

APPENDICES.

APPENDIX A.

Auckland Harbour Board, Auckland, 11th May, 1921.

The Secretary, Auckland Canals and Waterways Commission,
30 Aurora Terrace, Wellington.

DEAR SIR,—

With reference to the evidence which was given by the Chairman of the Board to the Commission during its sittings in Auckland, and his promise that the whole question would be considered by the Board, I have the honour to inform you that the Board in Committee sat yesterday afternoon and passed the following resolutions:—

1. That when prices of material and other economic features have become more normal than at present, connection between the Waitemata Harbour and Waikato River for carrying barge traffic capable of plying on that river should be made for the purpose of opening up transport facilities for the rapidly growing trade between Auckland and the country tapped by the Waikato River and its tributaries, in the interests of both the city and the country districts affected.
2. That the connection between the Waitemata and Manukau Harbours be by barge-canal and two locks, on what is known as the Tamaki route at Otahuhu, giving access at all states of the tide on the Tamaki side, and for about two hours before and after high water on the Manukau, to barges capable of plying on the Waikato River.
3. That if the construction of a canal between the Manukau and Waikato at Waiuku is, by reason of the cost, not warranted, the connection be made by a line of railway with cradle trucks to carry standard-sized barges, with a weight loaded of, say, 100 tons, and with terminal slipways going below low-water level to enable barges to float on and off.
4. That the Board believes that with the present rate of progress of the trade of the province, and particularly of the wealthy Waikato district, and the coal deposits in the Waikato Valley, a reasonable estimate of the trade which would be carried over the routes after, say, the first year following construction would be 100,000 tons per annum, with steady increase.
5. That if and when the cost of the connections between the Waitemata and Waikato should be made for a sum in the neighbourhood of £300,000, and assuming the cost of works in the Waikato River would not render dues on that river *unduly prohibitive*, the prospect of trade would warrant the construction of the communications, and the dues for the use of the works could reasonably be met after, say, two years by the traffic which would be carried.
6. That with regard to control, the Tamaki canal should be constructed and controlled by the Auckland Harbour Board, as the Waitemata and Manukau Harbours are both within the jurisdiction of the Board; that the connection between the Manukau and Waikato should be constructed and controlled by the Board; but, seeing the benefit the district served by the Waikato River would derive from the barge communication with Auckland, and that the districts served by the Waikato are now represented on the Auckland Harbour Board, then, upon communication with the Waikato being established as proposed, the Auckland Harbour Board should have at least one representative on the Waikato River Board.
7. That the Auckland Harbour Board should have rating-powers in order to provide interest and sinking fund on any loan raised, and for the purpose of providing security for the loan, and should also obtain a Government grant in aid; that the rating-area should include the districts as present represented on the Board on a classification basis; such portion only (if any) of the rate being collected each year as is necessary to meet any loss till the works become self-supporting.
8. That the Board does not consider there is anything at present to warrant the view that the cost involved on the construction of a canal between the Manukau and Waitemata Harbours suitable for ocean-going vessels capable of crossing the Manukau bar would have any chance of being remunerative.
9. That, owing to the demand for transit facilities to meet the growing trade of the Auckland-Waikato district, it is considered that the construction of barge communication with the Waikato will not detrimentally affect the trade of the Government railways.

I enclose also for your information statements regarding the trade of this port during the past ten years which were placed before the Board yesterday, and which it was considered might be of use to the Commissioners in compiling their report.

Yours, &c.,
H. B. BURNETT, Secretary.