

1879-80.

VICTORIA.

MELBOURNE HARBOR TRUST COMMISSIONERS.

PETITION.

Ordered by the Legislative Assembly to be printed, 28th January 1880.

TO THE HONORABLE THE SPEAKER AND THE MEMBERS OF THE LEGISLATIVE ASSEMBLY OF VICTORIA, IN PARLIAMENT ASSEMBLED.

THE HUMBLE PETITION OF THE MELBOURNE HARBOR TRUST COMMISSIONERS

RESPECTFULLY SHEWETH :

That your Petitioners, early in the year 1877, in consequence of the conflicting opinions held by colonial engineers of eminence as to the future route of the River Yarra to the Bay, decided to obtain the opinion of the highest available marine engineering authority in Great Britain.

That your Petitioners thereupon appointed a committee of gentlemen then in London, and, by the courtesy of the then Honorable the Chief Secretary, obtained the assistance as a member of such committee of the Agent-General for Victoria in London (Sir Archd. Michie, Q.C.), to recommend to your Petitioners a marine engineer of the highest standing who would be prepared, if appointed, to visit Melbourne, inspect the port, and report to your Petitioners.

That the committee referred to nominated to your Petitioners Sir John Coode, C.E.

That your Petitioners, through the said committee, finally arranged for the services of Sir John at a cost of 5,000 guineas.

That Sir John, accompanied by his son, Mr. J. C. Coode, Assoc. Inst. C.E., arrived at Melbourne in February 1878, and, after a most careful consideration of the whole subject, based upon the most reliable available data, ordered the preparation of other plans from actual survey and soundings, and left Melbourne for London in March 1878.

That in April last your Petitioners received the report of Sir John Coode.

Sir John recommends the shortening of the present river course by a cutting through Fishermen's Bend, commencing at Ascherberg's Bone Mills, and debouching into the present river nearly opposite to the Sugar Company's Works.

That your Petitioners have adopted the report of Sir John Coode.

That the selection by your Petitioners of Sir John Coode as a marine engineer of the highest standing was virtually endorsed by the Government, as they availed themselves of his presence in Victoria to report on the best manner of improving the following ports:—Geelong, Portland, Belfast, Warrnambool, and the Gippsland Lakes; in addition to which Sir John, at the request of the New Zealand Government, reported on the improvements necessary to several of their harbors.

That your Petitioners have, ever since the adoption of such report, been prepared to undertake the cutting of the proposed canal, but, owing to the land upon which it is proposed to cut such canal being vested in the Crown, your Petitioners have been unable to commence operations.

That your Petitioners have made application to the Honorable the Minister of Lands for a grant of the land necessary to proceed with the work.

That no reply has been made to your Petitioners further than that the application would be laid before the Cabinet, and the result made known to your Petitioners.

That, in view of the delay in proceeding with the canal, application has been made to your Petitioners by the representatives of a large fleet of intercolonial steamers for the widening of the river at Humberg Beach, in order to facilitate the navigation of the river by steamers of the *Rotomahana's* class.

That your Petitioners have ascertained that to comply with the request would involve, in view of the possibility of the canal being cut, a wasteful expenditure estimated at £10,575.

That, in view of the circumstances herein set out, and the fact that your Petitioners are now prepared to go on with the cutting of the proposed canal, your Petitioners humbly pray that your Honorable House will resolve that action be taken by the Executive Council to reserve, under the 6th section of *The Land Act* 1869, the land on the south bank of the Yarra required for the canal and other purposes connected therewith, as recommended by Sir John Coode, and to vest the land so reserved in the Melbourne Harbor Trust Commissioners as trustees thereof for the purposes of port improvement.

And your Petitioners humbly pray that your Honorable House will take this petition into your favorable consideration.

And your Petitioners, as in duty bound, ever pray, &c.

For and on behalf of the Melbourne Harbor Trust Commissioners,

CHARLES E. BRIGHT, Chairman.
R. FORD, Secretary.

Melbourne, 14th January 1880.

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