

Bay City No. 21 dredge continued up the Tarawera Western drain to its southern end, and was then moved down to commence deepening from the railway northwards. The dredge is now doing splendid work, and will continue down the Awaiti Road drain to connect up with Priestman No. 4, when it will be railed to the head of the Waioho—Te Rahu deviation. During the period a total of 81,747 yards was lifted, covering a distance of 332 chains.

The following table shows the total amount excavated, with the cost per cubic yard, for the past ten years :—

	Cubic Yards.	Cost per Cubic Yard.		Cubic Yards.	Cost per Cubic Yard.
1913-14	272,370	3·07d.	1918-19	229,659	5·70d.
1914-15	268,760	3·48d.	1919-20	176,672	6·62d.
1915-16	224,740	4·54d.	1920-21	215,768	8·82d.
1916-17	261,751	4·36d.	1921-22	473,994	6·68d.
1917-18	320,614	3·72d.	1922-23	540,802	8·13d.

ROADWORK.

Very little roadwork has been done during the period under review. The Omeheu Road formation was continued from the end of Gow's Road to the railway, this section being practically completed at the end of year, and this will be continued from the railway to Cross Road. This will be an inestimable boon to the settlers in this district, saving, as it will, a considerable detour. Section 110 road has required surfacing at intervals owing to subsidence, and spoil for this was obtained from the Rangitaiki River bank. The approaches to the railway-road bridge across the Tarawera were formed during the period.

BRIDGES.

Two bridges gangs have been constantly employed over all portions of the district erecting bridges over dredge-cuts and main drains. Nine new pile bridges (30 ft. span) were erected, eight were dismantled and re-erected to allow passage of dredges, and thirty-six sill bridges of varying widths were placed.

STOP-BANKS.

The temporary stop-banks on the Tarawera River have been kept in good repair, and although in one or two places the river broke through no great damage was done. The erection of the permanent stop-banks is well in hand.

DRAINS IN OPERATION.

The total length of drains in operation to date is as follows : Dredge cuts, 46 miles 12 chains ; main outlet drains, 99 miles 66 chains ; and road-drains, 28 miles 60 chains.

ROADS OPENED.

The total length of roads opened is 108 miles.

WORKSHOPS.

A great deal of repairs is now done in the Thornton Workshop for the seven dredges in operation, and the small expenditure in establishing smithy has been found well justified. In addition all ironwork for bridges and general repair work is done locally.

BUILDINGS.

All buildings in connection with works have been kept in good order, and repaired from time to time as required.

ROLLING-STOCK.

The Thornycroft lorry has been in constant use, and has saved a considerable amount in haulage, &c., doing most of the cartage of coal and supplies for dredges. It has lately been employed carting boulders for the Tarawera River groyne, and consequently much of its usual work has had to be curtailed.

PLANT AND MACHINERY.

No additions have been made under this heading, and plant still consists of four Priestman dredges, one Bay City walking land-dipper, two Monighan walking drag-line excavators, four coal-punts, three oil-launches, one towing-barge, and seven small boats and punts.

SUMMARY OF WORK DONE.

	M.	ch.	Cub. yd.
New drains	5	66	37,495
Widening and deepening	35	20	120,550
Cleaning drains	73	00	..
Surfacing roads	1	20	..
Road-formation	0	75	..
Fencing	16	3	..
Spoil dredged	24	70	540,802
Levels taken	117	26	..
Survey traverses	28	00	..

Pile bridges, 9 ; sill bridges, 36 ; flood-gate, 1.