

WAITAKARURU-PIPIROA DISTRICT.

A pronounced advance has been made with the construction of the Waitakaruru-Maukoro Canal. The dredge is now 5 miles 50 chains from the canal bridge on the Waitakaruru-Pipiroa Road, and will be turned at this point to widen and deepen the canal back to the new dam at 4 miles 6 chains. Some 300 tons of coal for the dredge have been carted to this point from Waitakaruru, necessitating the formation of 45 chains of temporary road. The Railway Canal was deepened and continued for a distance of 15 chains. Five miles of clay roads in the Waitakaruru district were disked and graded, road-bridges repaired, and filling carted to repair roadways damaged by peat fires. Drains of a total length of 87 miles 68 chains were cleaned, 1,140 cubic yards of spoil excavated in the construction of 38 chains of new drain, and 23 miles 69 chains of existing drain enlarged by the excavation of 48,075 cubic yards of earth. The stop-banks on the eastern side of the Piako River and foreshore have been raised for a distance of 4 miles 4 chains by the addition of 13,960 cubic yards of material. Particular attention has been given to the drainage of a large area of unoccupied peat land situated to the east of the Waitakaruru-Maukoro Canal, with the object of diverting the drainage from the Piako River and forshore outlets to the canal.

PATETONGA-AWAITI AND TAHUNA DISTRICTS.

The usual annual cleaning and maintenance of drains was carried out in these districts, 38 miles 10 chains of drains being cleaned, and 40,252 cubic yards of spoil excavated in the improvement of 15 miles 23 chains of drains, whilst 2 miles 72 chains of new drain necessitated the excavation of 7,641 cubic yards of spoil.

The principal construction-works were carried out in the Awaitei District, where the Awaitei Canal is under construction, also extensive improvements of the subsidiary drainage system carried out at Netherton.

Prior to handing over control of the Tahuna District to the newly constituted Drainage Board, the drains were cleaned. Practically all of the drains had been deepened during the previous two years; consequently the whole system was in good condition when the new Board took over.

A small drain was made on portion of the line of the proposed Whakahoro Relief Canal, and coal and materials for dams and bridges delivered, in order to commence dredging as soon as dredge can be floated up the river.

The tramway service from the Patetonga Wharf to the township, for the conveyance of settlers' stores and outgoing produce, was maintained throughout the year. The tramway was also used for the conveyance of construction material, and 496 cubic yards of filling for road-formation. Two road-bridges at Patetonga were repaired, and 200 white-pine logs were cut and hauled to provide piles and timber for general requirements.

ROADS.

Only two short sections of road in the Kerepeehi Township were metalled this year, but a considerable amount of road-formation was carried out, as shown in the following schedule :—

Roads formed and metalled—					Metal. Cub. yd.	Length completed. Ch.
Kerepeehi School Road	..	..	..	..	195	12
Kerepeehi-Kaihere Road east of Awaitei Canal	..	..	..	..	294	12
Totals	..	..	..	..	489	24

Roads formed—						Length. M. ch.
Awaitei Canal Road, Kerepeehi Block	..	..	..	..	..	2 14
Reservoir Canal Road, Kerepeehi Block	..	..	..	..	..	1 34
Kaihere-Ngatea Road from Puhanga Canal to Kaihere Landing	..	..	..	..	..	1 50
Maukoro Canal Road, western side (not completed)	..	..	..	..	..	0 45
Awaitei Canal Road, Kerepeehi Block Extension (not completed)	..	..	..	..	..	1 10
Totals	..	..	..	..	..	6 73

Maintenance—						M. ch.
Clay roads disked and graded	..	..	..	..	..	8 20

Clay ballast for peat roads—					Quantity of Clay. Cub. yd.	M. Ch.
Torehape Road	..	..	..	..	2,324	1 25
Patetonga Tramway Road	..	..	..	..	496	0 15
Totals	..	..	..	..	2,820	1 40