

commenced, and dredging was being carried out. All these works were carried out as a charge upon the Board's ordinary revenue, the last moneys received from loan having been in 1902.

40. In 1907, in consequence of suggestions that it would be desirable to make a naval coaling-station for the Australian Squadron at a West Coast port (Point Elizabeth, Greymouth, Cape Foulwind, or Westport), by direction of the Chairman of the Board, the Engineer, Mr. R. A. Young, and the Secretary, Mr. C. N. Greenland, furnished a report wherein it was estimated that a subsidy or loan of £200,000 would be required to carry out completely the recommendations of Mr. Napier Bell made in his report of 1898 to extend both breakwaters for 600 ft. beyond the work then in hand on the eastern breakwater, and in addition to provide two powerful suction dredges capable of working on the bar. In this report Mr. Young stated his conviction that as the result of the expenditure of the sum of £200,000 "within four years from this date (August, 1907) we could have a port here capable of dealing with the largest war-vessel ever likely to be in service on the Australian Station. This estimate in detail was as follows:—

"(1.) Suction dredges of the 'Rubi Seddon' type, having each twice the horse-power and carrying-capacity of that vessel, say	£ 110,000
"(2.) Probable extension of both breakwaters 600 ft. as recommended by the late Mr. Charles Napier Bell, M.I.C.E., in his report to the Board in July, 1898, with a reduced width of entrance from 700 ft. to 650 ft.	72,000
"Contingencies, 10 per cent. say	18,000
	£200,000

"NOTE.—The above estimate assumes that the works as under will be done out of the Board's ordinary revenue:—

- "(1.) Construction of 400 ft. extension of east breakwater (now in hand);
- "(2.) Construction of floating basin as authorized by Government (now in hand);
- "(3.) Cost of all dredging operations, including maintenance of plant."

41. The proposals to form a naval coaling-station at Westport were not proceeded with, but notwithstanding this the Board in March, 1908, obtained from Messrs. Young and Greenland a further report, in which they confirmed their previous opinions and recommended that a loan of £200,000 should be raised. An amended estimate by the Board's Engineer appeared on a plan approved by the Board on the 16th March, 1908, which plan was submitted to the Marine Department (M.D. 3189) and received the approval of the Governor in Council on the 7th July, 1908. This plan and estimate was apparently submitted to Parliament in compliance with Standing Orders in connection with the Westport Harbour Board Loan Bill, 1908, which became law on the 15th September. This amended estimate was as follows:—

"Estimated cost—

"406,800 tons of stone to be used in extension of east and west breakwaters for a length of 600 ft. at 5s. a ton	£ 101,500
"Two 1,000-ton hopper suction dredges as per specification, to dredge to a depth of 40 ft. below water, at £40,000 each	80,000
"Contingencies, 10 per cent. say	18,500
	£200,000

"NOTE.—With the breakwaters' extension shown and these two dredgers I am of opinion that a depth of 30 ft. on the bar and fairway can be obtained at low-water spring tides. Work and equipment now proposed estimated to cover a period of four years."