

drive a car eleven and a half miles east of Apia. The opening-up of the five miles between Luatuanu'u and Solosolo represents the work carried out by a gang of Chinese coolies during the past five months. The easy portions of the road had previously been formed, but a large amount of rock-excavation round steep bluffs had to be carried out.

Solosolo to Falefa.—The opening-up of this section is now in progress. Falefa is fifteen miles east of Apia, and it is hoped to have the whole road open for horse-drawn vehicles in about two months' time. Cars will not be able to reach Falefa until several small bridges are built.

Apia to Vailima.—This road was repaired with shingle.

Vailima to Malololelei.—This road was repaired sufficiently to make the journey possible to motor traffic.

Vaivase to Fagalii.—This road was cleared and repaired with crushed metal.

Moamoa Road.—60 chains of this road were repaired with crushed metal, and approaches to two concrete fords were considerably improved.

Wireless Road.—A small amount of repair work was carried out.

Siusega to Tapatapao.—This road was repaired for its entire length.

Roads and Tracks, Aleipata District.—The road between Amaile and Lefaga has been put into fair order. The horse-tracks from Aleipata to Lepa have been improved, so that it is possible to travel without dismounting, and dangerous portions have been made reasonably safe.

Track, Falevao to Sapoe.—Portions of this track have been improved.

Roads in Apia Municipality.—Minor maintenance work is continually being carried on throughout Apia.

Sea Erosion.—In a number of places sea erosion is affecting the existing roads. The most important work was that carried out to the Apia waterfront, where over 1,300 cubic yards of boulders have been deposited between Mulinu'u and Matautu to safeguard the street. At Fagalii about a quarter of a mile of road is being protected by loose rubble and rough masonry walls. At Satitua, in Aleipata district, about 500 cubic yards of rubble and coral were utilized in repairing erosion, and protecting the road against future encroachment. Minor protective work has been carried out on the Mulifanua and Solosolo roads.

BRIDGES.

Vaea Bridge.—The superstructure of this bridge has been entirely renewed in Australian hardwoods, and is now fit for the heaviest traffic.

Fugalei Bridge.—This steel bridge has been thoroughly overhauled, chipped, and painted.

Vaimoso, Lepea, and Solosolo Bridges.—These steel bridges have been chipped and painted.

Mulivai Bridge.—This steel bridge is corroded to such an extent that it is hardly worth painting. To make it safe two temporary piers have been placed under the transoms, and the steel trusses are out of action.

Vaisigano Bridge.—This steel bridge has been chipped and painted.

Fagalooa Footbridge.—This bridge has been re-erected in Australian hardwoods. Another small bridge in the vicinity has also been constructed.

Mulivai Bridge, Safata District.—This bridge has received extensive repairs, and a number of new piles have been driven.

Siumu Bridge has been repaired.

Luatuanu'u No. 1 Bridge.—The eastern approach to this bridge was washed out by a heavy flood. An additional span was erected and a new approach formed.

Luatuanu'u No. 2 Bridge.—This platform bridge was constructed of Australian hardwoods.

Fusi Bridge has been lowered and repaired.

General Repairs.—Minor repairs have been carried out to the following bridges, most of which are constructed very lightly of Oregon pine, and require very frequent attention: Moata'a Bridge, Fagalii Bridge No. 1, Fagalii Bridge No. 2, Fagalii Bridge No. 3, Fagalii Bridge No. 4, Vaisigano Wood Bridge, two Sale'imoa bridges, Mutiatele Bridge.

ROADS AND BRIDGES, SAVAI.

Saleaula to Samalaeulu Road.—A survey of four miles of new road from Saleaula to Samalaeulu was carried out, and a commencement has recently been made with the work by the Natives, labour being supplied free.

Sala'ilua to Lata Road.—Endeavours are being made to get the Natives to undertake this work by contract.

Pu'apu'a No. 1 Bridge.—The superstructure has been entirely renewed and the approaches made up.

Pu'apu'a No. 2 Bridge.—The superstructure has been entirely renewed.

Asaga Bridge.—This bridge has been repaired.

Palauli Nos. 1 and 2 Bridges.—Small repairs were carried out and new approaches formed to both these bridges.

APIA WATERWORKS.

Considerable extensions have been made during the past year. A 6 in. main with fire-hydrants at suitable intervals has been laid from the Alcazar to Savalalo, a distance of 60 chains. A 4 in. main, 46 chains in length, has been laid from the Central Hotel to the Vaitele Road. A 4 in. main, 82 chains in length, has been laid along Vaitele Road from Taufusi Road to the Papase'ea Road. A 2 in. main (afterwards reduced to 1½ in. and 1¼ in.) has been laid for a length of 40 chains up Moamoa Road. A 6 in. main has just been laid from Motootua to Tanugamanono, a distance of 44 chains. A 2 in. main, 33 chains in length, is being laid along Matautu Street. 128 connections were made to the mains during the year, making a total of 213 connections to date. 2 in. stand-pipes for fire protection, with necessary hose-fittings, &c., have been provided on both floors of the Central Hotel and Central Offices. 40 chains of the Vailima water-supply have been lifted and replaced with 2 in. pipes to improve the pressure.