

Three Kings Island.—The question of a light on these islands was fully investigated, and in place of a light, which would have involved considerable difficulty and expense to install, as well as heavy maintenance charges, it was decided to install a modern wireless direction-finding station at Cape Maria van Diemen, to enable shipmasters to fix their position under any conditions.

Oheua Island.—New automatic lighthouse.

Tiritiri.—This light was converted from a watched oil-burner to automatic operation.

Matakaoa Point.—A new powerful automatic light was erected here.

Cow Rock, Coromandel.—Automatic light erected.

Piako River.—New automatic light erected at river-entrance.

Manukau South Head.—Apparatus provided, and about to be installed.

French Pass.—A new automatic flashing light has been provided in place of the old oil-burning light.

East Cape Lighthouse.—The lighthouse, buildings, &c., were transferred to the mainland and re-erected, on account of the fretting-away of the island, which endangered the original site.

Somes Island.—Converted from watched to automatic operation.

Chetwode Island.—A steel tower and automatic light was erected.

Stephen Island.—New winches and improvements to inclines, as well as the provision and installation of a wireless receiving and sending outfit.

Pencarrow Head.—New and powerful fog-signal installed.

Godley Head.—New and powerful fog-signal installed.

Cape Foulwind.—Existing watched light converted to automatic operation (first use in New Zealand of new type of Dalen incandescent burner).

Kahurangi.—Existing watched light converted to automatic (same type as Cape Foulwind).

Chatham Island.—New electrically operated light erected on wireless-mast.

Puysegur Point.—This station was equipped with a wireless sending and receiving outfit in place of the old land line, which was expensive and unreliable owing to the difficult nature of the country traversed.

Anglem Point.—New automatic light provided.

Dog Island.—The existing optical apparatus, which had been in use for many years and had become obsolete, was replaced by a standard second-order lens with incandescent oil-burner. A new keeper's cottage was also erected.

Kahu Rocks.—Apparatus on order

Cape Egmont.—One of the latest type of powerful automatic lights has been ordered, and will be installed immediately on delivery.

Cape Campbell.—Two lighthouse-keepers' cottages have been erected.

Gable Island.—New automatic lighthouse.

MARINE WORKS—HARBOURS.

Westport Harbour.—This harbour was taken over by the Government on the 1st April, 1921, and the control of the various harbour-works, dredging, &c., has been exercised by the Marine Department, while the wharves and railways connected with the port have been controlled by the Railway Department. The volume of dredging has been greatly increased during the past two years, and a large amount of work has been carried out in strengthening and protecting, with heavy stone, portions of the river-banks which showed signs of erosion, while the breakwaters have been well maintained and strengthened where necessary.

Karamea Harbour.—At this harbour, which is under the control of the Marine Department, very extensive works have been put in hand in order to replace the existing pile and fascine breakwater with stone. A quarry has been opened up, 3½ miles of tram-line constructed, and the depositing of the necessary stone is now in hand. Increased wharf and shed accommodation has also been provided.

Waikokopu.—In order to cope with the increasing traffic at this port, due to the deterioration of the Port of Wairoa, a substantial wharf, crane, goods-sheds, and railway terminal facilities have been provided. A contract is also in hand for the construction of a stone breakwater.

General.—A large number of works were carried out by or under the supervision of the Department in addition to those which are directly under the control of the Government. Among the principal are the following:—