	Wes	TPORT	HARBOU	r Work	s.—Li	IST OF SALE.	ABLE PLAN	Т.			
· · · · · · · · · · · · · · · · · · ·									Value.		
Number and Description.									£	s.	d.
One 7-ton Tangyes's crane, working pressure 70lb									485	0	0
" 7-ton Shanks's crane, working pressure 65lb									300	0	0
" 5 ton Shan	"5-ton Shanks's crane, working pressure 65lb									0	0
" 5-ton Shan	" 5-601 Shanks s clane, working pressure 661b								$\frac{250}{250}$	0	Ô
" 5-ton Shan	"5-ton Shanks's crane, working pressure 65lb									-	-
" 5-ton Shan	5-ton Shanks's crane, without boiler, and with some part broken								105	0	0
Class F. St	Class F. Stephenson's locomotive engine, No. 2,611, working pressure 130lb.)lb	937	0	0
C D	C, Dubb's locomotive engine, No. 802, working pressure 100lb.								675	0	0
" special pump and boiler, 2-horse power; size of boiler, 5ft. high by 2ft. 5in.											
" speciai pur	ap and c	Joner,	2-110156	JOWEL ,	3126 01	fue ber en	d Callerna	u tubo			
			teet neat	ıng suri	ace m	fire-box, an	a Ganowa	y tube;		^	^
working p	ressure 6	80lb.							75	0	0
" air-fan for	unnels								5	0	0
" hall-lamp (Ω			•••	•••	. 1	8	0
" nan-iamp (nanging)	DO DULL	rerosin		• • •	•••	•••		7	Ō	Ŏ
" tricycle vel	ocipede,	g.p gau	ge		• • •	•••		• • •		-	-
"Pooley's we	ighbridge	e, 30 to	ns		• • •	***	• • •	• • •	90	0	0
Two coal-bucke	ts				,				8	0	0
Nine low-sided	ma arang			rn)		,			153	0	0
	Waggons	(Dance	in parce.	- + +)					30	0	0
Three "	"		"		• • •	***	••••	• • •		-	
Two end-tip wa	ggons	• • •	• • •			• • •	• • •	* * *	30	0	0

Total £3,401 8 0 Note.—There are several other articles of plant, such as trucks, &c., which it will perhaps be best to dispose of, but extra consideration is required to determine this.

	WESTPORT I	Tarbour	Board Ri	EVENU		nancial Years	
Descri	ption of Earning	s.			1887–88.	1888-89.	1889–90.
Through the Railway Commi Mount Rochfort Railway	£	£	£				
Mineral traffic	•••	•••		. • •	13,422	19,300	$23,342 \\ 3,238$
Other traffic Westport—	•••	•••	•••	•••	3,292	3,803	
Ŵharfage		• • •	•••		$\substack{1,003\\464}$	990 560	1,053 703
Tonnage dues	•••		•••	•••			
Gross total Deduct working expense		railway	 statement		£18,180 9,736	£24,663 11,663	£28,341 14,645
missio			way Com		£8,445	£13,000	£13,696
Through the Lands and Mine Land Revenues—	es Departmen	U 					
Rents, coal leases			•••	•••	$\substack{1,491\\1,014}$	$1,469 \\ 1,014$	$1,647 \\ 1,014$
Colliery reserves, se Royalties, coal lease	28			• • • •	2,569	2,846	3,610
Miscellaneous (inclu Goldfields revenue	iding proceeds	, land sal	es)		$\frac{96}{223}$	$\begin{array}{c} 74 \\ 355 \end{array}$	706 394
		., .		· .			
Depar By the Harbour Board i	nings through timent tself	•••	•••	Mines	£5,393	£5,753	£7,371
Total earn	ings by the H	arbour Bo	ard itself	•••			
Grand tota	ıl—actual earı	nings	***		£13,838	£18,758	£21,067
Working expenses of I harbour and office e	expenses and s	alaries	• • •		1,685	1,941	1,766
Net earnings left availab	ole for paymer 	it of inter	rest and si	nking 	12,153	16,807	19,301

Sir,—
I beg to lay before you the conditions and prospects of the Buller relief-channel and stopbank, and to make some recommendations in connection therewith.

Relief Channel.

The relief-channel is holding a good course. In 1888, when I saw it for the first time after a lapse of some years, it ran in the manner indicated in dotted pencil lines, between the points A and B, and some of the water which came into the channel at the head flowed back into the Buller along the channel marked C D (see plan of late survey attached), whereas now what little water there is between the points C and D runs towards the channel, and in floods a considerable body of water runs this way, which shows that the greater fall of the channel, which fall is nearly all dispersed