

## EXAMINATION OF FOREMEN AND OVERSEERS EMPLOYED ON ROAD-CONSTRUCTION.

The sixth examination of foremen and overseers for the purpose of issuing certificates of competency was held on the 11th August, 1931. Ninety-one candidates sat for the examination, as compared with twenty-six, fifty, fifty-two, forty-eight, and eighty-four respectively in previous years. Thirteen candidates passed the full examination; six candidates completed the examination, having passed in one subject previously; and thirteen candidates obtained a partial pass. Although nineteen candidates completed the examination, only eight certificates were issued, as the remainder of the candidates, although qualified theoretically, did not possess sufficient experience in practical work to justify the issue of certificates of competency. Their cases are to be periodically reviewed.

For the information of local authorities the following is a complete list of successful candidates since the examinations were originated: S. Annabell, G. Avery, V. L. Bagnall, D. Baldwin, F. H. Bastin, M. Batten, J. W. Bean, G. T. Beere, E. G. Billingham, H. V. Bond, W. J. Bowden, D. E. Brown, H. Chappell, S. J. Conradson, W. E. Cottrell, F. Crompton, A. H. Davis, A. M. Darling, J. G. Dennison, G. L. K. Drew, L. E. Earle, E. J. Ferguson, P. S. Finlayson, J. Forbes, W. I. Gardiner, G. E. Gibbs, E. C. Glass, V. W. Grahame, E. Grant, W. J. Hawkes, E. Hazledine-Barber, F. Hermans, O. G. Hewison, T. J. Hickey, M. G. Houlihan, R. G. Howell, T. R. Hutton, E. D. Jack, W. J. Jenkins, W. J. E. Jenkins, J. H. Kendall, R. M. Lankshear, B. L. Larson, R. G. Lysnar, J. G. Mahood, O. R. Marshall, G. Mascull, F. F. Maynard, J. E. Mays, H. N. McDonald, J. G. McIvor, B. McKenzie, K. G. McLean, C. D. Molesworth, J. I. Monfries, F. Muggeridge, J. V. Neill, R. H. Newman, R. F. Newton, L. Oldham, W. Page, R. B. Price, E. M. B. Reville, S. G. H. Robinson, D. J. Scott, J. I. Shields, H. B. Smart, T. G. Smith, T. R. Sneddon, S. G. Stockley, J. Stringer, C. B. Thomson, P. A. Wallwork, J. W. Weaver, R. H. Westbrook, J. A. Williams, H. J. L. Wotten, H. O. Wylde.

## MAGNETIC TRUCK.

In last year's report it was mentioned that the Board had authorized the construction of a special magnetic truck to remove nails and other metal fragments from the road-surfaces. The truck commenced operation on the 23rd October, 1931, and up to the end of the financial year 1,945 miles of highway had been swept, resulting in the recovery of 3,208 lb. of metal, or at the rate of 1.65 lb. per mile. Between the 1st April, 1932, and the 30th September, 1932, a length of 1,377 miles of highway was swept, resulting in the recovery of 3,502 lb. of metal, or at the rate of 2.54 lb. per mile.

## PROGRESS REPORT.

The following statement shows the more important construction work carried out under the control of the Main Highways Board during the year ended 31st March, 1932:—

*Fairburn Road.*—Povey's Bridge: The approaches to this bridge have been completed.

*Victoria Valley—Mangonui.*—Garton's Corner Bridge: The erection of this bridge, with approaches, has been completed.

*Puriri Bridge:* The erection of this 40-ft.-span bridge with rolled-steel joists on concrete piles has been completed, and the approaches formed and metalled.

*Broadwood—Kaitiaki.*—Onetoke to Awaroa Bridge: 2 m. 36 ch. has been widened to 20 ft.

*Awaroa Bridge—Herekino:* 2 m. 68 ch. of formation has been completed.

*Waimate—Kaeo—Mangonui.*—Kahoe Bridge: The erection of this bridge of 31 ft. span in steel and concrete has been completed, and the approaches are in hand.

*Whangaroa—Waiare Junction.*—Whangaroa—Kaeo Section: 19 ch. of stone wall has been constructed on a narrow embankment.

*Waimamaku—Ohaeawai.*—Waiwharu Stream Bridge: The original bridge having collapsed, the erection of a new bridge 29 ft. long, in hardwood, has been completed.

*Maungatapere—Kaikohe.*—Titoki—Awarua Bridge Section: 2 m. 25 ch. has been widened to 20 ft.

*Awaroa Gorge:* Three bridges, totalling 185 ft. in length, have been constructed in steel and hardwood, and the approaches formed and metalled.

*Whangarei—Kawakawa.*—Otonga—County Boundary Section. The approaches to the five bridges built last year have been completed, and the metalling of the section is in hand, 38 ch. being completed.

*Whangarei—Dargaville.*—Whangarei—Maungatapere Section: 3 m. of bituminous penetration surfacing has been completed.

*Dargaville—Maungaturoto.*—Anderson's Bridge: The approaches have been formed and metalled.

*Bascombes Bridge:* The erection of this bridge of three 30 ft. spans in steel and concrete has been completed, and the approaches formed and metalled.

*Powell's Bridge:* This bridge has been completed.

*Wayby—Mangawai.*—A length of 90 ch. was metalled in the Wayby Valley.

*Kaukapakapa—Port Albert.*—Tauhoa—Wharehine Section: Further metalling has been carried out over a length of 4 miles.

*Omaumau—Putahi Section:* One mile of metalling has been completed.

*Auckland—Maungaturoto (No. 1 Highway District).*—Waiwera Southwards—Metalling: On the length of permanent formation between 2 m. 29 ch. and 2 m. 63 ch., Sykes' Hill—north side—was reshaped, the base course widened, and wearing-course metal laid. 9 ch. of the south approach to the Waiwera Bridge was widened and completely metalled.

*Waiwera Bridge:* This bridge, a reinforced concrete structure 330 ft. in length, was completed.

*Waiwera—Warkworth Section—Puhoi Bridge:* Concrete piles were constructed for the foundations of this bridge.

*Formation:* 8 ch. of deviation at the north approach to the Waiwera Bridge was constructed and base-course metal laid; 4 ch. of retaining-walls has been erected, and 20 ch. of spall drains laid.