

the hospital and smaller buildings. With a plentiful supply of water the whole of the nightsoil and offensive liquid matter could be conveyed by pipes to the sea. A new wharf should be erected on a site at Motuihi accessible for large launches at all states of the tide. At Somes Island a good zigzag road is required, the present road being too steep and difficult to negotiate. An efficient caretaker and assistants should be appointed to each of these islands, and it is essential that such person should have a knowledge of carpentering, painting, and plumbing, so that any parts of the buildings could be always kept in an efficient state of repair. No timber should be allowed to be used in any of the new buildings that is not first class and durable in quality, as in examining the old buildings at each of the four quarantine-stations very inferior and defective timber was found almost in every part.

Motuihi and Somes Island are the only two quarantine-stations that at present require considerable alterations and much expenditure, though repairs and alterations in several directions are also required at Lyttelton and Port Chalmers. Any large steamers carrying a large number of persons arriving at either of these ports could be sent on to Somes Island. At present Auckland and Wellington are the only two first ports of call that require special attention, inasmuch as from a return prepared by the Customs Department it is shown that the number and net register tonnage of intercolonial and other oversea vessels (steam and sailing) entered inward at Auckland, Wellington, Lyttelton, and Dunedin (including Port Chalmers) as first ports of call during the years 1913 and 1918 respectively were—

1913.				Vessels.	Tonnage.
Auckland	..	..	..	.. 301	856,317
Wellington	..	..	..	.. 145	504,974
Lyttelton	..	..	..	.. 40	69,881
Dunedin (including Port Chalmers)	..	..	..	.. 35	84,695
1918.					
Auckland	..	..	..	.. 214	541,124
Wellington	..	..	..	.. 193	529,947
Lyttelton	..	..	..	.. 35	66,352
Dunedin (including Port Chalmers)	..	..	..	.. 25	35,259

The return embraces the United Kingdom, Australia, Canada, Pacific islands, and other countries. The figures exclude all vessels regularly engaged in the intercolonial trade, but include vessels cleared from Australian ports in ballast or with cargo loaded in Australia.

This return shows that it is not necessary to spend a great deal of money on the quarantine-stations either at Lyttelton or Port Chalmers, but the minor improvements required should be attended to.

#### SUMMARY OF VARIOUS RECOMMENDATIONS MADE RELATING TO THE EPIDEMIC AND TO PUBLIC HEALTH GENERALLY.

- (1.) That various amendments be made to the public-health law, as indicated in report.
- (2.) That the public-health law be remodelled, consolidated, and simplified.
- (3.) That clauses be added to the Public Health Act making provision for the regulation of prices of equipment, goods, and services required in combating an epidemic.
- (4.) That a Business Directory be established in connection with the Health Department, under the charge of an expert business administrative officer to be named the Director of Public Health.
- (5.) That a Chief Sanitary Inspector for the Dominion be appointed.
- (6.) That the powers, duties, and relations of all Public Health Officers, medical, sanitary, and administrative, be fully and clearly defined, and same published for public information.
- (7.) That an educational section be attached to the Business Directory for the dissemination of knowledge and information to the public relating to matters of public health.