

Your Committee would suggest that the Board consider the question of printing a map of the park with the various tracks indicated and described. This would be much appreciated by strangers.

*Flood Damage.*—The District Highways Engineer, Mr. T. A. Johnstone, carried out the promised work of erecting groynes at the northern end of the settlement to prevent further inroads of the Bealey River. These, so far, have proved quite effective and have allayed the fears of the residents.

Several householders recently sent in complaints that storm-water was backing up a small stream and causing great inconvenience. The Highways Board Engineer was also most helpful in this matter, and has undertaken to lay a culvert over the roadway, thereby facilitating draining.

*Animal Pests.*—The system of issuing shooting permits limited to the western side of the park has proved very successful and popular. Since last meeting fourteen licenses have been issued to eight different stalkers, mostly residents of Otira. So far some fifty chamois, goats, and deer have been reported as destroyed; although this by no means represents the actual total, there being several returns yet to come in. One stalker reported having seen thirteen and another fifteen chamois in one herd in the Rolleston Valley, while another license-holder saw about twenty goats together on Mount Barron. A chamois with earmarks on both ears was shot, which has raised the question as to whether it were one of the original herd released near Mount Cook.

The destruction of mountain flora by the depredations of these animals must ultimately affect upland protection.

*Wandering Cattle.*—These animals have proved a decided nuisance, especially on the lower portions of our newly constructed tracks, which they highly appreciate as a ready means of access to the hillside forests.

*Publicity.*—A suggestion for discussion is that a series of aerial photographs taken at suitable seasons would do much to advertise the park and give an idea of the great possibilities it possesses. This should not prove a very expensive undertaking.

*Highway within the Park.*—The damage caused last year by extraordinary floods on the Otira - Arthur Pass Road has been completely repaired by the Highways Board, so that since last November ordinary traffic has been resumed. The service cars have been running regularly throughout the summer from Hokitika to Arthur Pass, thus falsifying the statements of those who say the route is not feasible. All that is now required is the bridge over the Waimakariri, when the park will be easily approached, as it should be, from either east or west.

For the benefit of motorists visiting the divide at Arthur Pass, the necessary widening of the road has been carried out, so that parking and turning of cars can now be easily and safely effected.

*Fire-prevention.*—It is pleasing to report the absence of fire damage during the past year, and during the reconstruction of roads through the park good co-operation was received from the Public Works Department towards the protection of the adjoining bush.

Towards the supply of necessary firewood for camp use, a selective felling-area was demarcated and used without undue damage to the bush from a scenic or ecological viewpoint.

*General.*—Some endeavour should be made to co-operate with the Railway and Public Works Departments in cleaning up the litter of rusty iron and other debris disfiguring the ground near the roadway in Otira. Whether viewed from a railway-carriage or from the roadway, it has a most objectionable appearance, and detracts from the natural beauties of the surroundings.

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