

O'Neill's Creek Bridge: This structure, which consists of one 20 ft. timber span on ironbark piles, together with stone crate protection work and approaches, was completed.

Vine's Creek Bridge: Crate protection work at the abutments of this bridge was completed.

Butler's Creek Bridge: A timber bridge of 25 ft. span, with approaches, was completed.

Rodger's Creek Culvert: The construction of a 10 ft. span reinforced concrete culvert was completed.

McDonald's Creek Bridge: Stone-crate protection at abutments and approaches was carried out.

Little Wanganui River Bridge: Heavy concrete block protection has been placed round the northern abutment. A pile and crate groyne 50 ft. long has been constructed, also 30 ft. of permeable timber groyne.

Waitangi River Bridge: The extensive repair work due to the serious floods last year has been completed. This work included the reconstruction of 22 ch. of approach road with stone-crate protection and spur groynes. Heavy concrete blocks were placed as a protection at the abutment. 200 ft. of permeable timber groyne work was constructed, and 9 acres planted with willows.

*Westport-Greymouth Coast Road.*—Charleston-Brighton Section: A masonry retaining wall 80 ft. long was built near Deep Creek.

Deviation at Mountain Creek: The approaches to Mountain Creek Bridge have been straightened and improved.

Culvert at 10 m.: A small bridge was replaced by a 3 ft. concrete pipe culvert.

Improvement 12 m. to 17 m.: Extensive improvements are in hand on this length. 68 ch. of clearing, and 41 ch. of reforming and widening have been completed, and metalling is in progress.

Charleston-Brighton Section: Widening, straightening, and metalling on narrow lengths is in hand.

Greymouth-Punakaiki Section—Deviation at Sea Erosion between 9 m. 39 ch. and 9 m. 65 ch.: This work is nearing completion.

*Reefton-Marua.*—Reefton-Nine-mile Section—Murray Creek and Garvey's Creek Bridges: 20 ft. timber span bridges have been constructed at these creeks.

*Picton-Bluff (No. 13 Highway District).*—Waipara County Section: 4 m. of two-coat and 1½ m. of one-coat bituminous sealing have been applied, and reformation carried to a distance of 13 m. from Waipara.

*Dashwood-Upcot.*—Blairich River Bridge: This bridge, of three 40 ft. steel-joist spans, was completed.

*Picton-Bluff (No. 14 Highway District).*—Waimairi County Section: 1 m. 20 ch. of cement concrete paving and 13½ ch. of bituminous paving were carried out.

Eyre County Section: 6.5 ch. of bituminous concrete and 14 ch. of cement concrete pavement were completed.

Kaiapoi Borough: 4 ch. of cement concrete paving, and 1 m. 26 ch. of bituminous sealing of shoulders were completed.

Springs County Section: A 1 m. experimental strip of bituminous surfacing has been laid near Rolleston.

*Christchurch-New Brighton, via Pages Road.*—New Brighton Borough—Avon River Bridge: This bridge, 74 ft. long in reinforced concrete, has been erected, and the approaches 1.8 ch. in length paved with bituminous concrete.

*Picton-Bluff (No. 15 Highway District).*—Ashburton County Section—Rakaia-Dromore: A contract was let for 9 m. 5 ch. of reconstruction and bituminous sealing, 1 m. 31 ch. of priming coat being completed.

Dromore-Ashburton: Three-coat sealing has been completed from the Ashburton Borough Boundary to Dromore Station Road, a distance of 7 m. 60 ch.

Ashburton River Bridge: The approaches to this bridge have been sealed in one coat for a total distance of 27½ ch.

Ashburton Borough: 78½ ch. of three-coat sealing has been completed.

Geraldine County Section: The approaches to Cooper's Creek, Waihi River, and Waihi Creek Bridges have been surfaced with mixed-in-place bituminous pavement for a total distance of 7 ch.

Opihi River to Timaru Borough Boundary—Levels County Section: 7 m. 65 ch. of three-coat sealing has been completed.

*Ashburton-Staveley.*—A reinforced-concrete culvert of 8 ft. span has been constructed near Springburn.

*Picton-Bluff (No. 16 Highway District).*—Waikouaiti County Section—Waitati-Merton: Contracts were carried out for the bituminous surfacing of the whole of this section.

Merton-Palmerston Section: The reformation and widening of the road northward from the old Merton Creamery was put in hand, and 40 ch. completed except for additional metalling.

Waitaki County Section—Herbert-Maheno: A contract was let for two-coat sealing on this section for a distance of 4 m. 64 ch. and 2 m. of first-coat work completed.

*Dunedin-Port Chalmers.*—West Harbour Borough: Sealing was carried out over a length of 89 ch.

*Palmerston-Queenstown, via Becks.*—Maniototo County Section: River-channel clearing and stop-bank erection for the protection of the Kyeburn River Bridge were carried out.

Lake County Section: A concrete arch retaining-wall, pierced by two 3 ft. culverts, was constructed to replace the Swiftburn bridge. The height of the wall is 45 ft. and the crest length 60 ft. The approaches for a total length of 20 ch. were widened and regraded. Two 3 ft. culverts were installed at Lake Hayes to replace a small bridge.

*Timaru-Queenstown, via Lindis Pass.*—Vincent County Section: The construction of Black Bridge over the Lindis River near Morven Hills was completed. Reconstruction work in Lindis Pass, principally widening, was carried out over a length of 1 m. 19 ch., 25 ch. of which has been metalled.