

arrangement could probably be made for its regular exhibition. I should, however, greatly prefer to put up a light on the South Head, at a cost of from £3,000 to £4,000, as it would in that situation not only aid the navigation of Tory Channel, but also be of great service to passing shipping.

10. The list of wrecks and disasters at sea for the past year is very heavy. The records in this office show a total of fifty-five casualties, and there have certainly been some which have not been reported in any way, so that I believe a total of sixty casualties may be considered decidedly under rather than over the true number. This, however, includes the loss of the "General Grant" on the Auckland Islands in 1866, and the foundering of the "Esmeralda" off Opara, in May, 1867. Taking the casualties during the past year only [see Appendix O.], it will be observed that four occurred in July, five in August, three in September, five in October, ten in November, four in December, two in January, nine in February, five in March, one in April, one in May, and two in June. The gross tonnage totally destroyed is 7,805, or, deducting the "General Grant" and the "Esmeralda" as not strictly New Zealand wrecks, no less than 5,514 tons register of shipping have been completely destroyed on the coasts of the Colony, without counting vessels which have been finally recovered, though at the time abandoned. The most disastrous gale during the year was that of 3rd February, which appears to have blown with great violence, and from nearly the same point of the compass, over a very large portion of New Zealand, as on that day wrecks occurred at Hokianga and Napier in the North Island, and at Amuri, Bluff, Banks' Peninsula, and Oamaru, in the Middle Island; a wreck at Timaru on the following day was also caused by the same storm, which destroyed the "Echunga," the "Star of Tasmania," the "Water Nymph," and the "Fortune," besides smaller craft, the whole representing a total of 2,585 tons, or very nearly one-half of all the tonnage lost during the year on these coasts.

11. The number of lives lost, as recorded in the Wreck Register, is ninety-nine, but of these seventy-three perished in the "General Grant;" twenty-six being the number lost on the coast of New Zealand during the past unusually tempestuous year.

12. Owing to the recent casualties on the Auckland Isles, I understand that steps are being taken, in conjunction with other Colonies, to establish a regular depôt of provisions and other stores for shipwrecked mariners upon them, and to provide for their periodical visitation. A lighthouse on Enderby's Island has also been recommended by the Court of Enquiry on the wreck of the "General Grant;" but I would suggest that a lighthouse on The Snares, while probably equally effective in preventing wrecks on the Auckland Isles, would be greatly more useful to the trade of this Colony, as The Snares are generally the first landfall of vessels from Atlantic ports bound to any of the southern portions of the Middle Island. Such a light would properly be an Intercolonial undertaking, as it would be of the utmost benefit to the homeward-bound shipping of a large portion of Australia, and it would be well worth while to ascertain the probable cost of the work, with a view to requesting the co-operation of the other Colonies interested.

13. A certain sum having been authorized to be expended on Marine Surveys, principally on the West Coast, G. A. Woods, Esq., was entrusted with the preparation of the "St. Kilda" for that purpose, and was afterwards appointed Chief Marine Surveyor. The greatest possible economy has been observed from first to last; indeed I believe it would have been in the end more economical had a somewhat larger sum been expended on the purchase of instruments of the best description at first. When the "St. Kilda" was fitted, I considered it advisable to employ her for a time on the East Coast, to see how her equipments answered, and to accustom the men to the work. The result proved the propriety of this precaution: it was found necessary to condemn some of the boats, and procure others more suited for the work; some of the instruments were also found unserviceable, or at least unsuited for the peculiar work they were required to do, and required to be altered or replaced by others; and all these alterations were absolutely required before the vessel could have been employed on the West Coast with either safety or advantage.

Owing to an accident which necessitated her immediate return to Wellington for repair, and from her having been afterwards sent to Kawau with despatches, and to the Chatham Islands with provisions, the survey party were deprived of the use of the "St. Kilda" for more than two months while engaged on the East Coast, and during that time the progress of the work was of necessity comparatively slow, especially as the season was unusually tempestuous; indeed the whole party were wrecked at the Amuri Bluff, on the night of the 3rd of February, and narrowly escaped with their lives. After the "St. Kilda" rejoined, the progress of the work became more rapid, until she was again detached to carry constabulary to Hokitika. In consequence of all these circumstances, it was not till the beginning of May that the work on the West Coast was commenced, and the progress between that time and the end of June has been, considering the weather, fairly satisfactory. The cost, however, of maintaining a steamer merely as a tender for a shore survey party is very great, and the staff is too limited to permit of work being carried on simultaneously both on shore and afloat. Mr. Woods has, in consequence, returned to the West Coast with only Mr. Knight, his assistant, and one boat's crew, with the intention of completing the astronomical work on shore in the first place; making the best practicable arrangement for the transfer of the party from point to point by passing steamers as may be required. Should this plan prove successful, there will certainly be a great saving from its adoption; if not, the next most economical plan will be to employ a sufficiently numerous staff to allow of the work on shore and afloat being carried on simultaneously.

I have the honor to forward herewith the Chief Marine Surveyor's Report, which shows in detail the amount of work done up to 30th June. I also send the finished copies of the surveys already completed, viz., Kaikoura anchorages, Waiau-ua River, Gore Bay, Flaxbourne, and Cape Campbell, and beg to recommend that these drawings, together with the whole of the field sketches, notes, and calculations, should be forwarded to England for submission to the Hydrographical Department of the Admiralty for examination and approval, with a request for permission to publish lithograph copies of the charts (provided they are approved), under the sanction of the Admiralty, as a temporary expedient until such time as engraved copies may be issued by the Hydrographical Department.

14. I also forward herewith a small sketch chart of "Port Curtis," being the bay formed by Point Elizabeth a few miles to the north of Greymouth; Mr. Woods was instructed to procure a few sound-