

CEILING DESIGN CARRIED OUT ENTIRELY IN METAL FINISH. THE PIECES SUPPLIED INCLUDE CENTRES, BORDERS, MOULDINGS, CORNICES BEAMS AND SOFFIT LARGE COVE, FRIEZES, FOOT MOULDING, AND WALLS. THIS DESIGN IS SUITABLE FOR LARGE ROOMS.

and engineer's commissions, etc., viz. £14,529 against £27,597—and the amount still available is almost half as much again as the sum already spent on dredging and shore work added together, viz. £21,429, against £14,529.

The occasion was undoubtedly one of great importance to Nelson. It demonstrated that, though not complete, the new cut is now available for traffic, and at times, too, when the old entrance could not be safely used. The *Rotoiti* on a subsequent visit was detained at the outer anchorage by a dense fog, when it lifted it was too late to go in by the old entrance, and the new one became temporarily blocked by the lines of the dredge, which was at work widening the channel. But the lines were let down and the *Rotoiti* entered the haven in fine style, passing the dredge in the fairway of the inner channel. Detention at the outer anchorage for several hours was thus avoided. Other Union steamers have used the new entrance several times, and the largest of the Anchor Company's fleet has gone out at dead low water.

Captain Collins, the pilot, stated in his report to the Harbour Board that in his judgment and experience the new entrance, even in its present incomplete state, is so much better than the old one, that he would "unhesitatingly use the new channel under all conditions in preference to the old one."

Since the official opening in July, the dredge has been at work deepening a channel over a bank inside the harbour. When this is completed, the present opening is to be widened by cutting away a "bench" 150 ft wide, so that the total width at maximum depth will be 350 ft. It is confidently anticipated that this width will be sufficient for all practical purposes, and if experience justifies this anticipation, the extra expense of a wider passage will be avoided. When the dredging operations reach the base of the south wall, the other blocks of stone will probably slide down the sides of the bank, and form a protective lining to the south side of the channel, where the current is stronger than on the north side.

The question of a wall on the north side of the channel is at present in abeyance. The north bank does not at present appear to need protection from the tidal currents; and it seems probable that the south wall will give ample protection from the wave action. The erection of a north wall would have the effect of lengthening the narrowest part of the entrance, where the current is strongest, a result which would be obviated if possible. But a final decision has probably not yet been arrived at, and the Board will be able to construct the wall if needed, after the rest of the work has been completed.

A well-defined current has been set up through the new opening, and has already deepened the soundings outside the harbour by about 3 ft. In the middle of the cut the softer material has been washed out below the dredge level, so that it will be comparatively easy to get a greater depth than originally intended, if that should be found desirable. The channel over the bank inside the harbour will doubtless be kept clear by the current.

To sum up the present position, it may fairly be stated that the Nelson Harbour Works have, as far as completed, proved a decided success;

and it is not too much to expect that when the projected operations are finished, Nelson will be able to receive visits from the largest ocean liners that visit our shores. When it is remembered that this result will, in all probability, be achieved at a cost well within the original estimate, the Nelson district is to be congratulated on the prospect of obtaining a harbour suited to present-day navigation, which will not be a burden on local finances. It is believed that the ordinary revenue of the Harbour Board will be sufficient to provide for working expenses as well as interest and charges on the loan.

In the course of his speech at the official opening of the entrance, Mr. Graham, the chairman, acknow-

ledged the powerful aid the old members of the Board had given him, and thanked the new members for the assistance rendered. He also referred to the encouragement given to the undertaking by the late Mr. Seddon, and by Mr. Hall-Jones. Referring to the executive officers of the Board, Messrs. Barrowman (engineer), McHarg (dredge master), R. Catley (secretary), and Captain Collins (harbourmaster and pilot), Mr. Graham said he was proud to be the nominal head of such a staff of men who had the interests of the work so much at heart.

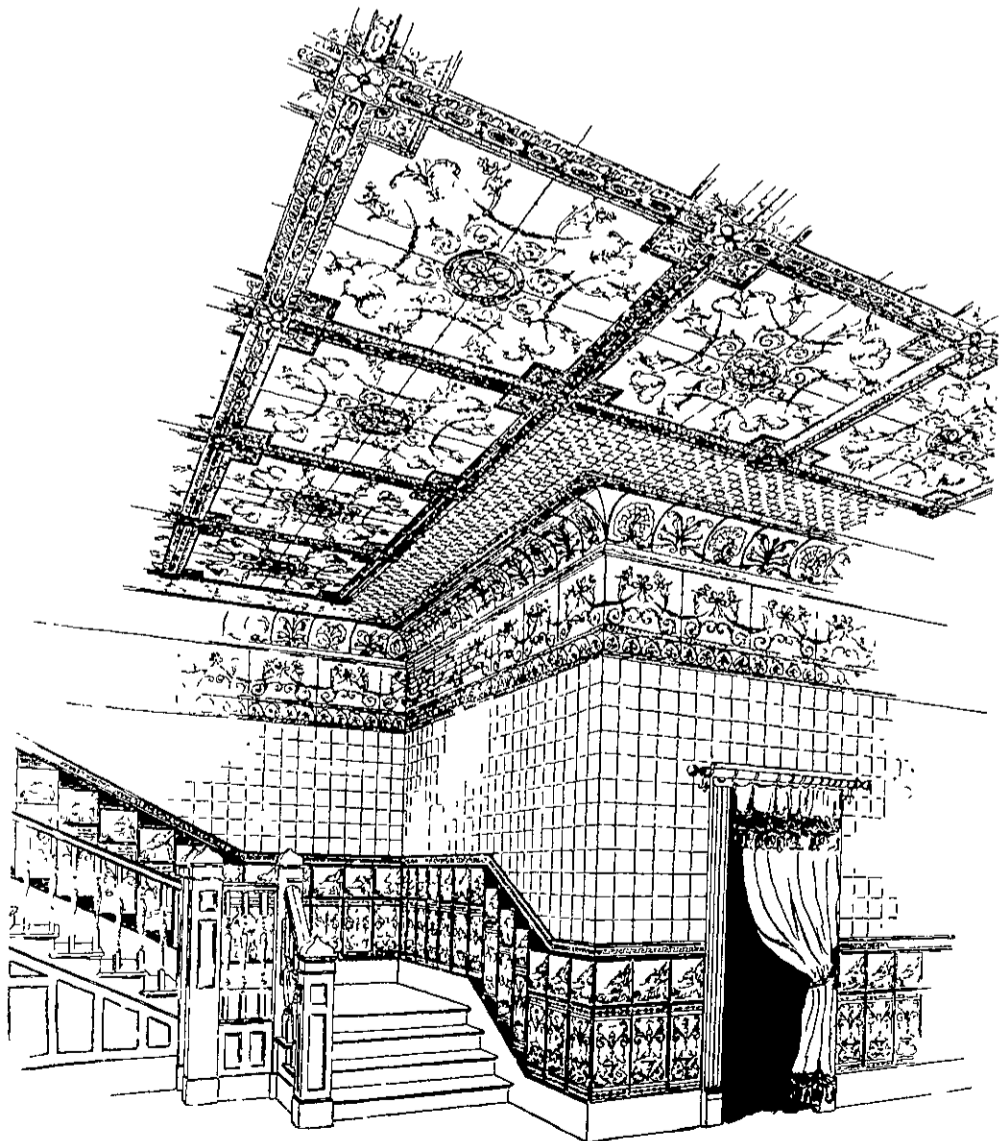
The following are the members of the Board:—Messrs. J. Graham (chairman), G. Talbot (treasurer), R. McKenzie, M.H.R., W. Coleman, W. N. Franklyn, O. W. Hauby, F. Trask, M.L.C., A. Hounsell, P. Best and A. Bisley.

## Japan Objects to State Ownership.

The prospect of State-owned railways meets with no greater approbation in Japan than in other countries that are thus blessed. Already part of the railways in Japan belong to the State, and a writer in a Tokyo contemporary thus caustically refers to the shortcomings of the State-managed railway—

"In connection with the movement in favour of the railways of Japan being nationalised and made a Government monopoly, it is most sincerely to be hoped that the common sense of the people at large will prevent the scheme being carried into effect as if all competition is removed there is no knowing to what extent travellers may be inconvenienced. I am a daily traveller on the section between Yokohama and Yokosuka, and if the management on that section is a fair sample of the administration on other parts of the line, I can only say that it would seem as if the Government Railway Bureau must be managed by persons who have undergone a State examination and been selected on account of their incompetency.

"Between Kamakura and Yokohama, a distance of only about 13 miles, the trains usually take about one hour to 'crawl' the distance, the carriages are filthy, uncomfortable at any time, and bitterly cold and draughty in winter, and the service is simply rotten. Delay and confusion takes place at almost every point of the line."



RESIDENCE DESIGN CARRIED OUT ENTIRELY IN METAL FINISH. HALL IN RESIDENCE, FINISHED WITH EMBOSSED METAL. THE PIECES SUPPLIED INCLUDE DADO CAPPING, WALL PLATES, FRIEZES, CORNICES BORDERS, MOULDINGS, AND CEILING PLATES.