on the 5th, and rose 29 stones; on 6th, rose 17 stones; on 9th, 10; 11th, 20; 12th 25; 13th, 30: in all, 137 stones, several very large. One of them had paint on it rubbed off a steamer's bottom; several other smaller stones showed contact with steamers' bottoms. All the stones came out of the space between the fourth lower pile and top end of coal staiths. This job was finished on Friday, the 13th instant. At the request of Mr. Peterkin I had all the stones landed on top end of Commercial Wharf. Saturday diver fixed the clamps on damaged pile (3); we got three clamps from Mr. McKenzie's hut, on river bank, the rest being made by the Railway Department. Those stones were taken outside line of piles, a rope being stretched for the purpose, so that none were taken out too far in. The diver reports the stones very steep and shaky above the sheet piling, many of them ready to roll out first disturbance. Mr. Kelly finished the alterations of beacons on breakwater to-day.

I am, &c.,

The Assistant-Engineer, Harbour Board.

S. A. LEACH.

SIR,—

Westport Coal Company (Limited), Westport, 4th June, 1891.

In reply to your letter of this date, I have the honour to state that I consider cranes for loading household coal absolutely necessary, owing to the great and unnecessary breakage that takes place under the present system of loading. It is now difficult to distinguish the difference between screened and unscreened coal after its arrival at the port of destination on account of the rough handling it receives here, and this entails a heavy loss on the company. As to the question of sheath-piling at the staiths extension, I hardly see how it can be done without when it was found necessary at the existing staiths under exactly similar circumstances, the depth of water and the distance of the river bank from the face of the staiths being the same in both cases.

I have, &c.,

WATERS,

Managing Engineer, Westport Coal Company (Limited).

The Chairman, Westport Harbour Board.

DEAR SIR,—

Westport Coal Company (Limited), Westport, 4th June, 1891.

I beg to acknowledge receipt of your memorandum dated to-day.

Mr. Waters is replying to it, and I have nothing to add to his remarks further than that I have advised my company on the 21st ultimo of the Board's intention to construct wharves, and have cranes erected for loading household coal, and also that cranes were necessary for saving the coal from breakage, and would greatly increase our trade if we could put it ashore at the different ports in a better condition. I might also mention to you the necessity of providing more rolling-stock, as the supply is insufficient for the present trade, and when other mines are opened up and our output increased, as I anticipate it will shortly, there will be a difficulty from the want of wagons to meet the requirements. I trust the Board will give this their consideration, as otherwise time will be lost if delayed any longer.

I have, &c.,

The Secretary, Westport Harbour Board, Westport.

ADAM JAMISON, Agent.

Since the trial of the cranes for loading coal the other day, I have written the company they are suitable for that purpose, and asked that they would urge the Commissioners to consider this, seeing the cranes are the property of the Board.—A. J.