

ESTIMATED COST of CONSTRUCTION of RAILWAYS, ROLLING-STOCK, ETC., to 31st March, 1917, as furnished by Public Works Department and by Greymouth and Westport Harbour Boards respectively.

| Section.                                     | Cost of<br>Opened Lines. |       | Cost of<br>Unopened Lines. |       |
|--|--------------------------|-------|----------------------------|-------|
|  | £                        | s. d. | £                          | s. d. |
| Whangarei .. .. .                            | 763,410                  | 0 0   | 180,023                    | 0 0   |
| Kaihu .. .. .                                | 99,962                   | 0 0   | 17,244                     | 0 0   |
| Tauranga .. .. .                             | ..                       | ..    | 309,786                    | 0 0   |
| Gisborne .. .. .                             | 597,241                  | 0 0   | 246,557                    | 0 0   |
| North Island Main Lines and Branches .. .. . | 15,421,989               | 0 0   | 973,881                    | 0 0   |
| South Island Main Lines and Branches .. .. . | 14,541,345               | 0 0   | 155,044                    | 0 0   |
| Westland .. .. .                             | 2,075,217                | 0 0   | 644,771                    | 0 0   |
| Westport .. .. .                             | 602,317                  | 0 0   | 95,828                     | 0 0   |
| Nelson .. .. .                               | 542,406                  | 0 0   | 36,988                     | 0 0   |
| Picton .. .. .                               | 675,857                  | 0 0   | 18,593                     | 0 0   |
| Lake Wakatipu Steamer Service .. .. .        | 43,708                   | 0 0   | ..                         | ..    |
| In Suspense—                                 |                          |       |                            |       |
| Surveys, North Island .. .. .                | ..                       | ..    | 35,900                     | 0 0   |
| Miscellaneous, North Island .. .. .          | ..                       | ..    | 5,169                      | 0 0   |
| Surveys, South Island .. .. .                | ..                       | ..    | 5,752                      | 0 0   |
| Miscellaneous, South Island .. .. .          | ..                       | ..    | 5,168                      | 0 0   |
| P.W.D. Stock of Permanent-way .. .. .        | ..                       | ..    | 77,805                     | 0 0   |
| W.R.D. Stock of A.O.L. Stores .. .. .        | 15,212                   | 0 0   | ..                         | ..    |
| Totals .. .. .                               | £35,378,664              | 0 0   | £2,808,509                 | 0 0   |

Railways Department, 4th March, 1918.

J. MACDONALD,  
Chief Accountant, New Zealand Railways.

Notice to Mariners.—No. 12 of 1918.

RED MERCURY ISLAND.—ROCK SHOAL S.E. OF ISLAND.

Marine Department,  
Wellington, N.Z., 25th February, 1918.

CAPTAIN Bollons, of the Government steamer "Hinemoa," reports that a shoal patch exists S. 67° E. correct magnetic from the S.E. end of Red Mercury Island, and one mile one and a half cables from it, the shoalest patch obtained being 10 fathoms M.L.W.S.

When on the shoal Cuvier light is just clear of the east side of Red Mercury Island. Between the shoal and the latter island 20 and 22 fathoms of water were found. The shoal extends 500 ft. east and west and about 300 ft. north and south, rocky irregular bottom.

*Charts, &c., affected.*—Admiralty Charts Nos. 3332 and 3565; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 100.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners.—No. 14 of 1918.

GISBORNE ROADSTEAD.—TOMOANA ROCK LIGHT.

Marine Department,  
Wellington, N.Z., 5th March, 1918.

WITH reference to Notice to Mariners No. 3 of 24th January, 1918, the Gisborne Harbour Board have notified that on Monday, 11th March, the red flashing light buoy marking Tomoana Rock in the Gisborne Roadstead, which was lately removed for repairs, will be reinstated in former position.

*Admiralty Charts, &c., affected.*—Nos. 3321 and 3343. "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 125; "New Zealand Nautical Almanac," 1918, page 273, and plan facing page 268.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 15 of 1918.

Marine Department,  
Wellington, 6th March, 1918.

THE following Notices to Mariners which have been received from the Department of Ports and Harbours, Melbourne; Harbours and Marine Board Offices, Adelaide; Department of Harbour and Light, Fremantle; and the Minister of State for Communications, Tokyo, are published for general information.

GEORGE ALLPORT,  
Secretary.

VICTORIA.

HOPETOUN CHANNEL.—PORT OF GEELONG.

NOTICE is hereby given that No. 2 Beacon, Hopetoun Channel, has been collided with, and has disappeared. A barge will be moored about 500 ft. east of the former position of No. 2 beacon, and in line with the existing red beacon. From this barge, and at a height of 20 ft. above sea-level, a fixed white light will be exhibited until further notice.

WESTERN AUSTRALIA.

NORTH-WEST COAST.

Notice is hereby given that the range of visibility of Entrance Point Light, near Broome, is not reliable.

*Charts affected:* No. 475, North-west Coast of Australia; No. 858, Roebuck Bay.

SOUTH AUSTRALIA.

GULF ST. VINCENT.—PORT ADELAIDE.—SEMAPHORE SIGNAL-STATION TIME-BALL.

Masters of vessels and others are hereby informed that information relating to the above-mentioned time-ball contained in Notice to Mariners No. 10 of 1917, so far as it refers to the present and following years, is hereby cancelled.

The above-mentioned notice stated that, resulting from the passing of the Daylight Saving Act, for a period beginning on the last Sunday in September each year and ending on the last Sunday in the following March, the time-ball at the Semaphore Signal-station would, until further notice, be dropped one hour earlier than formerly, corresponding with 14 hours 30 minutes Greenwich mean time instead of 15 hours 30 minutes as prior to the alteration. As the Daylight Saving Act has been repealed, such alteration in time of dropping the time-ball will not now take place, and throughout each year it will as usual be dropped at 1 p.m., local standard time, corresponding with 15 hours 30 minutes Greenwich mean time.

Approximate position.—Lat. 34° 50½' S., long. 138° 29' E.

JAPAN.

EAST COAST OF KYUSHU.

Notice is hereby given that the order, the character, and the candle-power of the light of Seki-Zaki Lighthouse, west side of north entrance to Bungo Channel, have been changed as follows since the 14th of January, 1918:—

Seki-Zaki Lighthouse—

Order and Character of light: The 4th order, fixed white.

Power: 2,000 candles.

SOUTH COAST OF HONSHU.

Notice is hereby given that the candle-power of the light of Shimizu Lighthouse outside of Shimizu Harbour, Province of Suruga, has been increased as follows since the 27th December, 1917.

Shimizu Lighthouse.—Power: 45,000 candles.