

deserving the attention of the colonial engineers, because it should have the effect of lowering the normal level of the upland water at this point, and, in a corresponding degree, would increase the length and consequently the volume of the tidal compartment, whilst it would certainly improve the discharging capacity of the river.

If the relief channel should continue to increase in sectional area, it is quite probable that, in course of time, this may become the main channel of the Buller, a result which I regard as very desirable, and which should be encouraged. If the scouring action of the river passing through the relief channel should cause the erosion of the materials on either side to such an extent as to tend to the creation of an unduly wide or tortuous course, it would be well that this tendency should be controlled, by fagoting the sides at such points, and to such extent, as circumstances may indicate to be necessary.

Landmarks.

The three Steeples rocks, lying immediately to the North of Cape Foulwind, visible, as they are, at fully ten miles from the coast, and the two remarkable white patches in the cliffs to the northward, near Pukukongu Point, serve as admirable marks for approaching the port by day; whilst the revolving light on the cape itself, which is visible from eighteen to twenty miles in the offing, serves equally as a guide to the mariner in making for the port by night; the sea approach to Westport is therefore more than usually well-defined.

Conclusion.

I desire to record my obligations to Mr. Dobson, the Resident Engineer, and Captain Leech, Harbourmaster, for the local information supplied and facilities afforded me during my inspection of the port and river; to Mr. Blackett, Chief Marine Engineer of the colony, who accompanied me, my thanks for assistance rendered are especially due and hereby recorded.

I have, &c.,

The Secretary Marine Department, New Zealand.

JNO. COODE.