square miles. Five of these districts took a poll for a loan amounting in all to £2,000,000.

The following table gives the growth of reticulation year by year from 1920 to 1928 :—

Year ending 31st March,	Number of Districts licensed.	Area of District supplied.	Population.	Amount of Loan.	Number operating.
		Sq. miles.		£	
1920	10	17,000	138,000	2,000,000	..
1921	14	19,000	158,000	2,900,000	..
1922	23	31,000	470,000	4,900,000	4
1923	31	47,000	582,000	6,600,000	9
1924	36	58,000	680,000	7,900,000	13
1925	40	62,500	776,000	9,400,000	27
1926	41	63,300	781,000	10,100,000	32
1927	42	64,000	800,000	11,000,000	34
1928	43	67,000	866,000	11,300,000	35

Amendments to the original Act were passed in 1919, 1920, 1921, 1922, and 1923, and all consolidated in the Power Boards Act, 1925.

In April of 1925 an Act to make provision for the registration of engineers came into force, and the following year an Act enforcing the registration of electrical wiremen. The net result of this last has been to considerably raise the standard of work all round, to the material benefit of the consumer.

In July of 1927 new regulations governing electrical supply and wiring were brought into service, being necessitated by the huge growth in the system of supply.

ROADS CONSTRUCTION.

Progress in respect to Roads Construction during the Period from 1st April, 1920, to 31st March, 1928.

During the period mentioned above a sum amounting to £4,949,030 was expended by the Government on the construction of roads and bridges other than main highways. Details of the amounts of each class of roadwork completed are set out in the following statement, the figures shown representing the lengths completed either out of funds provided wholly by the Government or towards the cost of which the Government assisted the local bodies by way of subsidies.

Period.	Formation.		Surfacing.		Bridges.	Culverts.
	16 ft and over.	Under 16 ft.	Concrete, &c.	Metal or Gravel.		
	M. ch.	M. ch.	M. ch.	M. ch.	Lin. ft.	Lin. ft.
1/4/20 to 31/3/23 ..	267 11¼	962 52	5 14	990 29¼	40,266	110,647
1/4/23 to 31/3/24 ..	94 49¾	375 23¾	2 4	478 14¾	17,477	47,481
1/4/24 to 31/3/25 ..	145 29½	323 59¼	13 44	401 5¾	15,268	52,388
1/4/25 to 31/3/26 ..	149 44¾	309 41	12 65½	456 20½	12,155	42,907
1/4/26 to 31/3/27 ..	124 10½	309 47¾	9 59	453 29½	15,226	50,524
1/4/27 to 31/3/28 ..	173 22½	316 61¾	5 12	489 19¼	15,188	65,318
Totals ..	954 8¼	2,597 45½	48 38½	3,268 39	115,580	369,265

Regarding the policy of the Government, in so far as roading is concerned, several new principles have been adopted which have tended to smoother and more advantageous working of the Public Works Department and greater co-operation between the Department and the local authorities. Among these is the system whereby the amount of funds made available by Parliament for roading purposes is automatically allocated to the various counties throughout the Dominion. The factors used in this system represent "Area," "Population," "Amount of rates derivable," "Total mileage of roads in use apart from metalled or surfaced roads," "Loans raised by local bodies," "Value of undeveloped Crown and Native lands," and "The estimated amount required to complete all roads as metalled roads." This system has worked very satisfactorily, and has been the means of a fairer distribution of the roading funds to the various districts than was previously the case. The area