

Local Authorities' Works.—The Waitomo, Awakino, and Kaitieke County Councils have metalled about 20 miles of the Mangaotaki, Mangapohue, Te Ahuroa, Kumara, Te Kuiti—Mokau, and Wanganui River roads under Government subsidy and supervision, besides over 1 mile of new formation. Further metalling is in progress.

Waimarino—Roto-aara Road.—The improvement of this road (by prison labour) has been continued throughout the year. The principal work done was 2 miles of formation, $1\frac{1}{2}$ miles of metalling, and the sawing of timber for three bridges.

Mangaowata Stream Bridge (Rerekino Road).—Plans have been prepared for the construction of a suspension bridge, and the work will be commenced shortly.

Waiwakaiho River Protective Works.—The construction of a weir to protect the foundations of the Waiwakaiho River Bridge is in progress by contract, but poor progress has been made, owing to unseasonable weather and difficulty in obtaining efficient labour. Some of the concrete blocks have been placed in position, and the others have been cast ready to be deposited when conditions become more favourable.

Tongaporutu River Bridge (Mangatoro Road).—Materials are coming to hand for the construction of a suspension bridge of 168 ft. span.

Mangoira Block.—During the year about 5 miles of bushwork and track-formation was completed, including a number of timber culverts and small bridges. Further work is in hand.

Raoraomouku Block.—The roading of this block has been completed as far as funds in hand will permit. The work done during the year includes the formation of 50 chains of 12 ft. dray-road and over $5\frac{1}{2}$ miles of bridle-tracks.

Marakopa Valley Road.—The Department has constructed two small bridges on this road. The Awakino County Council has re-formed and metalled the road from Marakopa Wharf and Post-office to Te Karaka Bridge, under Government subsidy.

Punehu Bridge.—Under Government subsidy the Egmont County Council is erecting a concrete arch bridge of two 50 ft. spans, having 16 ft. roadway.

Erua Road.—During the year 69 chains of 14 ft. formation was completed, making a total of $4\frac{3}{4}$ miles to date. A further $\frac{1}{2}$ mile of widening is in hand.

Kaiwakanka Block.—The work carried out in this block includes the formation of about $\frac{1}{4}$ mile of 14 ft. dray-road in heavy country; about $4\frac{1}{2}$ miles of 8 ft. and 5 ft. horse-tracks; the widening of about $\frac{1}{2}$ mile of track to 14 ft. dray-road; felling and clearing of bush on about 3 miles of road-line; construction of culverts and water-tunnels, and preparation of timber for bridges; clearing of slips; corduroying swampy parts of roads; and a considerable amount of engineering survey-work.

Putorino Settlement.—The roading of this block, which is being settled by returned soldiers, was entrusted to the Rangitikei County Council, which has formed about $2\frac{1}{4}$ miles of road and gravelled 1 mile. The Department carried out a considerable amount of survey-work with a view to providing a gravitation water-supply to the various sections, but the dam-site proved unsuitable, and it was therefore decided to install a temporary pumping plant to lift water from the Rangitikei River. This was completed and handed over to the Lands Department in working-order.

Matahura Stream Bridge (Waikare Inland Road).—This structure, consisting of four 25 ft. spans, on concrete piers, was completed by the Wairoa County Council.

Waipawa River Bridge (Fletcher's Crossing).—A bridge, consisting of six 42 ft. spans, in reinforced concrete, was erected by the Waipawa County Council. The approaches are in hand.

Purahotangahia Block.—The greater part of the labour available in the Napier district has been concentrated upon the roading of this important block. About $8\frac{3}{4}$ miles of road has been formed, $4\frac{1}{2}$ miles being handed over to the local authority for maintenance. A considerable amount of survey-work has also been carried out.

Mangaorapa Block.—About $2\frac{3}{4}$ miles of road has been formed, including the whole of the access road from Te Uri Road, 1 mile in length. A bridge of one 60 ft., four 25 ft., and one 15 ft. spans, on pile piers, is being erected over the Porangahau River on the access road from Oakburn. All the piles have been driven, and the truss span is under construction. Work is in progress on the heavy approach bank. The works carried out in this block include $2\frac{1}{2}$ miles of fencing, bushwork, many culverts and drains, and a considerable length of engineering survey.

Flood Damage, Hawke's Bay.—Extremely heavy floods in May and June, 1917, caused a great deal of damage throughout the Hawke's Bay District. The main roads to Wairoa, Taupo, and Taihape, especially the first named, suffered through extensive slips and destruction of bridges. The Department was called upon not only to repair the damage on the lengths of road under its direct control, but to subsidise the local authorities affected. The Waikohau Bridge was washed away, and a new structure of five 25 ft. spans has been erected by the Wairoa County Council. The Matahura Bridge, on a length of road under the control of the Department, was also destroyed, and has been replaced by a new bridge of two 25 ft. spans, on concrete piers. Five spans of the Waipawa River Bridge (Ongaonga-Tikokino Road) were washed out, and repairs are being carried out by the Waipawa County Council. Stop-banks along the Tutaekuri River and the Ngaruroro River were washed out at many places, and nearly all the county roads throughout the district were more or less affected by slips and washouts.

Kopuaranga Bridge.—A reinforced-concrete structure of one 35 ft. and two 22 ft. spans, on reinforced-concrete pile piers, is being erected by the Department. The piers and abutments are completed, and the superstructure is well in hand.

Opawa Bridge (Blenheim).—This bridge, comprising eight bowstring truss spans, in reinforced concrete, was completed and opened for traffic on the 11th December, 1917.

Kaikoura—Parnassus Road.—Abnormal floods have caused considerable damage along this important main road, entailing a great deal of repair work, particularly in the vicinity of the river-crossings. Sundry bridge approaches are being protected by stone pitching, gabion groynes, &c.