

## APPENDICES.

### APPENDIX A.

#### PRECIS OF EVIDENCE GIVEN BY LOCAL WITNESSES AND PUBLIC WORKS OFFICIALS.

##### (i.) *Evidence of Local Witnesses.*

##### *Public Works scheme :—*

Stop-banks too far apart, and of too liberal a cross-section, necessitating the taking of a large area of valuable land, shifting buildings adjoining the river, and making the scheme excessively costly.

##### *Policy of Public Works Department :—*

Stressing the fact that the Department has not taken them into its confidence as to the necessity for increasing the works above those recommended by the 1910 Commission, and is apparently altogether overlooking the question of improving the river for navigation.

Objecting to the alteration of the original scheme to one costing half a million pounds.

##### *1910 Act :—*

Perfectly satisfied if the proposals of the 1910 Commission were carried out as per Act.

##### *Dredging ; navigation :—*

Stressing the importance of dredging the river for navigation purposes, the river being a most important highway, and essential to be kept as such, for the proper development of what will ultimately become a rich and productive country. Evidence that the river is silting up in parts and hindering navigation.

##### *Public Works scheme :—*

Apprehensive that the Public Works Department do not contemplate dredging or improvement of the river for navigation in their scheme.

##### *Freight data :—*

Schedule of tonnage and freights on water-borne goods, Auckland to Paeroa, supplied to Commission.

##### *Land to be taken ; betterment :—*

Strenuously opposed to the taking of their river frontages, and to the values offered them for their land, and to the assessment of the betterment in arriving at the price offered, and to the fact that no consideration is given them for severance or for the reduction of their holdings from areas on which a living is possible to areas so greatly reduced that they are insufficient to provide a livelihood.

##### *Land valuation and assessment : betterment :—*

Pointing out that the valuation of the betterment is difficult, and that it is settled by the Public Works Land Purchase Officer without the settlers' interests being sufficiently considered.

##### *Betterment :—*

Pointing out that the betterment principle applies to all lands protected from floods, but to a greater extent to the low-lying lands away from the river-bank not required for the scheme ; that when an owner of valuable river lands has a large portion of his river frontage taken, and has the betterment principle applied to reduce the purchase price, he is in an infinitely worse position than the owners of the swamp lands behind him. The incidence of the betterment bears with undue severity on the riparian owner.

Pointing out that the riparian owner has also to bear his share of the interest, upkeep, &c., of the works.

Pointing out that no silt has been deposited on river-banks during last twelve years.

##### *Local ideas :—*

Suggesting (Wynyard) that stop-banks 9 ft. wide on top, built of solid material, can be built for 6d. per cubic yard with suitable machinery, or £1,000 per mile.

Suggesting that light stop-banks below Ngahina, 6 ft. above flood level, be built at once—to be increased when ready to dredge the river.

Suggesting not necessary to take the land, nor to erect stop-banks more than 1½ chains from river-bank.

Expressing willingness to give easements up to 1½ chains back from river-bank, and not build obstructions on berms other than light boundary-fences.

Willingness to give land free if stop-banks put in close.

From Hikutaia Farmers' Union : If stop-banks 4 ft.—6 ft. above highest flood erected and immediate dredging Waihou from mouth to Ngahina Wharf carried out, will indemnify the Government against any loss through overflowing. Also will urge the formation of River Board, as provided for in Act, to expedite completion of works.