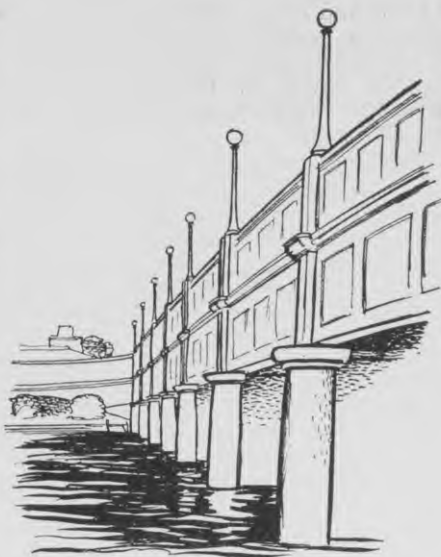


She was one of the district nurses from "further back"; her work was among the Maoris, except for emergency pakeha cases. Health of her patients was no worse than that of the Maori people in other districts in New Zealand. It was also no better. Crowded houses, some with dirt floors on which stood polished modern furniture, were too often unhygienic. Tuberculosis, against which this Native people had not as yet developed the pakeha's immunity, was her greatest worry. But the Maoris were good patients and were interesting, loveable people. Her car had been converted from a Bren gun carrier—in the back was room enough for a stretcher. "But sometimes," she said smiling, "I think I could do more for the health of this country if they had not taken away the Bren gun."

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The port of Gisborne has cost well over £1,000,000. Although not as extensive in scope as was originally planned, the harbour is able to work most of the coastal ships on all sides and in all weathers. Depth of water is not now reduced by silting so as to be unnavigable. Ships drawing up to 16 ft. 6 in. can be worked at full tide; larger vessels are loaded and unloaded by lighters. The port, lying on the north-west of Poverty Bay at the mouth of the Turanganui River, which is formed by the meeting about half a mile inland of the Taruheru and Waimate Rivers, has a history of a continual fight against silting. Heavy rain and floods at times have deposited so much silt and sand that the river channel has been reduced from 16 ft. to 4 ft. 6 in.—the dredge has been specially lightened to give her flotation to cut a channel, but further floods have made the work in vain. Finally, after several schemes had been tried, a training wall was constructed to divert the whole of the river into a new course to the sea in 1930, and definite improvement was able to be made in the channel without fear of subsequent loss through floods.

A steel hopper barge was converted and fitted with two Priestman oil-fired grab cranes suitable for dredging the hard sand in the entrance channel and fully equipped to keep the channel free from mud



Traffic bridge.

and silt. Last year the dredge removed 88,865 tons of spoil from the entrance channel and the inner basin. Centralization of shipping to the main ports during the war because of the need to load overseas vessels expeditiously and to get them away in the shortest possible time, and the losses in refrigerated ships since 1939, have meant a serious reduction in the Gisborne Harbour Board's revenue. Taking all revenue into account and excluding rates and the Government subsidy of £5,000 (made to compensate for loss in revenue), the revenue in 1939 was £45,746, against £35,301 in 1944—a decrease of £10,445. The Gisborne Harbour Board, with the Boards of other secondary ports, are now anxiously waiting for a return to the system of loading and discharging in existence before the war.

Across the river from Gisborne town and built in brick alongside the wharves are the freezing works. Here in the busy season more than four hundred men are employed—for the rest of the year about two hundred. Last season killings were lower than usual because of a drought and shortage of food; the number of carcasses handled was 403,635 (434,823 the previous season), comprising: cattle,