

Breakneck Valley Bridge: This bridge and its approaches have been completed.

Kaiwaka-Maungaturoto: 16 ch. of this road has been surfaced with limestone.

Warkworth - Kaipara Flats.—30 ch. of wearing-course has been placed.

Waiwera-Mangawai.—Tomorata-Mangawai: A length of 65 ch. of this road has been metalled, connecting up Tomorata and Mangawai.

Helensville-Waiwera.—Upper Waiwera - Waiwera: On this length considerable work has been done and very great improvements made; $\frac{1}{2}$ m. of gravelling has been carried out.

Auckland-Wainui, via Birkenhead.—Birkenhead-Albany: The re-formation, widening, and metal-ling work of this section have proceeded very slowly. The work was originally let by contract, and after protracted negotiations, extending for a period of six months, the contract was determined. Better progress has since been made with the work: $3\frac{1}{2}$ m. of base-course metalling has been completed and the formation is now well forward.

Albany - Dairy Flat: The final length of unmetalled road on the south side of Dairy Bridge and beyond Dairy Bridge to Massey Road Junction was completely surfaced. The metalling of this length provides an all-weather route between Auckland and Silverdale.

Kumeu-Albany.—The section of main highway between Sunnyside Flat and Pukeatua Junction has been surfaced with gravel.

Auckland-Helensville.—Waitakere Section: The remaining gap of unmetalled road has now been surfaced, thus making a connection along this highway between Auckland and Helensville.

Great South Road.—Auckland-Papakura: The concrete pavement between Auckland and Papakura was completed, except for 26 ch. at various bridges. The length constructed during the year was 5 m. 12 ch.

Bombay Hills Deviation: The earthwork and culverting of this deviation was completed, and the road opened for summer traffic.

Mercer Town District Section: Raising and widening of the road on this section was commenced during the year, and good progress has been made.

Rangiriri Hills Section: A length of 3 m. 23 ch. of bituminous sealing was completed.

Pokeno-Waihi.—Maramaru Deviation: This deviation, 1 m. 27 ch. in length, was formed and metalled.

Pekapeka Road: A length of 2 m. 70 ch. of this road was metalled.

Pokeno - Waihi Junction to Coromandel.—Waihou River Bridge at Kopu: This bridge was almost completed at the end of the financial year.

Thames - Northern Boundary Thames County: A considerable amount of stone walling and widening has been carried out.

Kopu-Raglan.—Reconstruction work has been continued between Thames and Hikutana.

Hamilton-Rotorua.—Karapiro Deviation: This deviation, near Cambridge, was commenced and is now approximately half completed.

Mamaku Bush Section: A deviation 3 m. 24 ch. in length has been completed, and the gravelling is in hand. Steps are also being taken to apply a wearing-course of gravel to the length of $10\frac{1}{2}$ m. which was laid with a foundation course of rhyolite last year.

Waitoa-Taupo.—Putaruru-Southern Boundary Matamata County: A total length of 4 m. 64 ch. has now been laid in bituminous macadam.

Tirau-Northern Boundary Matamata County: A total length of 15 m. 56 ch. of this section has now been surfaced with bitumen.

Matamata Town District Section: The portion of this main highway in Matamata Town District has been surface-treated with bitumen.

Matamata-Tauranga (No. 2 District).—Kaimai Hill: Regrading and widening of this section on the Waikato side have been put in hand as relief work. A total length of 4 m. 44 ch. has been formed to 20 ft. width, and a commencement has been made with the surfacing of this length with rhyolite.

Matamata Town District Section: This section of the main highway has been surfaced with bitumen.

Matamata County Section: A length of 1 m. 56 ch. has been surfaced with bitumen.

Gisborne-Whakatane, via Motu.—Waioeka Bridge: This bridge, consisting of twenty-five 40 ft. spans, has been completed in reinforced concrete and opened to traffic.

Whakatane-Tauranga.—Otamarakau-Paengaroa: 4 m. of this section has been re-formed and pumiced.

Tauranga-Waihi.—119 ch. of formation and metalling have been completed.

Cambridge-Rotorua.—Steel's Mill - Rotorua: A deviation 56 ch. in length has been formed and metalled. 250 ch. of the road has been widened, and a considerable length surfaced with rhyolite. Between Tarukenga and Ngongotaha $2\frac{3}{4}$ m. of metalling was completed.

Rotorua-Napier.—Rotorua-Waiotapu: This section of road was considerably improved during the year. A number of sharp bends have been straightened out and a considerable length of the road surface treated with pumice.

Cambridge-Taupo.—Between Atiamuri and Wairakei $10\frac{1}{2}$ m. of road has been widened and straightened. A considerable length has also been treated with pumice.

Tauranga-Matamata (No. 3 District).—Kaimai Hill: On the Tauranga side of the hill 5 m. of formation and 4 m. of bottom-course metalling have been completed. Between Ruahihi and the county boundary a further $1\frac{1}{2}$ m. of formation and 2 m. of metalling have also been completed.

Whakatane-Rotorua.—Whakatane-Rotoma: A length of 80 ch. of this road has been metalled.

Te Teko - Te Ngae: This section of road has been considerably improved during the year by cutting off all sharp bends and by the treatment of the surface with pumice. At Te Ngae a section of $2\frac{1}{2}$ m. of road was metalled.