

retention of the Devonport passenger ferry service, we think this disadvantage is outweighed by the advantages accruing to the residents of the remainder of the North Shore area. Part of the western end of Bayswater Peninsula and the extreme southern end of the Borough of Takapuna will suffer a similar disadvantage, but not to the same degree. We append a table setting out relative mileages by different routes :—

Road Distances via Harbour Bridge

Point of Origin.	Destination.	Route.	Distance.	Shortening.
Centre of population, Devonport (1946)	C.P.O., Auck- land	Existing North Shore Borough streets, Fanshawe Street, and Customs Street, Auckland	M. ch. 9 69	M. ch. ..
		Stage I of 1946 Commission's route, Fanshawe Street, and Customs Street	8 10	1 59
		Stages I and II of 1946 Commission's route, Fanshawe Street, and Customs Street	7 60	2 09
	Top of Queen Street, Auckland	1929 Commission's route	6 25	3 44
		Existing North Shore Borough streets, Curran Street, Ponsonby Road, and Karangahape Road, Auckland	10 40	..
		Stage I of 1946 Commission's route, Curran Street, Ponsonby Road, and Karangahape Road, Auckland	8 61	1 59
Centre of population, Takapuna (1946)	C.P.O., Auck- land	Stages I and II of 1946 Commission's route, Curran Street, Ponsonby Road, and Karangahape Road	8 31	2 09
		1929 Commission's route	6 76	3 44
		Existing North Shore Borough streets, Fanshawe Street, and Customs Street, Auckland	7 32	..
	Top of Queen Street, Auckland	Stage I of 1946 Commission's route, Fanshawe Street, and Customs Street	5 74	1 38
		1929 Commission's route	6 34	0 78
		Existing North Shore Borough streets, Curran Street, Ponsonby Road, and Karangahape Road, Auckland	8 03	..
Junction Napier Avenue and Lake Road, Takapuna	C.P.O., Auck- land	Stage I of 1946 Commission's route, Curran Street, Ponsonby Road, and Karangahape Road	6 45	1 38
		1929 Commission's route	7 05	0 78
		Existing North Shore Borough streets, Fanshawe Street, and Customs Street, Auckland	7 10	..
		Stage I of 1946 Commission's route, Fanshawe Street, and Customs Street	5 52	1 38
		1929 Commission's route	6 56	0 34

The above tabulation draws attention to the fact that Devonport residents will journey approximately 8 miles to reach Auckland City, while Takapuna residents will travel approximately 6 miles; and also to the fact that the distance from Devonport to Auckland via stages I and II of the approaches recommended by the 1946 Commission is 1 mile 35 chains longer than via the route recommended by the 1929 Commission, whereas the distance from Takapuna to Auckland is reduced by 40 chains. It is to be noted, in this connection, that the present and ultimate centres of gravity of the entire North Shore area are situated in the Borough of Takapuna, and that accordingly the saving of 40 chains will benefit a continually increasing percentage of the North Shore population.