

portion of the roads in the county. During the year the Commissioner made a comprehensive survey of the roading requirements of the county and has drawn up a programme of roading improvements with the idea of the work being undertaken over a period of years. A start has already been made with this work, and it is hoped that ultimately the whole programme will be completed. The financial position of the county continues to give cause for concern, and it is evident the position will have to be watched carefully for some considerable time yet. The collection of rates in the county has been maintained at a high level. In accordance with past practice, the overdraft limit of the County Council for the year was fixed by the Minister of Internal Affairs.

Further attention was paid to the operations of the Chatham Islands County Council with a view to assisting the Council to finance its share of the cost of the roading scheme undertaken by the Works Department. As a result of consultations with the Council, an Order in Council was issued making further regulations under the Chatham Islands County Council Empowering Act, 1936, removing the time limit during which the dues on goods passing over the wharf at Waitangi could be doubled. It was also considered advisable, on the advice of the Council, to double the dues on goods imported to or exported from any other part of the county with the exception of that portion of the county comprising the islands other than Chatham Island. The amending regulations made provision accordingly.

(3) *Town Districts*

A proposal to constitute the settlement of Pokeno a town district was submitted to the Local Government Commission for investigation. The Commission's finding was unfavourable, however, and the proposal was not proceeded with.

(4) *Road Districts*

The long-standing problem of local government on Waiheke Island has now been satisfactorily settled. The proposal that finally emerged from the discussions and negotiations extending over a lengthy period was that the Ostend Road District should be extended by including therein all the island lying to the west of that district. This proposal received general support except from one property-owner, who objected to his land being included in the district. This was an area of some 1,600 acres situated at the extreme western end of the island. This objection threatened to upset all the arrangements hitherto made, and in an endeavour to have the matter settled amicably an officer of the Department proceeded to the island to mediate between the parties. Whilst the initial discussions between the parties proved inconclusive, later discussions with the objecting owner resulted in the withdrawal of the objection.

Subsequently an Order in Council was issued on 18th June, 1947, extending the boundaries of the Ostend Road District to include the area previously referred to and altering the name of the district to the Western Waiheke Road District. The new Board for the district, comprising nine members, was elected at the triennial elections held on 19th November, 1947. It is anticipated that the local-government needs of the island will be adequately provided for by the arrangements now concluded for some years to come.

The Mount Wellington Road Board was authorized by Proclamation under the Road Boards Amendment Act, 1914, to exercise certain powers of a Borough Council set out in that Act.

(5) *Drainage Districts*

The boundaries of the Christchurch Drainage District were altered on four occasions, in most cases consequent on the inclusion of lands in the City of Christchurch. Trustees of the Pyramid Block Drainage District were appointed. An extension of time was