

*Mareretu-Waikiekie (Keay's Deviation) (Otamatea County).*—59½ ch. of formation 18 ft. wide completed, 54 ch. of drains cleared, 310 lin. ft. of pipe culverts placed, and one stock-bridge erected.

*Allison's North Road (Whangarei County).*—180 ch. re-formed and metalled, and 144 lin. ft. of culverts placed.

*Ody's Road (Whangarei County).*—233½ ch. of 14 ft. formation completed.

*One Tree Point - Ruakaka Road (Whangarei County).*—100 ch. of this road were formed and metalled, 2½ m. of drains cleared and widened, and one 30 ft. pipe culvert placed.

*Ruakaka Bridge (One Tree Point - Ruakaka Road) (Whangarei County).*—The girders for this bridge were delivered on the site, and timber, &c., has been ordered.

*Kaeo River Bridge (Kaeo Village Road) (Whangaroa County).*—The rolled-steel joists and all timber have been delivered on site.

*Oakleigh-Waipu Road (Whangarei County).*—Substitution of road for railway: A small amount of metalling which was left over the previous year was completed during the first two weeks of this year. During the winter, gangs were engaged on maintenance, rollers being used to consolidate the road. The surface was maintained with metal chips from the quarries at Tauraroa and Allison's, and the rollers were kept in constant use up till the end of October. Immediately the fine weather set in, the risk of fast traffic disintegrating the dry surface became apparent, and it was decided to maintain a loose surface over the whole length of 17 m. For this purpose the surface was spread with approximately 1½ cub. yd. of loose chips per chain, and this loose surface was maintained by the regular use of graders dragging in the fine metal as thrown to the side by the fast motor traffic, and the road was maintained in good condition from end to end.

*Coromandel-Colville Coast Road (Coromandel County).*—1 m. 36 ch. of engineering surveys were carried out, and plans completed. The balance of the formation was completed and maintained, four bridges were erected, and 765 lin. ft. of culverts placed. The whole road was opened for vehicular traffic.

*Otea Bridge (Gumtown-Whenuakite Road) (Coromandel County).*—This second-class bridge of three 25 ft. spans in New Zealand timber, with approaches, was completed during the year.

*Titi-Puni Road (Franklin County).*—This road was metalled 10 ft. wide for a distance of 2 m. 3 ch.

*Haratonga-Kaitoke-Whangaparapara Road (Great Barrier County).*—One bridge, 65 ft. in length, was erected, and approaches completed.

*Maukoro Canal Road (Hauraki Plains County).*—215 ch. of metalling were completed.

*Kawaroa Road (Kawhia County).*—A further 2 m. 76 ch. of track was widened to 14 ft., leaving only 1 m. 43 ch. of widening to complete the whole road, which is 9 m. 12 ch. in length.

*Clevedon-Takanini Road (Manukau County).*—260 ch. of formation and culverting were completed.

*Mangere Road (Manukau County).*—139 ch. of bitumen surfacing 16 ft. wide completed during the year.

*Putaruru-Waotu Road (Matamata County).*—87 ch. metalled 13 ft. wide, 239 ch. metalled 12 ft. wide, and 342 ft. pipe culverts laid.

*Mangawhero Road (Otorohanga County).*—2 m. 12½ ch. of 16 ft. formation done, 144 lin. ft. of pipe culverts laid, and timber for the Mangawhero Steam Bridge delivered. A contract for the erection of this bridge has been arranged.

*Te Kawa - Ngawoma Road (Otorohanga County).*—229 ch. of road were metalled.

*Hangawera Road (Piako County).*—3 m. of road were metalled.

*Waikou River Bridge, Te Aroha (Piako County).*—This bridge, consisting of ten 40 ft. reinforced-concrete beam spans on mass concrete and pile piers and abutments, is in hand by the Te Aroha Borough Council.

*Huntly-Rotowaro Road (Raglan County).*—4 m. 52 ch. road formed 18 ft. wide and metalled.

*Port Waikato - Tuakau (Raglan County).*—117 ch. formed and metalled, and proposals have been approved for a further 111 ch. of metalling.

*Hoteo River Bridge (Helensville to Port Albert Road) (Rodney County).*—This bridge, consisting of three 40 ft. and five 30 ft. spans, with rolled steel joists and reinforced concrete piers, was completed at a cost of £5,670.

*Tapu-Coroglen Road (Thames and Coromandel Counties).*—This road was opened for vehicular traffic at Easter. One 40 ft. and one 15 ft. bridges were erected, and three box culverts and 438 ft. of concrete-pipe culverts were placed. The whole road over a total length of 15¼ m. was maintained throughout the year.

*Tamahere-Tauwhare Road (Waikato County).*—211 ch. of reconstruction were carried out, and the foundation course completed in readiness for sealing next year.

*Te Awamutu - Arapuni Road (Waipa County).*—183 ch. of formation 18 ft. wide completed, and 530 lin. ft. of culverts laid.

*Waimauku - West Coast Road (Waitemata County).*—Contracts covering 160 ch. of metalling were completed.

*Orakei-Waterfront Road (Eden County).*—This roadway is being constructed at the joint expense of the Tamaki West Road Board, Auckland City Council, and the Government, to give improved access to the new suburbs, including the new garden suburb at Orakei. Commencing at Campbell Point, which is 1 m. from the Auckland Chief Post Office, it parallels the Auckland-Westfield Railway deviation for 50 ch., thence diverging eastward in a long sweep across Hobson Bay to the cliffs at Hobson Point; after following the cliff fronting the Orakei Suburb for a distance of ½ m., the roadway continues across the flat on the foreshore of Okahu Bay to join up with a 20 ch. length of road previously constructed on the top of the sewerage storage tanks. The engineering survey was completed in October and formation work was commenced immediately afterwards. A feature of the work is the construction of a heavy sea-wall of dumped rubble rock which protects both road and railway, its cost