

of the report a direction in which it is believed that the cost of the canal can be largely covered through a scheme of reclamation.

(b.) In respect to the Waiuku canal or barge-railway, as our opinion is that the time is likely to be very remote when such a project would be economically successful, we prefer not to express now any views as to how the works should be financed, but think that the construction and maintenance would be best under the control of the Auckland Harbour Board.

(c.) The construction of the Mangawara-Piako canal is so remote that we deem it unnecessary to report as to the methods of financing the project or as to its construction and maintenance.

(d.) The works of improvement of the Waikato River and its tributaries should be financed by the security of rates, to be levied over such areas within the four counties of Franklin, Raglan, Waipa, and Waikato as may be determined to be affected.

So far as the experimental work in the construction of groynes as recommended by us is concerned, the Government might assist by a subsidy of £1 for £1 up to, but not exceeding, £5,000. We advise that after the experimental works have been proved to be successful the whole of the cost of any further extensions should be borne by the districts to be benefited.

The construction and maintenance of all works within the watershed of the Waikato River and its tributaries should be under the control of the River Conservation Board that we recommend in the body of the report should be formed.

(e.) The same reasons which cause us in the previous paragraph to report that it is premature to deal with any scheme for control of the proposed Waitemata Bridge govern the questions of finance, construction, and maintenance thereof.

(f.) It is recommended that the necessary legislation be enacted to enable the Marine Department to do the Mount Rex-Helensville river-improvement works and to enable the local authorities bordering on the Kaipara Harbour to provide, subject to a vote of their ratepayers, the interest and sinking fund on the cost of the work.

(10.) *As to whether any concession should be granted by the General Government or local governing authorities.*

We see no present reason why concessions should be granted to any person or corporation in connection with any of the works that are the subject of this inquiry, but if at any time hereafter any proposals are made, we are of opinion that they should be considered on their merits.

(11.) *As to whether the adjacent districts should be subject to rating to provide a guarantee for loans which might be necessary to provide funds for construction purposes, and as to whether those districts should be rated to provide for losses in working.*

(a.) We have already recommended that the construction and working of the Tamaki canal be a charge upon the revenues of the Auckland Harbour Board.

(b.) In respect to the Waiuku canal, the Mangawara-Piako canal, and the Waitemata bridge, as the construction of these works is so remote, we deem it unnecessary at the present time to answer the above question.

(c.) In respect to improvement-works on the Waikato River and its tributaries, we are of opinion that any losses in connection with these works must be borne by the districts rated.

(12.) *As to the effect which the construction of canals or the improvement of existing waterways from a traffic point of view may have upon the drainage of any existing swamp lands and on lands adjacent thereto.*

None of the works considered by us, if carried out in a proper manner, should have any detrimental effect upon the drainage of lands adjacent thereto.