

Pomahaka River Access Road (Clutha County).—A further length of 2 m. 33 ch. of this road was metalled during the period.

Snushells Road (Clutha County).—The following work was carried out on this road during the year : 66 ch. of 11 ft. formation and 66 ch. of metalling.

Milford to Lake Wakatipu via Hollyford—Gertrude Saddle (Lake County).—A popular tourist resort, access to which is by tourist track 6 ft. wide, $3\frac{1}{4}$ m. being formed this year. A bridge 120 ft. long was also erected.

Pembroke to West Wanaka (Lake County).—Formation to 16 ft. was completed over a length of $72\frac{1}{2}$ ch., and 76 ch. was metalled.

Routeburn to Lake Howden (Lake County).—Another popular tourist track, on which construction 4 ft. wide over a length of $3\frac{1}{2}$ m. was completed during the year.

Devon Road (Maniototo County).—A length of 2 m. 60 ch. on this settlers' access road was metalled during the year.

Maniototo Station Road (Maniototo County).—Metal was placed on this road over a distance of 1 m. 55 ch.

Scott's Lane (Maniototo County).—Considerable improvement to this settlers' access road was effected by metalling a length of 127 ch.

Gimmerburn—Wedderburn Road (Maniototo County).—130 ch. of metal was placed on this road.

Portobello to Harrington Point (Peninsula County).—This road was surfaced with metal over a length 4 m. 30 ch.

Whare Flat Road (Taieri County).—This road, which is a popular drive for residents of Dunedin City, received attention during the year, 3 m. 46 ch. of new formation and 5 m. 6 ch. of metalling being completed.

Timaburn Road (Tuapeka County).—3 m. 2 ch. of 14 ft. formation and 65 ch. of metalling were completed during the year.

Three Brothers Road (Tuapeka County).—1 m. 64 ch. of metalling was completed.

Access to Mead's Run (Vincent County).—New formation on this road to a width of 14 ft. for a length of 5 m. was carried out by relief workers.

Hauea to West Coast via Haast Pass (Vincent County).—During the year 85 ch. of new road was formed, 270 ch. of gravelling and 277 ch. of second-course surfacing were completed.

Purakanui—Township Road (Waikouaiti County).—Work on this road consisted of the formation and metalling of approximately 80 ch.

Maitland River Bridge (Waitaki County).—On the road leading up to this bridge 2 m. 47 ch. of new formation was completed, and 1 m. 41 ch. was metalled. The bridge, which is 160 ft. long, was also erected.

INVERCARGILL DISTRICT.

Crighton Park Road (Southland County).—Formation over a length of 59 ch. on this road was carried out during the year.

Hedley and Wright Roads (Southland County).—On this settlers' access road a length of 74 ch. was formed to a width averaging 16 ft.

Waikawa Curio Bay Road (Southland County).—Before formation could be carried out on this road heavy bush clearing was necessary, and this work, together with the work of formation of a road 16 ft. wide, was completed during the year. A small 18 ft. span bridge was also erected.

Pourakino Block Road (Wallace County).—This new block of Crown land is being opened up for settlement, and during the year 5 m. 58 ch. of access road 16 ft. wide was formed. Five small bridges of a total length of 177 lin. ft. are in course of erection.

Te Anau—Milford Sound Road (Wallace County).—This new access road, which will also open up a magnificent tourist resort, is now well in hand, and during the year 14 m. 35 ch. of formation, 14 m. 10 ch. of gravelling, and 558 lin. ft. of bridging were completed.

Ward Road (Wallace County).—On this road, which gives access to Aparima No. 4 Loan Block, 3 m. 6 ch. of road-formation, and 1 m. 18 ch. of metalling was completed.

HYDRO-ELECTRIC WORKS.

ARAPUNI POWER DEVELOPMENT.

At the commencement of the year covered by this report, the Arapuni Station was, of course, out of service. The restoration works on the lines recommended in the Hornell report had been commenced in the previous December and good progress had been made. In addition to the restoration work the concreting of the falls and work on the foundations of the 4th unit for the station were also in hand.

At the time that the restoration works were commenced, it was anticipated that the station could be brought into service about the end of June, 1932, and a programme was mapped out accordingly. As the work proceeded it was seen that it could be finished somewhat earlier, and without extra expense, so the end of March was then fixed as the date of completion of all that part which had to be finished before the lake was filled. Anticipations were realized, and a start was made with the filling of the lake on 24th March. On this date the gates of the diversion tunnel were almost closed, and only sufficient of the river flow was passed for the water-supply of Hamilton. This meant that the