

Main Highways revoked—continued.

						Miles.	Chains.
No. 10 Highway District—					..	0	66
Featherston—Martinborough	..	..	..	..	..		
No. 11 Highway District—					..	12	34
Blenheim—Christchurch via Parnassus	..	..	..	..	..		
No. 12 Highway District—					..	16	40
Inangahua Junction—Weheka	..	..	..	..	..		
No. 14 Highway District—					..	0	64
Christchurch—New Brighton via Wainoni Road	..	..	..	..	..	8	42
Aylesbury—Lake Coleridge	..	..	..	..	..		
Total	..	..	..	..	..	85	18

In submitting its recommendations regarding alterations or extensions to the main highways system, the Board is influenced largely by the availability of funds from which subsidies and grants have to be provided. Wherever possible, additional highways are nominated, in order that State aid can be given towards the maintenance and improvement of relatively important roads in the various districts.

Generally speaking, the preliminary selections by District Highways Councils are reviewed prior to framing final recommendations. In some cases, however, it becomes necessary to declare as main highways roads which have been constructed from State funds, in order that the assets thus created will be preserved for public benefit. In the latter category a section of the Summit Road, Christchurch, and the Wanganui River Left Bank Road are recent typical examples.

In November, 1935, the boundaries of the No. 18 Highway District were altered to include Stewart Island County, thus enabling a road in that county to be declared a main highway.

PROGRESS REPORT.

The following statement shows the more important construction work carried out under the control of the Board during the year ended 31st March, 1936 :—

Waipapakauri—Maungatapere :—

Kawakawa Corner Flooding : A length of 30 ch., which was subject to frequent flooding, was reconstructed at a higher level.

Wells' Culvert : A 6 ft. by 4 ft. concrete culvert was completed, with approaches on improved alignment.

Okaihau—Kaitaia : Fifty-two blind corners were cut back, giving greatly improved visibility.

Waihou River Bridge : A concrete bridge of five 40 ft. spans, together with 18 ch. of approaches, was completed.

Auckland—Maungaturoto (No. 1 District) :—

Massey Road—Orewa : 2 m. 37 ch. was widened, and 60 ch. of top-course metal laid.

Orewa—Waiwera : 3 m. 61 ch. was reconstructed and metalled. The re-formation of the Waiwera Hill, on improved grades and alignment, was commenced.

Waiwera—Puhoi : The reconstruction of this length was put in hand ; 1 m. 13 ch. has been formed and 20 ch. of sandstone base-course placed.

Puhoi—Warkworth : The re-formation of Schedewy's Hill, Barker's Deviation, and Wilson's Deviation is in progress.

Warkworth—Dome : 1 m. 79 ch. of widening was completed and base-course metal laid.

Grimmer's Bridge : This bridge, of one 32 ft. span, was completed, on improved alignment.

Mission Culvert : An 8 ft. by 5 ft. concrete culvert was constructed.

Dome—Wayby : 51 ch. was re-formed and metalled. This, in conjunction with a stream-diversion, cuts out a narrow and tortuous section of the highway.

Wellsford—Te Hana : 40 ch. was widened and metalled. First-coat sealing was afterwards applied over this length.

Topuni—Maungaturoto : 12 ch. was raised, metalled, and sealed in one coat.

Lake Omapere—Maungaturoto :—

Kawakawa Flooding : The construction of a 54 ch. deviation above flood-level was put in hand. 30 ch. of embankment was completed and three temporary bridges constructed.

Whakapara Flooding : The embankment and concrete floodway have been completed.

Kamo—Hikurangi : 1 m. was reconstructed and 3 m. metalled in preparation for sealing.

McLeod's Deviation : This 62 ch. deviation, which eliminates two level crossings near Hikurangi, was put in hand ; the formation and half the metalling being completed at the end of the year.

Oakleigh—Waipu : The bituminous resurfacing of this section was completed.

Otamatea County : 1 m. between Grant's Corner (Maungaturoto) and the railway-station was re-formed and metalled in preparation for sealing.

Whangarei—Dargaville :—

Whangarei—Maungatapere : 1 m. of base-course metal was laid, and sealing put in hand.

Kirikopuni Bridge : This concrete bridge, of four 40 ft. spans, was completed.

Dargaville Borough : 1 m. 60 ch. received a first sealing-coat.

Dargaville—Maungaturoto : 19 ch. was sealed in Dargaville Borough.