D.—1. 150

up by the magnet was 4,742 lb., as against 3,783 lb., for the previous year. The reduced mileage travelled for the period as against that travelled for the previous year is accounted for by the fact that during part of the year the truck was undergoing repairs.

The average yield per mile was 2.28 lb., the corresponding figure for 1937-38 being 0.85 lb.

Examination for Foremen and Overseers of Road-construction.

Sixty-five candidates presented themselves at the thirteenth examination for Foremen and Overseers of Road-construction held on the 1st November, 1938.

Fifty-nine papers on general road construction and maintenance, and twenty-one papers on tar, bituminous, and concrete road-construction were returned.

Seventeen candidates were successful in passing Paper No. 1, while eight candidates passed Paper No. 2.

Two candidates passed the full examination, and a further six, who had previously secured a partial pass, completed the examination. The fifteen candidates who were successful in one paper only were credited with a partial pass.

Certificates of Competency have been awarded to all those candidates who passed or completed the examination, the recipients being Messrs. N. Annabell, F. H. Bedford, H. H. Cherry, F. J. Clark, C. D. Fairweather, W. S. Henderson, H. C. Polson, and R. L. Yarr.

Declarations, Revocations, and Adjustments of Main Highways.

The usual annual review of main highways was made during the year, recommendations being submitted by District Highways Councils for the declaration of 518 miles of roads as additional main highways and for the revocation of 23 miles of existing main highways.

However, in view of the fact that the funds available were fully required for the maintenance and improvement of the existing highways system, the Board was not able to recommend any general increase in the mileage of main highways.

Several alterations were effected, these adjustments being found necessary due to changes in local circumstances.

The following are the lengths of main highways declared and revoked during the year ended 31st March, 1939, including formal adjustments:—

Main	Highw	ays decla	red.						
No. 1 Highways District							Miles. Ch.		
Ruawai Wharf						0	16		
No. 2 Highways District—									
Te Awamutu - Pirongia - Nguti	mui					18	58		
Te Awamutu - Cambridge						1	5		
Waitakere Scenic Drive						7	29		
${f Cambridge-Roto-o-rangi}$						2	8		
Mangere Aerodrome						2	54		
Mangere-Otahuhu						J	74		
No. 6 Highways District									
${f Mangatupoto-Ohura}$						22	40		
Morero						0	36		
No. 9 Highways District-									
Pohangina Valley - Apiti						0	18		
No. 11 Highways District—									
Murchison – Lewis Pass						22	63		
${f Nelson~Aerodrome}$						1	0		
No. 12 Highways District									
Inangahua Junction - Waiho						0	46		
No. 13 Highways District—									
Reefton – Hanmer Junction						30	26		
No. 14 Highways District—									
Harewood Aerodrome						4	25		
No. 15 Highways District—									
Geraldine-Fairlie						29	1		
${f Winchester-Hanging\ Rock}$						15	()		
Pleasant Point - Hanging Rock						5	37		
No. 16 Highways District									
Timaru-Queenstown						7	76		
Waipiata Sanatorium						1	26		
No. 17 Highways District—									
Dunedin - Harrington Point						0	.1.		
No. 18 Highways District—									
Invercargill-Bluff						1	60		
Queenstown-Invercargill						58	57		
						235	36		