

Te Ngae - Paengaroa.—Between Te Ngae and Waiwhakaretu a considerable amount of improvement work has been carried out.

Gisborne-Wairoa, via Hangaroa (No. 4 District).—The chief work on this highway during the year was the construction of a deviation of the Tiniroto Hill. The grades on the old road were as steep as 1 in 6, and the road climbed to a height of 300 ft. more than necessary. The new deviation has much improved alignment and a maximum grade of 1 in 14. Altogether 9 m. 60 ch. of re-formation was carried out and 3 m. 52 ch. of metalling finished.

Gisborne-Opotiki, via Motu.—4 m. 54 ch. was re-formed and 4 m. metalled. Two level crossings were eliminated.

Gisborne-Opotiki, via the Coast.—Altogether 7 m. of gravelling and $1\frac{3}{4}$ m. of formation were carried out during the year. Two and a half years ago motor traffic could proceed only $11\frac{1}{2}$ m. north of Gisborne in winter, whereas it is now possible all the year round to reach a point 87 m. north of Gisborne in a little over three hours' running-time.

Gisborne-Wairoa, via Morere.—A length of 4 m. 66 ch. was reconstructed in bituminous macadam.

Napier Gisborne, via Wairoa.—Napier Borough Section - Te Ngaru Crossing: 2 m. of bituminous surface treatment was completed on the Westshore embankment and a further 25 ch. of similar work was carried out in the Petane Township.

Wairoa-Gisborne, via Hangaroa (No. 5 District).—Horseshoe Bend Deviation: This deviation was almost completed during the year.

Sunken Bridge Culvert: This culvert and filling were also completed.

McRae's Bridge Deviation: This bridge and deviation were also completed.

Petane-Taupo.—A few miles south of Taupo a section of pumice road, nearly half a mile in length, was treated with asphaltic road-oil for experimental purposes.

Napier-Wellington, via Wairarapa (No. 5 District).—Hawke's Bay County Section: At Waitangi washout a length of 60 ch. was surface-treated with bitumen. The formation of the Pakipaki deviation, 1 m. 14 ch. in length, was completed.

Waipawa-Waipukurau: The bituminous surfacing of the remaining 2 m. between Waipawa and Waipukurau was completed. The metalling of the Corkscrew Gully deviation was carried out.

Dannevirke County Section: $3\frac{1}{2}$ m. of first-coat sealing-work and 4 m. of second-coat sealing-work were carried out during the year.

Whakaruatapu Deviation and Bridge: The formation work on this deviation has been completed. The construction of the steel bridge, 170 ft. long and 70 ft. in height, is under way.

Mangatewai-iti Deviation: This deviation, approximately 43 ch. in length, is almost completed. The grade was improved from 1 in 10 to 1 in 15.

Matahiwi Hill Deviation: This deviation, the object of which is to eliminate two level crossings, has been completely formed, and metalling is in hand.

Piripiri Overbridge: The construction of this overbridge to eliminate a dangerous level crossing is in hand.

Woodville County Section: 2 m. 70 ch. of first-coat sealing-work has been carried out between Oringi Station and Corby Settlement roads.

Dannevirke-Waipukurau, via Porangahau.—Mangamaire Bridge: This bridge, consisting of three 40 ft. spans, and its approaches have been completed.

Napier-Tukituki, via Omaha.—Hawke's Bay County Section: 3 m. of sealing-work was carried out between Napier and Taradale, and 1 m. from Hastings Borough boundary towards Omaha. The Waimarama Deviation was completely formed and metalled and is now open to traffic.

Taradale Town Board Section: The whole of this section of highway has now been surface-treated.

Taradale-Rissington.—Taradale Town Board Section: A length of 24 ch. of this section has been sealed with one coat.

Woodville - Palmerston North.—Woodville County Section—Bridge at 0 m. 32 ch.: This bridge, consisting of one 60 ft. span and one 40 ft. span placed alongside each other, has been completed and opened to traffic.

Manawatu Gorge Section: 2 m. of first-coat sealing-work was completed at the end of the financial year, and the surface treatment of the remainder of the section is in hand.

Kawhia - Junction Auckland - Wellington Road, via Kawa.—Kawhia - Oparau River Bridge: The metalling of the unsurfaced gap of this section, 62 ch. in length, has been completed. A concrete arch culvert and a creek-diversion have also been constructed.

County Boundary - Waipa River Bridge: 5 m. 30 ch. of formation and a similar length of gravelling have been completed.

Waitomo Caves - Lemon Point.—The widening and metalling of a bluff, 3 ch. in length, near the county boundary has been completed.

Te Kuiti - Bulls, via Taumarunui (No. 6 District).—Kurakura Deviation: The whole of the formation work on this deviation has now been completed, and 40 ch. of bottom-course metalling has also been carried out.

Ringham's Bridge: This bridge is under construction, and the formation of the approaches is in hand.

Hiwi Road: 3 m. 14 ch. of formation work has been carried out; 3 m. 5 ch. of gravelling has also been completed.

Taumarunui-Raurimu: 59 ch. of this road has been formed in the vicinity of Oio.

Raurimu - Kaitieke County Boundary: 2 m. 66 ch. of formation and metalling has been completed, and three bridges constructed.

Piopio-Tatu.—Waitewhena Road: 1 m. 9 ch. of gravelling has been completed on this road.

Stratford-Taumarunui.—Paparata Saddle - Ohura County Boundary: 2 m. 36 ch. of gravelling has been completed, making a continuous section of metal from Tatu to Tokirima Hill.