

noting future necessary works. It was pleasing, however, to observe that, with the exception of a few places where the shingle had scoured and dropped the walls, they were doing excellent work, not only by scouring on the rapids, but by lifting the water on the shallows behind the rapids. Occasionally it was noticed that in places the wire netting had been torn off the walls by floating timber in flood-time. These torn places are easy to repair, and will be taken in hand at once.

We found two parties at work, one at Turangahoru (No. 5) repairing and extending a shingle and wire-net wall from the left bank, and a second party at Otutekawa (69) constructing a new wall of shingle and wire netting from the left bank. After completion of this work and repairs to netting on the tops of several walls the work will be shut down for the winter months.

The foreman of works, Captain Allan Marshall, again urged the necessity of procuring a fully equipped motor-launch. This matter has been fully referred to in previous reports. It is estimated that such a vessel will amply justify the cost of construction, which will be about £1,250. The estimates last session of the House provided £500 towards the construction of a launch. A further sum asked to be placed on the supplementary estimates did not, however, appear, and the Trust decided to allow the sum voted to lapse, and to ask for a sum of £1,250 to be placed on the estimates in the approaching session for the purpose indicated.

With the works now in hand and proposed for the ensuing year it is necessary that a vote of not less than £1,000 be passed, as well as £1,250 previously referred to for procuring a launch; and an additional sum of £150 for the roading of the lands on the left bank of the river that have been recently leased, and for which the subsidy of £315 10s. was passed at last session of the House and found, on investigation, short of requirements. The votes therefore asked for by the Trust are as follows: For new work and maintenance, £1,000; for launch, £1,250; for roading, £150.

I have little doubt that with the approaching completion of the major portion of the improvement-work on the river, and the fact that the waste lands that are not of value for scenic purposes are coming into profit and will be an important factor for revenue-producing purposes, and that in the near future it may not be necessary to make application for subsidy to the extent it has been in the past, will all commend the desirability of making the appropriations as suggested.

I furnish herewith schedule of works completed and in progress for the year ended 31st March, 1913:—

Walls and Groynes.—No. 1, Ngahuinga: Shingle and wire-net wall from right bank repaired. No. 16, Tauteti: Walls repaired, left bank and additional shingle and wire-net wall constructed. No. 22, Hikamutu: New shingle and wire-net wall from left bank. No. 23, Tikataka: Shingle and wire-net wall extended from right bank. No. 26, Omaka: Repairs to shingle and wire-net wall right bank. No. 2, Auhauora No. 2: Repairs to shingle and wire-net wall. No. 212, Matakiwi: Extension of stone walls from right and left banks. No. 230, Te Rimu: Repairs and extension of stone walls from left bank. No. 232, Ohaoa: New stone wall from right bank.

Landings.—Kokakonui (in progress); Tawhata (completed); Kokakoriri (in progress).

Blasting and Removal of Boulders.—Large numbers of boulders have been removed from mid-channel throughout the length of the river.

Snagging.—The removal of snags is not the important matter it was in the early history of the work. Removals now are mainly vagrant snags deposited during freshets and floods. Attention has been given to this.

New Punt.—A new punt has been built, mainly for carrying shingle and small stones for repairs to walls.

Captain Allan Marshall (Trust's foreman) has again amply demonstrated his ability in dealing with the improvement and maintenance works.

In conclusion, I would like to say that the river-channel from Taumarunui to Wanganui, a distance of 144 miles, is in excellent condition; that the steamer service has been continued during the past year without interruption; and that cargo and passenger traffic is increasing.

I forward with this a booklet showing the numbers, names, and descriptions of the rapids on the river, commencing from its junction with the Ongarue and ending at Wanganui; also showing where walls have been constructed and other important works undertaken, with a general compendium of necessary works required to be undertaken in the future.

The Under-Secretary for Lands, Wellington.

I am, &c.,

T. D. CUMMINS, Chairman.

SCHEDULE SHOWING NUMBERS, NAMES, AND DESCRIPTIONS OF RAPIDS AND SHALLOWS, ALSO TRAINING-WALLS CONSTRUCTED AND REQUIRED.

(Commencing from Taumarunui and ending at the River Trust's jurisdiction at Kaurapoa Stream, about 14 miles from Wanganui.)

Hatrick and Co.'s wharf in the Ongarue River, Taumarunui (144 miles from Wanganui). Below the above and before reaching the junction with the Wanganui River, not named or numbered, there are three walls on the left and one on the right bank of the Ongarue constructed of shingle enclosed in wire netting.

No. Ongarue joins Wanganui River.

1. Ngahuinga.—Shingle and wire-net walls from right and left banks.
2. Pungahuru No. 1.—Shingle and wire-net walls from right and left banks.
3. Pungahuru No. 2.—Shingle and wire-net walls from right and left banks.
4. Rurumakatea.—Good channel; shingle and wire-net wall left bank.