

better measure the enemy's strength, not as an inducement to surrender at his dictation. It is not necessary to go into the details of the long struggle that ensued, during which the sea poured the shingle over the breakwater at the rate of thousands of tons through the year, and the Board dredged it out as fast as it came in. The Board however, soon discerned that the price of its victories was too great, and it determined at last to extend its lines further out into the ocean.

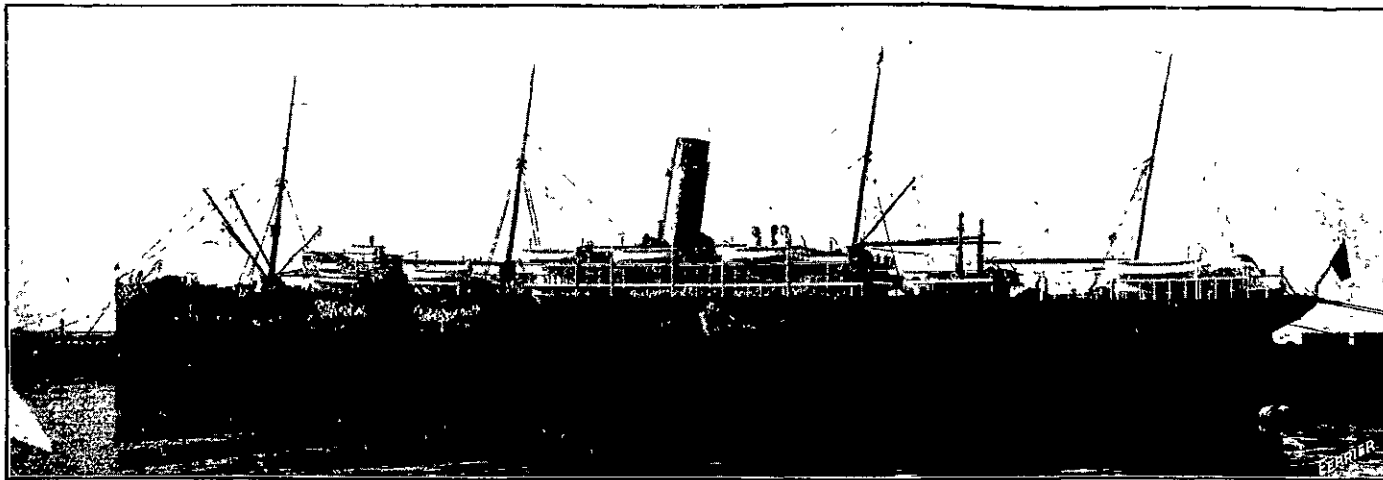
Before reaching this point the harbour was brought into use, and shipping came from all

built, but the result was not as satisfactory as expected, and it was not until the extension of the eastern mole outward provided more shelter for the port that the difficulty of the range was eliminated.

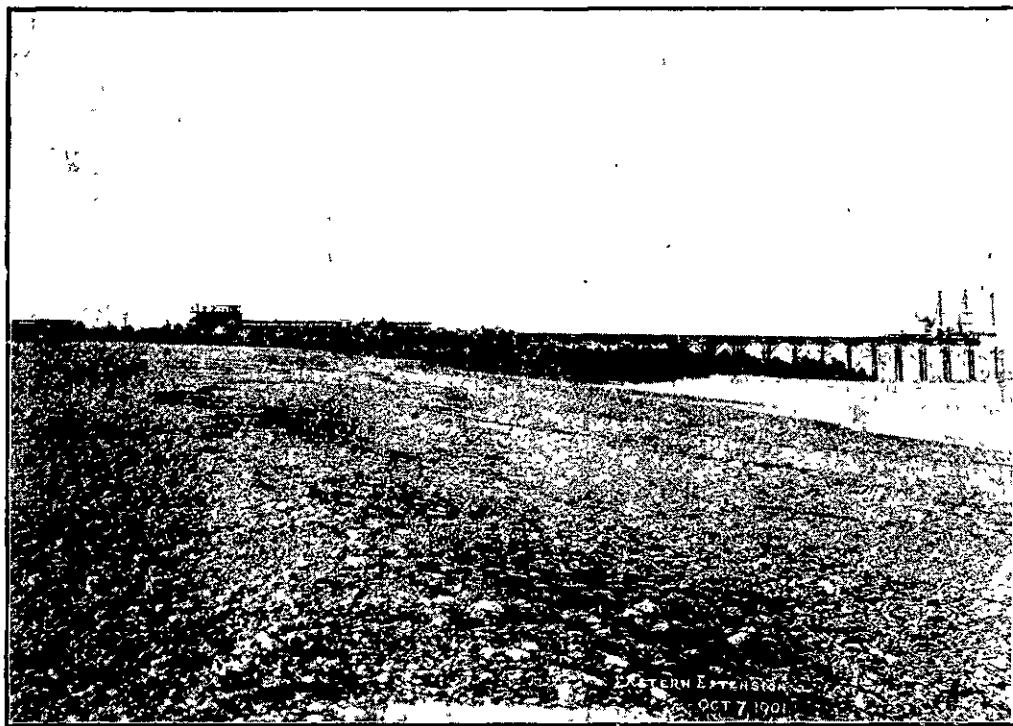
The extension cost £130,000. The Board

outer harbour round an inner dock, so to speak. The shingle ceased to enter, nay more, it grew into a bank protecting the wharves from the sea; and the "range" was no more. The result is that the largest vessels in the trade of these seas find no difficulty in entering the port of Timaru: they lie there snug in the very worst gales, and it is a country of great gales. They get swift despatch, and there is no danger whatever to disturb the peace of mind either of their owners, or underwriters. A glance at our illustrations shows the full force of the position conquered from the sea in spite of its very worst moods. One of these depicts the Athenic lying peacefully at the wharf just as snug as it is possible for a ship to be. Another shows the laying of the first big concrete block of the first structure attempted by the Board. It shows also the shipping in the roadstead under the old conditions. In the interval of thirty years between the two lies the story of one of the most indomitable and most successful fights with the ocean in the records of Australasia. The old order depicted recalls the heroic spirit of early colonisation. The new breakwater is one of the most striking monuments to the success of the mightiest effort ever put forth by that spirit in these seas. In the year 1882 the Board's people berthed a ketch carrying a few thousand feet of timber, and with her despatch opened the breakwater to commerce. The whole country side went wild with enthusiasm and voted every time for the breakwater. To what degree of practical determination will not the sight of the majestic twelve thousand tonner Athenic, one of the greatest achievements of the hand of man, nerve this splendid people?

In presence of this great success it is interesting and even amusing to note that the distrust of the early days, that quality which was indulged as a neighbourly luxury from the



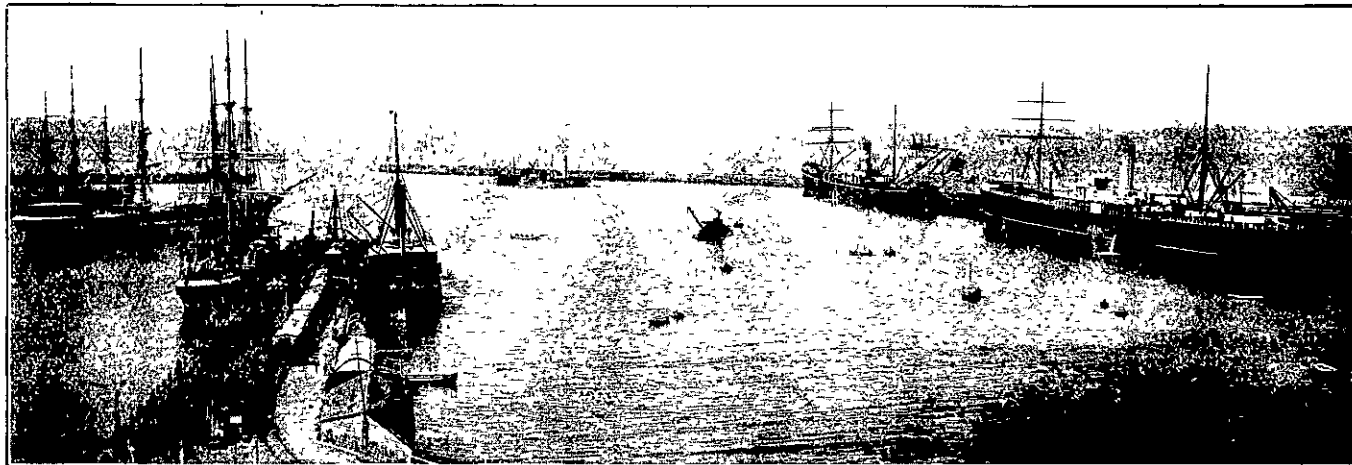
AFTER THE CONSTRUCTION OF THE EASTERN MOLE S.S. "ATHENIC," 12,224 TONS, AT THE MAIN WHARF. THE "ATHENIC" IS THE LARGEST VESSEL TRADING TO THE COLONY, AND IS OCCUPYING THE BERTH WHICH IS VACANT IN THE PRECEDING VIEW.



ERECTING THE BREAKWATER.

sides. It was found however, that the conditions were such that on the approach of bad weather the shipping had sometimes to put to sea in a hurry, thus reversing the position of all harbours, which offer refuge to the mariner, when the elements are rough. Moreover, the working time while the shipping remained in the harbour was greatly encroached upon by the "range" of the sea, which had a trick of sweeping into the port and knocking the shipping about in the most tremendous manner. To lessen this rough horse-play, the northern mole was

spent the money in pitching something like half a million tons of rock from its quarry into the sea on the line of the eastern extension, out seaward and then curving coastwise towards the north as shown in our illustration. Thus the Board made an



A FINE DAY, 1904. TIMARU WHARF AND A REPRESENTATIVE GATHERING OF VESSELS.