

*Matakohe-Paparou-Maungaturoto Road.*—The Otamatea County Council has metalled about 2 miles of this road.

*Brooklyn Bridge.*—A reinforced-concrete bridge of two 22 ft. 6 in. and one 35 ft. spans, on concrete pile piers, and carrying a 12 ft. roadway, has been completed by the Department.

*Great North Road Deviation.*—The Waitemata County Council has completed the formation of 1½ miles of 18 ft. road which was commenced in 1914 but was suspended until after the completion of the Taikata Creek Bridge.

*Waikato River Bridge (Rangiriri).*—The erection of this bridge was completed during the year by contract under the Department. It comprises three 123 ft. truss spans and thirty-one 25 ft. stringer spans of Australian hardwood, on reinforced-concrete pile piers. The roadway is 12 ft. wide. The approaches have been formed and fenced.

*Piako River Bridge (Orchard).*—This structure consists of ten 25 ft. stringer spans and a central 36 ft. steel lifting span and gantry, the whole carried on pile piers. It has been completed under contract by the Thames County Council.

*Waihou River Bridge (Tirohia).*—A bridge, consisting of one truss span of 61 ft., seventeen 25 ft. spans, and one 9 ft. approach span, has been practically completed by the Department. The work was commenced in July, 1917.

*Waipa River Bridge (Ngaruawahia).*—Tenders were invited for the re-erection of this bridge, which collapsed under a mob of cattle, but those received were not satisfactory, and all were declined.

*Waikato River Bridge (Ngaruawahia).*—The contractor is making fair progress with the erection of this bridge, which comprises a timber superstructure of three 123 ft., one 43 ft., and one 20 ft. spans, on reinforced-concrete piles and cylinders. Some little difficulty was experienced through unsatisfactory foundations, and additional piles had to be driven in some of the piers. Cylinder-sinking is now in progress. The greater part of the timber for the superstructure has arrived, and is being worked up. Plans have been prepared for the formation of the approaches, and some extra land has been acquired to accommodate the southern approach bank.

*Topuni Bridge.*—Under the "flood damage" item the Department is erecting a bridge of eight 25 ft. spans, of hardwood, on reinforced-concrete pile piers. The work is nearing completion, and approaches are being formed. The Otamatea and Rodney County Councils are contributing part of the cost.

*Manaia Creek Bridge.*—This bridge, consisting of two 45 ft. and one 30 ft. spans, of reinforced concrete, on reinforced-concrete pile piers, was completed in October, 1917, and the approaches in January last.

*Moerangi Block.*—Approximately 8 miles of 6 ft., 8 ft., and 12 ft. formation have been completed, mostly in heavy bush country, and further work is in hand. Materials are arriving for a number of bridges within the block.

*Pongakawa Stream Bridge.*—A bridge, consisting of one 41 ft. truss span, has been erected over the Pongakawa River on the Waihi Swamp Road, and the road is now open for traffic. This considerably reduces the distance by road between Te Puke and Otamarakau.

*Te Puke to Otamarakau.*—The Tauranga County Council has metalled about 70 chains of the worst portion of this road with metal obtained from the Department's quarry at Te Puke.

*Raparapahoe Stream Bridge.*—This bridge, consisting of one 110 ft. truss span, over a rocky gorge 74 ft. deep, has been completed by the Department's staff, and the approaches have been metalled and left in good order.

*Oamaru No. 5 Block.*—About 1½ miles of 6 ft. track have been constructed along the Wahaatu Stream, and over 2 miles of 4 ft. track along the Tokanui Stream. Recent heavy rains have caused numerous slips, however, and the workmen are at present engaged in removing them.

*Opotiki to Motu.*—An extraordinary flood in the Motu River in April last carried away a portion of the bridge near Motu Township and seriously damaged the road, which is a very important one. Every effort is being made to repair the damage, and the road is now passable by vehicles, but a great deal remains to be done to restore it to its former condition. The remains of the bridge have been removed, and a new temporary structure is in course of erection.

*Wairoa River Bridge (Hawke's Bay).*—The Wairoa River is developing a tendency to erode its bank and bed at one end of this bridge, and threatens to undermine the abutment and two of the piers. It is therefore intended to deposit a quantity of concrete blocks around the piers and to construct an additional short span. The necessary plant is arriving, and work will be commenced shortly.

*Wanganui River Protective Works (Taumarunui).*—At the request of the Waikato-Maniapoto Maori Land Board the Department has constructed a series of boulder and wire-net groynes and stop-bank to prevent erosion by the river, which tended to encroach upon some valuable land.

*West Taupo County Roads.*—In the West Taupo County (where the Counties Act is not in force) the Department has constructed about 9 miles of dray-roads, converted 5½ miles of bridle-track into dray-road, formed about 8 miles of bridle-track, and metalled nearly 2 miles of dray-road. The greater part of the formation-work is for the purpose of providing access to newly settled blocks of Crown land. In addition, several small bridges have been erected.

*Ohura River Bridge (Roto Road).*—A bridge, comprising one 81 ft., three 24 ft., and two 20 ft. spans, has been erected by the Department.

*Wanganui River Bridge (Taumarunui).*—A contract was let in April, 1917, for the erection of a bridge, consisting of five 81 ft. and two 25 ft. spans, in Australian hardwood. Work was commenced in September, 1917, but the work has been delayed owing to the swollen state of the river. Pile-driving is still in progress.

*Wanganui River Road (Right Bank).*—The formation of about 1½ miles of this road is in hand, and a considerable portion is approaching completion.