

Tivoli Wharf.—This wharf has been repaired.

Cemetery.—All cemetery fences have been thoroughly repaired.

Malololelei Rest-house.—A bathroom, drying-room, W.C., with drainage and septic tank, have been completed. A veranda has been provided on the western side. Water-supply facilities have been improved. A caliphont has been installed.

Resident Commissioner's Quarters, Aleipata.—A mosquito-room and other improvements have been completed.

Resident Commissioner's Quarters, Savaii.—Extensions were completed with the exception of plumbing. The whole building was repainted.

Fautua's Guest-house, Falelatai.—This building was reconditioned.

Beacon, Saluafata Harbour.—A beacon was constructed and erected at Saluafata.

Aga Light, Apolima Island.—A site was chosen for an Aga light on Apolima Island, and plans were prepared for same.

Clock-tower, Apia.—This structure is being erected of reinforced concrete under the Department's supervision, and is being financed by public subscription assisted by Government subsidy. The work is more than half completed.

Vaipouli School, Savaii.—A portion of the Vaipouli plantation has been set aside as a site for a school for Natives. Five *fales* have been constructed. The homestead has been overhauled and improved by the addition of mosquito protection, &c. A water-supply will be obtained from a hydraulic ram in the Vaipouli River, and work has been commenced.

Experimental Farm, Tulaele.—A model fowlhouse was constructed. Plans were drawn for a copra-drier.

Crown Estates.—A certain amount of work has been carried out for the Crown Estates Department. A hide-shed, copra-cutting shed, and a workshop were constructed on Vailele plantation. A copra-shute was removed and reconstructed at Suga. A 10-ton weighbridge has been installed at Apia. Motor launches and lighters have been regularly maintained. A large number of reports on technical matters have been made for the Crown Estates.

ROADS.

Considerable progress has been achieved in road-construction during the year. Stone-crushing was carried on intermittently from the end of April, 1921, to the end of October intermittently because of labour troubles. At the end of October a particularly hard basaltic boulder cracked one of the fly-wheels of the stone-crusher, and a delay of about two and a half months occurred until the wheel was replaced. From the middle of January till the 31st March crushing has been carried on continuously. During the year the total amount of stone crushed was 5,500 cubic yards.

Until the middle of October, 1921, no progress could be made in the way of forming new roads owing to the impossibility of getting Samoans to work reasonably, either on day wages or on contract. In October, however, the Department was furnished with a gang of Chinese coolies, and during the past five months excellent progress has been made, in spite of the fact that this period practically constitutes the wet season.

A large amount of long-postponed maintenance work has been carried out. Many of the roads formed under the German Administration were paved roughly with boulders. These were fairly satisfactory before the introduction of motor vehicles, but they now constitute a serious problem owing to their exceedingly rough surface. They can be blinded with earth during the dry season, but the tropical rains during the wet season wash them bare again. Any other form of surfacing in many cases is at present financially prohibitive.

The following statement shows the principal works carried out:

Beach Road.—This street has been as thoroughly repaired from time to time as the nature of the surface will allow. To make any further improvement an entirely new surface would have to be laid down, but the time has hardly yet arrived for such an expenditure. A particularly bad stretch $4\frac{1}{2}$ chains in length adjacent to the Mulivai Bridge was entirely renewed with crushed basalt, and afterwards tar-sealed. After eleven months' heavy traffic the surface shows no signs of deterioration.

Fugalei Road.—50 chains of metalling, 18 ft. to 20 ft. in width, were laid down and afterwards tar-sealed. This road has withstood the wet season excellently. All water-bound macadam roads in Samoa should be tar-sealed within twelve months of their construction.

Papase'ea Road.—65 chains of water-bound macadam road have been laid down, blinded and rolled. Funds to assist in the carrying-out of this work were provided by Mr. H. J. Moors, who specified the portion of road to be improved. The remainder of this road was improved.

Vaitele Road.—25 chains of metalling, 20 ft. wide, have been laid down and rolled to a finished surface; 29 chains, 18 ft. wide, have also been completed. Further work on this road is in progress.

Apia to Mulifanua Road.—During last dry season a large amount of improvement work was carried out to this road, which is about twenty-two miles in length. Several deviations were made, approaches to bridges were formed up, and all dangerous holes filled. Now that the wet season is practically over, a gang is again at work repairing the portions of the road which have been cut up by the traffic. As an indication of the state of the road it may be mentioned that a motor-bus service was maintained between Apia and Mulifanua during the whole of the wet season. A particularly soft portion of the road through the village of Fasito'otai is now being lightly metalled.

Apia to Falefa Road—Apia to Vaitele Plantations.—This road has been greatly improved during the past year. The worst portions have been metalled.

Vaitele Plantation to Luatuanu'u.—This portion has been repaired from time to time, and the bush cleared to let light and air on the road. A great deal of the work done has been ruined from time to time by wandering pigs owned by the Natives, and disciplinary action in the way of fines has had no material effect.

Luatuanu'u to Solosolo.—Until January, 1922, motor-cars had never been able to proceed farther than Luatuanu'u, a village some six and a half miles east of Apia. At the present time it is possible to