

GENERAL.

A number of applications have been received from local bodies and private individuals for the approval of works involving marine interests. Among the various applications were the following :—

Foreshore Licenses.—Taipa Village, Mangonui ; Opononi, Hokianga, Kopuku Landing, Maramarua Survey District ; Kaimanawa, Waihou River ; Uwhiroa Creek ; Pounawea, Otago ; Tikinui, Wairoa River ; Port Fitzroy, Great Barrier Island ; Motukaraka, Hokianga Harbour ; Dargaville, Wairoa River ; Rawene, Hokianga Harbour ; Horeke, Waihou River, Hokianga Harbour ; Port Craig ; Bucklands Beach, Tamaki ; Paremata ; Ferrymead, Heathcote River ; Woodpecker Bay, Seal Island ; Narrows, Hokianga Harbour ; Tamaki Strait ; Mapua, Waimea River ; Aoroa, Wairoa River, Kaipara Harbour ; Mercury Bay, Coromandel ; Paradise Estate, Northern Wairoa ; Te Hapua, Parengarenga Harbour ; Whangarei Harbour ; Mapuna, Northern Wairoa River ; Taikata Creek, Auckland Harbour.

Wharves and Jetties.—Tikinui, Wairoa River ; Pitt Island, Chathams ; Woodpecker Bay, Seal Island ; Huntly ; Taupiri, Hamilton ; Mercury Bay, Coromandel ; Oyster Wharf, Bluff Harbour ; Miranda, Thames ; Mercer ; Whangarei Harbour ; Thorndon Breastwork, Wellington ; Hataitai, Wellington.

Boat Sheds and Skids.—Lowry Bay, Wellington Harbour ; Evans Bay, Wellington ; Jervois Quay, Wellington ; Whakatakataka Bay, Auckland Harbour ; Worser Bay, Wellington.

Bridges.—Radly Street, Princes Street, Sheldon Street, Heathcote River, Christchurch.

Retaining-walls and Stop-banks.—Kohimarama, Auckland Harbour ; Blockhouse Bay, Manukau Harbour ; Mahurangi River ; Rangaunu Bay, Awanui, Wharewarekauri, Hokianga Harbour ; Horahora River ; Waihou River, Hokianga Harbour ; Waima River, Hokianga Harbour ; Oruru River, Mangonui Harbour ; Whangaroa Harbour ; Onehunga, Manukau Harbour.

Transmission-lines.—Lake Rotoiti ; Churchill, Waikato River ; Waikato River, Taupiri.

River-improvement.—Waimakariri River.

Harbour-works.—Otago Harbour ; Quarantine Island, Otago Harbour ; Motueka Harbour ; New Plymouth ; Miranda, Thames.

Reclamations.—St. Mary's Bay, Auckland Harbour ; Wairoa River, Kaipara, Onepoto Basin, Shoal Bay, Auckland Harbour ; Blockhouse Bay, Auckland Harbour ; Paihia, Bay of Islands ; Bluff Harbour ; Taruheru River, Gisborne.

TRAMWAYS.

Auckland.—During the year the Auckland Transport Board constructed 122·5 chains of double line, Mount Albert – Avondale, which was duly inspected and approved. Six new tram-cars which had been constructed by them were tested.

New Plymouth.—One car was converted to one-man control, and fitted with compressed air, emergency, service, and rheostatic brakes, and automatically air-operated folding doors. This was inspected and passed.

Wanganui.—One four-wheel bogie car purchased from Takapuna Tramways and Ferry Co. was reconditioned and converted to one-man control, fitted with compressed air, emergency, service, and rheostatic brakes, and automatically air-operated folding doors. This car was inspected and passed.

Wellington.—The following new works were carried out and approved : Lang Street, Miramar, 19·5 chains duplication ; Tinakori Road and Glenmore Street, 106·06 chains of relocation and duplication. One car was inspected and tested.

Christchurch.—No new lines were constructed, but 36 chains of the existing line between Hereford Street and Madras Street was relaid. The portion of the North Beach line extending from the junction of New Brighton and Marshlands Road to the junction of New Brighton Road and Francis Street, a distance of 1 mile 41 chains, was removed, and this route is now served by a trolley-bus. The line in Manchester Street from Lichfield Street to Moorhouse Avenue was removed, traffic now proceeding to the railway via Colombo Street.

GENERAL.

The percentage which the cost of supervision bears to the total expenditure shows an increase for the past year, but this was inevitable in view, particularly, of three conditions—

- (1) The reduction in the total amount of money spent.
- (2) The change from large works where hundreds of men were concentrated to small and scattered works.
- (3) The considerable numbers of men who were supervised on behalf of the Unemployment Board. Large numbers of these men were paid 10s. a week, plus food, and were quite inexperienced, and the amount of direction and supervision which their employment involved was probably twice as great as would have been the case with men employed at twice the cost per man under the ordinary piecework system.

Many works throughout this year have been selected for execution principally on the grounds that they did not involve any great expenditure for material. Such a consideration must carry with it an increased cost of supervision.