

Napier-Wellington, via Wairarapa (No. 5 Highway District).—Hawke's Bay County Section: The bridge at Pakowhai over the Ngaruroro River, which collapsed during the earthquake, was repaired by driving additional piles and replacing damaged portions of the trusses.

The Te Aute Hill deviation was sealed with three coats of bitumen.

Waipawa County Section: A length of 4 m. between Waipawa and Waipukurau Traffic Bridges received two coats of bituminous sealing. The final two coats of sealing were completed on the Takapau Plains for a distance of $3\frac{1}{2}$ miles.

Dannevirke County Section: A length of 2 m. 30 ch., commencing at Norsewood, was sealed in two coats of bitumen, and 41 ch. on the Mangatawai-iti Hill was similarly treated.

Woodville County Section: Several lengths, totalling 120 ch., between Papatawa and the borough boundary were given two coats of bituminous sealing.

Petane-Taupo.—Hawke's Bay County Section: Extensive repairs were carried out to Nunn's Bridge on the Mangakopikopiko Stream, and the old bridge over the same stream at Marshall's Crossing was replaced on an improved alignment by a concrete and steel structure. Two other bridges were replaced by concrete-pipe culverts. The road was improved by cutting back corners and widening the formation between Eskdale and Lucky Hill.

Napier-Tukituki, via Omahu.—Hawke's Bay County Section: Extensive temporary repairs have been carried out to the Redclyffe Bridge and the Taradale No. 4 Bridge. The Havelock Bridge over the old Ngaruroro Stream, which was totally wrecked, has been replaced by a new structure of six spans, in reinforced concrete with steel joists.

Dannevirke-Waipukurau, via Porangahau.—Patangata County Section: A number of corners were improved on the Wimbledon Road, and widening carried out near Wanstead.

Dannevirke County Section: Corners have been cut back and widening carried out between 10 m. and 15 m. The Mangatera Stream Bridge approaches were fenced and 15 ch. of protective fencing erected on the 4 m. hill.

Weber County Section: 6 ch. of protective fencing was erected at the approaches to Sargent's Bridge.

Waipatiki Deviation: The earthwork for this deviation, 50 ch. in length, was practically completed.

Woodville - Palmerston North.—Manawatu Gorge Bridge: This bridge and its approaches have been completed.

Weber-Eketahuna.—A corner was cut back and 15 ch. of protective fencing erected at 14 m.

Woodville-Tamaki.—Woodville County Section: A 10 ch. deviation was put in on England's Hill to cut out a bad bend, a further 30 ch. on this hill was widened, and a corner near the Papatawa School cut back.

Waipukurau-Matamau, via Hatuma.—Dannevirke County Section: 17 ch. of protective fencing was erected on Holden's Hill.

Hastings-Pakipaki.—Hawke's Bay County: A deviation was constructed at the Pakipaki Township, eliminating two bends.

Auckland-Wellington, via Taranaki (No. 6 Highway District).—Otorohanga-Hangatiki-Mangapu Bridge: This bridge, consisting of two 60 ft. spans in steel and concrete, was completed. Formation and metalling: 12 ch. of formation was completed, 4 m. of base-course and 3 m. of top-course metal laid.

Te Kuiti - Bulls, via Taumarunui (No. 6 Highway District).—Tangitu-Taumarunui Section: An 81 ft. truss bridge was completed at the foot of the Hiwi Hill.

Stratford-Taumarunui (No. 6 Highway District).—Paparata County Boundary Section: The clay gap in this length (2 m. 68 ch.) was metalled, giving the township of Ohura an all-weather route to Taumarunui.

County Boundary - Taumarunui Section.—Base-course metal was laid on the 6 m. unmetalled portion of the section; 2 m. of top-course metalling was also completed.

Caves - Lemon Point.—Hangatiki - County Boundary Section: $2\frac{1}{2}$ m. has been widened.

Otorohanga-Honikiwi.—Two bridges each 25 ft. in length were constructed over the McKenzie and Oamaru Streams.

Tokirima Road.—60 ch. of metalling was carried out between Old's Bluff and Tokirima Station Road.

National Park - Taupo.—National Park - Tokaanu Section—Otukou Deviation: 3 m. 44 ch. of new formation and two bridges totalling 125 ft. in length were completed.

Auckland-Wellington, via Taranaki (No. 7 Highway District).—Mahoenui-Mokau: 108 ch. of first-coat and 12 ch. of second-coat sealing were carried out.

Mokau - Pukearuhe Junction: 65 ch. of bituminous penetration surfacing has been laid south of Uruti, and a 40 ft. reinforced-concrete bridge erected over the Mangahia Stream.

Taranaki County Section: The railway overbridge near Waitara and the formation metalling and fencing of 9 ch. of approaches have been completed. Bituminous-penetration surfacing has been laid on the 24 ch. deviation south of Lepperton.

Eltham Borough: 48 ch. of bituminous surfacing was widened.

Lepperton Junction - Hawera, via Opunake.—Taranaki County Section: The Katikara Deviation, 37 ch. in length, received a bituminous penetration course, which completes the work. 46 ch. on Bett's Hill was sealed in two coats of bitumen.

Egmont County Section: the 17 ch. deviation at the Oeo Stream has been metalled.

New Plymouth - Kaimata.—Taranaki County Section: 12 ch. of formation and metalling of deviations was completed, and the bitumen surface was brought up to standard as regards width and superelevation over a further length of 130 ch.

Stratford-Taumarunui (No. 7 Highway District).—Stratford County Section: Between Stratford and Toko (5 m.) the shoulders were built up and sealed with bitumen.