

to production ; while the principal value of the Auckland Harbour bridge will be the improvement of the internal means of communication of a metropolitan area. Moreover, so long as every country in the world is restoring war damage or overtaking arrears of developmental work in an effort to increase production, the costs of bridging-works must remain at their present high level. We cannot overemphasize the need for devoting adequate time to investigations and studies of this project, all directed towards economy. This consideration is of the utmost importance in the planning of a project which is expected to become financially self-supporting from the outset, because any reduction in capital cost will be reflected both in the scale and in the period of application of toll charges. Our recommendation, therefore, is that, as soon as the specialist staff is available, investigations and economic studies should be put in hand, and the actual date of commencement of the work itself should be determined in the light of the economic conditions prevailing when the designs and specifications are completed.

This, our report, is respectfully submitted for Your Excellency's consideration. We transmit herewith a bound copy of the verbatim record of our proceedings, together with the exhibits placed before us ; and we append, as part of this report, for the purpose of illustrating our proposals—

- (i) Locality map.
- (ii) Site plan of suggested bridge.
- (iii) Outline of suggested bridge.

We return the Commission with which His Majesty was graciously pleased to favour us.

In witness whereof we have hereunto set our hands and affixed our seals at Wellington this 26th day of July, 1946.

[L.S.]
[L.S.]
[L.S.]

F. V. FRAZER, Chairman.
W. R. BEAVER, Member.
R. H. PACKWOOD, Member.

Approximate Cost of Paper.—Preparation, not given ; printing (920 copies, including maps, £145.)

By Authority: E. V. PAUL, Government Printer, Wellington.—1946.

Price 2s. 9d.]