

Dog Island.—The existing accommodation for the keepers, which dates back to 1868, has become somewhat out-of-date and weather-worn. A contract has been let for the erection of two new and up-to-date dwellings, and material is now being landed on the island for that purpose.

French Pass Beacon.—This beacon, which was originally an oil-burner, has been converted to automatic operation. Previously it had to be attended to daily from the main-land, and was a source of considerable inconvenience. The new installation is a decided improvement.

Pencarrow Lighthouse.—The fog-signal at this lighthouse, which was of the old explosive type, has been dismantled, and a compressed-air diaphone signal has been erected in a suitable building, and is now in operation. This signal, which gives a distinctive blast of three seconds every minute, is one of the latest developments in this branch of engineering.

North Cape Light.—It is now proposed to erect a light on this point, and an order has been placed for an automatic flashing light with a range of approximately fifteen miles. The apparatus is expected to arrive shortly, when the work of erection will be put in hand.

Kaikoura Point.—An order has been placed for an automatic flashing light with open flame burner for this locality, and the apparatus has been landed. In order to proceed with the erection of the light, and to enable it to be attended to after erection, it is necessary to form about 20 chains of road, and this work is now being put in hand.

Kahu Rocks.—Provision was made on last year's appropriations for a sum to cover the erection of a light on these rocks. After a careful investigation it was found to be a very expensive matter to build a tower on the rock itself, on account of the difficulty in finding shelter for the workmen on the rock itself, or a suitable base of operations on the mainland from which the work could be carried out. It was then decided to place the light on the mainland, and after careful examination of the coast it was found that what is locally known as the Honeycomb Rock would provide a very suitable location, giving a clear view up and down the coast, and being comparatively close to the Kahu Rocks, which can be covered by a red sector. It is also of sufficient elevation to give a range of from twelve to fifteen miles.

Godley Head.—A modern diaphone fog-signal, operated by compressed air, has been landed for this station, the excavation of the site has been completed, and the foundations of the shed to house it have been put in. It is anticipated that the signal will be in operation shortly.

Cape Brett.—Various renewals and repairs were carried out to the keeper's residence.

Manakau South Head.—Arrangements are being made to convert this light from a watched light to automatic operation. Specifications have been prepared and orders placed for the apparatus.

HARBOURS.

Westport Harbour.—The main activities at this port during the past year have been in regard to dredging. The "Eileen Ward" was employed part time on the bar, but a great deal of dredging was also carried out in the berthage area and in deepening the full width of the river opposite the Crane Wharf in order to enable larger vessels to swing when fully loaded. This latter dredging was carried out by the Greymouth Harbour Board's bucket dredge "Mawhero," which was chartered for the work. A good depth of water has been maintained on the bar throughout, but the very high flood of the 4th and 5th November brought down very large quantities of shingle and debris generally, and, to a certain extent, undid a lot of the work done in the swinging-basin. The eastern breakwater and training-wall is in good order, but the western wall requires additional stone, and arrangements will be made to truck stone to this work from the Cape Foulwind quarry, which is at present in operation. In November last the most severe flood on record occurred in the river, owing to very heavy rains over the whole watershed; severe erosion took place above the Railway Bridge and at the island adjacent to the old relief channel. The banks, where eroding, are being protected with stone to prevent any further damage where it would be injurious to the harbour. The Cape Foulwind quarry has been reopened, and plant assembled for the quarrying of stone. Tram-lines are being built for the transport of stone, and the necessary transport arrangements made. Prior to the flood a certain amount of willow-planting had been put in hand, and this work will be continued during the ensuing period. Some snagging was also carried out on the section of river immediately above the Buller Bridge, but there is still a fair amount to do. The installation of electric lights on the eastern side of the harbour has been completed. All buildings, plant, dredges, &c., have been well maintained.

Karamea Harbour.—During the previous period a substantial addition to the original wharf has been added to cope with the timber traffic, and to this has been added tram and road accommodation to give access to the timber skidways. A new wharf-shed is in process of erection. A tramway is being built from the limestone and granite deposits at the Oparara to the training-wall. This tramway has been put in to tap the stone deposits in the Oparara Gorge for the purpose of gradually replacing the existing wooden structure by a permanent stone wall.

Little Wanganui.—A new wharf has been erected here, and it is proposed to carry out further improvements by means of a groyne when the traffic warrants it.

Russell.—A new reinforced-concrete wharf is being erected by the Bay of Islands Harbour Board, assisted by a substantial subsidy from the Government, and the work is now almost completed.

Waikokopu Harbour.—A considerable amount of work has been carried out here. The s.s. "Talune," which was sunk on the seaward side of the wharf to act as a breakwater, has been very effective in improving the conditions at the wharf. Recent heavy weather has, however, damaged her somewhat considerably, and she will probably require strengthening with stonework at an early date. The existing goods-shed has been enlarged and additional traffic facilities provided to deal with the business of the port, which has increased considerably during the past year.

Gisborne.—Owing to representations made to the Hon. Minister of Marine by the Board I visited Gisborne, and, after having inspected the works in company with the Board's Engineer, conferred