

*Westmere Highway*.—A reinforced-concrete culvert 8 ft. by 4 ft. 6 in. was constructed to replace a small wooden bridge.

*Picton-Bluff (No. 11 Highway District)*.—Picton Borough: 30 ch. has been surfaced with bitumen.

Dashwood Pass Deviation: Formation has been continued throughout the year, the length completed, with culverts, being 1 m. 6 ch. The total length of completed formation is now 7 m. 34 ch. Metalling has been completed over a length of 2 m. 9 ch. Fencing has been erected for a length of 3 m. 7 ch. Bridges: Construction is in hand on the following bridges: Overbridge at 0 m. 18 ch., Seventeen Valley Stream Bridge at 1 m. 38 ch.; Pukapuka Stream Bridge at 2 m. 9 ch., overbridge at 4 m. 28 ch., bridges at 6 m. 74 ch., and 7 m. 37 ch., and Stafford Creek Bridge at 7 m. 67 ch. Reinforced-concrete culverts have been constructed at 4 m. 34 ch., 4 m. 38.5 ch. and 6 m. 7 ch.

*Blenheim-Nelson*.—Waimea County Section: The reformation and three-coat sealing of 1 m. 29 ch. adjacent to the Nelson City boundary was completed. In connection with this work 25 ch. of sea-wall was erected.

*Nelson-Inangahua (No. 11 Highway District)*.—Tahunanui Town District: The bituminous-penetration surfacing was completed to a total length of 2 m. 10 ch. The widening of Abattoir Creek Bridge was completed, and the retaining-wall at Magazine Point extended for a distance of 100 ft.

Richmond Borough: 1 m. 69 ch. was surfaced with three-coat sealing, completing the sealing throughout the borough.

*Richmond-Pakawau*.—Waimea County Section: The metalling and fencing of the Moutere Deviation have been completed. The construction of Thompson's Bridge, a 40 ft. span in steel and concrete, is in hand.

*Branch River—Hope Junction*.—The erection of Connor's Creek Bridge, Six-mile Creek Bridge (Upper), Six-mile Creek Bridge (Lower), and Roundell Creek Culvert, all in reinforced concrete, have been completed.

*Westport-Karamea*.—Karamea Bridge to Karamea Post-office—Protective Work at Overflow: Four permeable groynes, aggregating 207 ft. in length, have been constructed.

Mokihinui-Karamea Bridge Section—Tidal Creek Bridge: The construction of this bridge, which consists of two 40-ft. and one 30-ft. steel-joist spans on hardwood piles, is in hand.

Little Wanganui River Erosion: Five permeable timber groynes, totalling 120 ft., were built above the bridge.

Stone Pitching, Otumahana Lagoon: The batter of the filling between the Blackwater and Granite Creek Bridges was stone-pitched to prevent erosion. Temporary bridges have been built at Sandal and Surveyor's Creeks. A considerable amount of culverting has been carried out.

Westport-Mokihinui Section—Rapid Creek Bridge Approaches: The raising of the road above flood-level is in hand, and work on the Westport end has been completed.

Improvements 11 m. 40 ch. to 12 m. This work, comprising the raising of a length of road through swamp, is nearing completion.

Improvements 15 m. to 15 m. 40 ch. From the Westport end of the Little Ditch Bridge the road has been raised and widened through a swamp.

*Westport-Nelson (No. 12 Highway District)*.—Westport—Eight-mile Section—Coal Creek Bridge: The construction of a new bridge of two 40-ft. spans has been commenced.

Railway Overbridge at 0 m. 60 ch., Inangahua: A reinforced-concrete overbridge of three 20-ft. spans has been built over the Westport-Inangahua Railway formation.

Culvert at 3 m. 10 ch. (Spring Creek): An 8 ft. span reinforced-concrete bridge has been built to replace an old timber structure.

Erosion at 29 m.: The gabion and pile groyne in the Inangahua River at the Junction has been extended, and a low length of road between the groyne and Jackson's Gully raised.

Horseshoe Bend: A pile and crib retaining-wall with stone backing has been built across a washout.

White Bridge: A bridge consisting of two 40-ft. steel spans has been erected.

Lyell Creek Bridge: The replacement of the damaged bridge with a new structure of three 40-ft. steel spans on improved grade and alignment was commenced.

Washout at 14 m. 60 ch.: A concrete retaining-wall has been completed and the road widened

Washout at 15 m.: A bridge of one 40-ft. steel span on concrete abutments has been completed.

*Inangahua-Waiho*.—Inangahua-Reefton Section—Culvert at 7 m. 16 ch.: A twin 30-in. concrete-pipe culvert has been installed to replace a small timber bridge.

Mile Creek Bridge at 17 m. 30 ch.: The construction of this bridge—a 20 ft. ironbark span on concrete abutments—has been put in hand.

Reefton—Big Grey Section—Slab Hut Creek Culvert: The bridge over this creek has been replaced with a 6 ft. pipe culvert.

Big Grey Protective Work: Three pile groynes, aggregating 90 ft. in length, have been constructed on the upstream right bank of the Big Grey River.

Snowy Creek Bridge: The work of replacing the old wooden bridge with a steel and concrete structure has been commenced.

Big Grey—Taramakau Section—Ahaura River Bridge: The approaches were completed, and the bridge opened for traffic.

Greymouth-Omoto—Widening and Improvements: The first section was completed during the year. The work consisted of regrading and widening 7 ch. of narrow road with improved alignment.

Nelson Creek Railway Crossing: This crossing was improved by regrading and widening.

Taramakau-Ross Section—Waimea Creek Bridge at Goldsbrough: The superstructure of this bridge has been renewed. A concrete culvert (8 ft. span) has been constructed at Kumara.

Ross-Waiho Section—La Fontaine Creek: The raising of 10 ch. of roadway adjacent to the La Fontaine bridge was carried out.