

Fifteen-mile Creek Bridge (Collingwood County).—Work on this bridge was completed. The structure is a three-span cantilever type in reinforced concrete—a total length of 100 ft.

Pakawau to Mangarakau Road (Collingwood County).—Construction work upon this new road, serving areas of pastoral, milling, and mining country along and below the Westhaven Inlet, was practically completed during the year. Metalling during the year covered a distance of 7 miles 6 chains, and with the completion of this work all-weather access has been given to localities where previously settlers had to contend with tidal conditions. Subsequent to the construction of this road a considerable amount of coal and timber transport has developed.

Paturau Road (Collingwood County).—This is really a continuation southwards of the Pakawau-Mangarakau Road to the mouth of the Paturau River. There was an old road in existence, but this crossed low-lying country and was quite often under water. The new road covers a distance of almost 3 miles 40 chains, and during the year 2 miles 20 chains were cleared and approximately 1 mile of formation was completed.

Long Valley Bridge, Kaituna Valley Road (Marlborough County).—The County Council let a contract during the year for the erection of one reinforced-concrete bridge, consisting of three 40 ft. spans with a roadway 10 ft. wide. Work on a road-deviation over a distance of 1 mile 11 chains is also included in the contract, and upon completion of these improvements much more direct access will be given to settlers in the Kaituna Valley.

North Bank Road, Wairau River (Bartlett's Creek to Pine Valley Stream), (Marlborough County).—Arising from erosion which was occurring in the Wairau River consideration was given to proposals to construct stop-banks and spur groynes to protect the River Bank Road and adjoining land. Stop-banks have been constructed over a distance of 1 mile 52 chains, and nine spur groynes have been erected.

Johnstone's Creek Road (Murchison County).—Reformation, widening, and metalling have been carried out for a distance of approximately 26 chains to improve access to settlers. There is yet some metalling to receive attention, but the County Council will deal with this progressively as the need arises.

Maruia River Footbridge (Murchison County).—A suspension footbridge of one span of 100 ft. was erected to give more convenient access to settlers on the West bank of the Maruia River and to provide a safe and convenient crossing for children on their way to school.

Owen River Road (Murchison County).—The County Council let a contract covering the reformation and metalling of 37 chains of this road, together with the installation of 48 lineal feet of culverts, and this work was completed during the period.

Rappahannock Road (Murchison County).—Formation and metalling received attention over a distance of 40 chains, giving improved access to backblock settlers.

Portage to Toroa Road (Sounds County).—During the year this road was metalled over a distance of 1 mile 20 chains.

Te Mehia to Onahan Road (Sounds County).—Metalling-work on this road was completed over a distance of 1 mile 10 chains.

Go-ahead Creek Bridge, Old Collingwood Inland Road (Takaka County).—One reinforced-concrete bridge consisting of one span of 35 ft., with a roadway 12 ft. wide was completed.

Hidden Treasure Road, Puramahoi (Takaka County).—Metalling improvements have received attention over a distance of 1 mile 20 chains to provide improved access to outlying farms.

Canaan to Takaka Road (Waima County).—This road gives access to settlers in the high country on the Takaka Hills. Metalling was carried out during the year over a distance of 1 mile 50 chains, and 120 lineal feet of new pipe culverts were installed.

Clarke Valley Road (Waima County).—This road has been metalled over a distance of 2 miles 20 chains to give all-weather access to coal-mines and to gold-mining areas.

Eves Valley Culvert (Waima County).—One reinforced-box culvert 12 ft. by 5 ft., and 36 ft. long, together with a small amount of road improvements, was completed during the year.

Orchard Creek Culvert, Tadmor-Bush End Road (Waima County).—One reinforced-concrete culvert 12 ft. by 7 ft. and 28 ft. long, together with approach roading, was completed.

Rosedale Creek Bridge (Waima County).—Work is proceeding upon the erection of a reinforced-concrete bridge consisting of two spans each of 30 ft. This will eliminate a ford on an important road serving a large farming area in the Motueka Valley.

Upper Stanley Brook Bridge (Waima County).—One bridge in reinforced concrete, consisting of three spans each of 42 ft. with a roadway 12 ft. wide, was completed during the year.

GREYMOUTH DISTRICT.

Cain's Road (Buller County).—Formation and metalling work was carried out over a distance of 60 chains on this road.

Karama to Collingwood Road.—Metalling-work upon this road has been receiving attention in annual stages, and during the year an additional length of 2 miles 24 chains between Oparara and Kohaihai was completed.

Millerton Roads (Buller County).—These roads give access to a mining township, and during the year reconstruction and metalling work over a distance of 2 miles 70 chains was completed.

Access Roads to Pakihi Lands (Buller County).—The Department of Lands and Survey, working in conjunction with the Cawthron Institute, is experimenting with the development of several hundred acres of pakihi lands near Sergeant's Hill. As the development of various areas are commenced access roads become necessary, and during the year under review an additional length of 30 chains was formed.

Carter's Beach Domain Road (Buller County).—This road gives access to subdivisions in the Township of Carter's Beach and also to the new aerodrome. A length of 2 miles 30 chains was metalled.