



To the Citizens of Christchurch.

As one of the members elected to represent you on the Lyttelton Harbour Board, I deem it my duty to draw your attention to what I consider a wrongful spending of the funds of the Board in the reclamation of land at Lyttelton. I am forced to issue this pamphlet, because the said Board refuses to give consideration to my reasons for objecting to the said reclamation. I gave the proper notice of motion that the reclamation should be stopped, and that a better system of disposing of the silt should be considered. I furnished reports and figures to support my contention, and begged that they might be supplied to the members in ample time so that they would be the better able to deliberate upon the question when it came before them.

I received a letter from the Chairman stating that he regretted he could not comply with my wish, but that every facility would be given me to speak on the matter. I was, however, interrupted whilst reading an important letter I had sent to the Board in June, 1911, and only read a portion of it, and other attempts were made to prevent me having a fair hearing. I ask why was this attitude of resistance taken by the Board to enquiry? It can only be interpreted as an attempt to hide negligence or wrongdoing.

I now furnish you with all the information that is necessary to enable you to come to a sound conclusion on the matter.

I now ask you to read carefully the reports on the Engineers :—

EXTRACTS FROM THE REPORTS OF CIVIL ENGINEERS MADE TO THE LYTTELTON HARBOUR BOARD ON THE SUBJECT OF RECLAIMING LAND WITH DREDGED SILT.

8th May, 1903—Page 5.
RECLAMATION BETWEEN SENIOR POINT AND THE WESTERN MOLE.

"The nett cost of the 56 acres would be £47,783, or about £853 per acre." Except for its conveniences as a depositing ground for dredgings from the inner harbour, which convenience would cease as soon as the area was filled, and the land became available for use—the interim cost would be money lying idle for some years, six at least. Also, this land could never, on account of its position, assist materially in easing the congestion of traffic likely to occur in future in the station yard.

"In face of the fact that the reclaimed land between No. 7 Jetty and the dock has lain idle, except as a recreation ground, for about 20 years, the Board would hardly, in my opinion, be justified in going to such an expense, to add to the area of flat ground at Lyttelton, though with the above information before them, they do not require to be engineers to decide this point for themselves; such decision, however, should be wholly based on the question, whether the land so reclaimed, will be likely to be occupied in the near future, and the issue should not be confused

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