

## The Examiner.

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### SIR JOHN COODE AND THE CLARENCE ENTRANCE.

JUDGING by a Parliamentary paper recently printed, the information to be procured from the Department was not sufficient data for Sir JOHN COODE to frame his report on the best means of improving our entrance. He has therefore asked that "a series of soundings be taken over the reef to the south of the black buoy, and over the patch of work to the north of the red buoy," upon lines indicated by him. He next asks, that "the tidal currents be taken" at certain points indicated, and marked on plans for his reference, so as to show the currents flowing seaward and into the entrance. He also needs the velocity and direction of the tidal streams ascertained for a distance of at least 1500 feet every hour and a-half, with the rise and fall within the basin just inside the bridge at Yamba; near the S.E. corner of Freeburn Island; at the bend at the north end of Palmer's Island; near the Colonial Sugar Company's Mill, Harwood; at the north end of the township at Rocky Mouth; and just below the entrance to Saltwater Creek. He further needs the bottom of some parts "tested by probing or boring, as may be necessary, in order to ascertain the existence or otherwise of rock or hard ground within a depth of 24 feet below low water." Here are many important things which have to be considered before works of this character should be designed, and yet for over 20 years the Department seems to have been planning and executing, and spending vote after vote in happy ignorance or indifference to each and all of them. It may suit Colonial engineers to proceed in this "hit or miss" fashion, trusting to lucky chances and Parliaments to supply money AD LIBITUM, but Sir JOHN COODE has more regard for his reputation than to suggest or plan anything until he is seized of all the information and data necessary for the purpose. The observations and borings asked for are being carried out, but will apparently take a good deal of time yet. In the meanwhile, we suppose we shall have to wait for Sir JOHN COODE's report. He cannot be blamed for insisting on having what he asks, and it must indeed have been a matter of some surprise to him that it was not already in the possession of the Department. From the depth mentioned by him—24 feet below low water—he seems to think that an entrance giving a channel with so much water may be procured. For a short time, there was one with a depth of about 20 feet, and those who know the place have no doubt of the full depth mentioned by Sir JOHN COODE being available, provided the proper means are taken to secure it. What has already been done does not seem to have

proper means are taken to secure it. What has already been done does not seem to have brought about any improvement of depth, in fixing the course of the channel, or making it less intricate. The works have been stayed, and very properly so to, and should not be recommenced until the expected report either confirms or suggests something better. The delay is a source of great regret, but there must be no more uncertainty about future expenditure. If proper means are taken, they must result in a first class entrance being made to our port. Far more difficult problems have been solved, and it can be done here, and we have no doubt Sir JOHN COODE is the man to do it. What will be needed when his report is forthcoming, is that more expedition will be used than has been manifested hitherto, and some amends made for previous waste of time.