

456. *Mr. Allen.*] Did you issue an address when the first poll was taken?—Yes.

457. This is a copy it?—I was Chairman of a Committee authorised to draw up some statistics. We assumed that the power was given to levy a rate of 1d. and 2d.

458. *The Chairman.*] What is the amount received under the Crown Lands Rating Act?—The exact figures were given in Mr. Bourke's evidence.

459. *Mr. Allen.*] You say in your address, without any parliamentary tax on property you could do with  $\frac{1}{2}$ d. in the borough and 1d. in the county?—Yes. We calculated on an increase in rating-values and in the trade which has not come about, and possibly, also, with a view to getting a vote, rather exaggerated the prospects.

460. *Mr. Whyte.*] Do you not build more than anything else on the change of Native-land legislation?—Yes. With good titles a great deal of money would have been expended in the district, and values would have much increased.

461. *The Chairman.*] How much nearer to that are you now?—The Native-policy Bills are now before the House. It appears to me, however, that the people would like to go on with the work, and make up any deficiency out of wharfages and port dues, not out of increased rates on property.

462. *Mr. Whyte.*] That would go on increasing with the increase of trade?—Yes, certainly.

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## APPENDIX.

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### TELEGRAMS HANDED IN BY MR. GRAHAM, M.H.R.

Andrew Graham, M.H.R., Wellington.

TOTAL rates North Tologa, three hundred and twenty, eleven, four.—JOHN BOURKE, Gisborne, 31st July, 1888.

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Andrew Graham, M.H.R., Wellington.

DECLARATIONS as follows from Chrip, McGiven, and Skinner (Gisborne Harbour Act, 1888).

Evidence of Captain Chrip.—I, Thomas J. Chrip, of Gisborne, shipmaster, solemnly and sincerely declare as follows:—

1. I am a master mariner, holding a foreign-going certificate, and reside in Gisborne. I have had my residence there during the last twenty years, for ten years of which time, down to 1883, I was Harbourmaster of the Port of Gisborne. I assisted in making the surveys and in taking the soundings of Poverty Bay upon which Sir John Coode founded his report as to a harbour there. I am therefore intimately acquainted with the bay and the Turanganui River and bar. I know the breakwater now in course of construction, and I have particularly watched its progress.

2. I informed Sir John Coode, and it is my opinion still, that there is a tide-drift from the westward, along the Waikanae Beach, towards the mouth of the Turanganui River, which carries sand, and forms, or helps to form, the river-bar. If the Waikanae Beach groin, which forms part of the authorised breakwater works, were constructed, that would form an effectual stop to the drift of sand I speak of.

3. Is the bar deeper or shallower since the breakwater was commenced?—The water on the bar is deepening steadily, and will, in my opinion, continue to deepen as the work is carried out.

4. If the breakwater were extended out to 1,100ft., what effect would it have on the channel of the river?—Provided the groin were built to suit, I think the first "fresh" in the river would entirely clear out the bar, while these works would prevent it forming again.

5. Is there any ground for holding that the breakwater, when constructed, and as it is constructed, will simply carry the bar outwards, and increase the deposit of sand all along inside of breakwater?—No one, I am sure, acquainted with the works and the river-entry would say so. I look upon that as an absurdity. The facts are dead against such a view, and so, I think, is common-sense. I speak after careful observation, made during many years and under variety of circumstances, and the conclusion I have come to is that, the works being constructed, the bar would disappear, as would all the sand inside the breakwater along the river-channel down to the rock. It is manifestly doing so even now, just as the work is extended. What was formerly sand-covered is now bare rock.

6. Would the breakwater, if extended to 1,100ft., be of use to shipping and the district?—The "Ohau" and the "Omapere," and vessels of that class, would work cargo alongside all the year round, with few exceptions. I say "with few exceptions," because, even in the winter season, when south-easterly gales are experienced, the weather at the usual times of arrival of these vessels may be perfectly smooth, as often happens. I think it would be safe to say that three hundred days of the year such vessels could work cargo alongside of the breakwater; when the expense and risk of lightering would be avoided—and these are serious at present—and live-stock, so abundant in the district, could be got on board without the very serious expense, as well as the delay and the bashing about and damage they receive in shipping. So great are these that it is seldom worth sending stock to market, as they do not pay. Facilities given for shipping live-stock would really mean a substantial profit on their sale.

7. Do you know Captain Sinclair, of the s.s. "Tarawera"?—Yes.

8. Are you aware whether he is possessed of special qualifications and knowledge of the river and harbour-works to give a reliable opinion as to the usefulness of the works and the effect their construction would have?—As to his qualifications in general, I suppose he is as good as the run of shipmasters would be for that purpose: but I am satisfied he can have no special knowledge of the river and works, because he seldom comes ashore; and I think I am safe to say he has not been