

during the year, and on this section 3 m. of engineering survey and 60 ch. of formation have been completed. On completion of this road greatly improved access will be provided to a large area of good grazing-land in the Patarau district, where considerable development in mining and sawmilling is also anticipated.

Wairau River Bridge (Timm's), (North Bank Road), (Marlborough County).—A contract has been let by the Marlborough County Council for the erection of this bridge, comprising seven 25 ft. hardwood-stringer spans, 8 ft. roadway on ironbark pile piers, and abutments, with 7½ ch. of approach formation and metalling. The bridge, which is nearing completion, serves a large area of Crown land under settlement.

Ester's (Tutaki) Road Deviation (Murchison County).—This work, comprising the formation, gravelling, culverting, and fencing of 1 m. 26 ch. of road deviation and the erection of two small bridges in local timber, has been completed. The deviation eliminates two bad fords and provides all-weather access to settlers in the Upper Tutaki and Matakita Settlement areas.

Longford to O'Sullivan's Road (Access to Dymock's), (Murchison County).—The completion of this road opens up for vehicular traffic a section of road which was damaged by the 1929 earthquake. 2 m. 67 ch. of formation, metalling, and improvements were completed, and the road was handed over to the County Council for future maintenance.

Maggie's Creek Road: Access to Goldfields (Murchison County).—Vehicular access to the Howard gold-mining area was provided by the construction of this road. The work comprised 1 m. 18 ch. of formation and metalling.

Big Pokororo River Bridge (Motueka River Road, Left Bank), (Waimea County).—This bridge, comprising one 60 ft. steel-plate-girder span, 10 ft. 6 in. roadway, concrete deck and abutments, was completed, together with 6½ ch. of approaches. It eliminated a bad ford and will be of considerable benefit to the settlers affected.

Bosselman's Creek Bridge, Rosedale Road (Waimea County).—Previous to the erection of this bridge through traffic between the Motueka Valley and the Lower Moutere was subject to interference during floods. The bridge consists of one 40 ft. rolled-steel-joist span with concrete deck.

Riwaka to Sandy Bay Road (Waimea County).—The balance of this metalling contract, covering a length of 53 ch., has been completed. The total length of the work is 3 m. 11 ch., and represents a marked improvement in settlement access facilities.

GREYMOUTH DISTRICT.

Access to Arapito Settlement (Buller County).—Construction of this road, a deviation to reinstate access to settlement on the south bank of the Karamea River, destroyed by the 1929 earthquake, was completed as a special relief work. 42 ch. of formation 13 ft. wide, with metal 10 ft., was completed. 96 lin. ft. of culverts were placed, 6 ch. of stop-bank built, and 3½ acres planted with willows as a protection against river eroding and flooding.

Granite Creek Road (Buller County).—The raising of the old road, which sank below flood-level during the 1929 earthquake, was completed. A stop-bank 5 chains long was constructed to prevent further flooding, and 5 ch. of river-bank was planted with willows.

Elford's Creek Bridge (Buller County).—This bridge, which was inadequate to deal with the quantities of debris brought down after the 1929 earthquake, was lengthened by the addition of two 25 ft. timber spans. The work was carried out by the Buller County Council.

Kongahu Inland Road (Buller County).—The restoration of 100 ch. of this road, which was destroyed by the earthquake, was completed, to restore access to one settler. The work included redecking three small bridges, totalling 54 ft. in length, and placing of 100 lin. ft. of culverts.

Kirby's Road (Buller County).—Construction of this road, to provide access to a backblocks settler, is in hand by the Buller County Council. 35 ch. of road has been formed 13 ft. wide, and metalling is proceeding.

Tauranga Bay to Okari Road (Buller County).—1 m. of this road has been metalled by the Buller County Council to improve access to the interested settlers.

Big River Bridge, Big River to Rough River Road (Grey County).—The construction of this bridge, of six 50 ft. spans, 7 ft. 6 in. deck, rolled-steel joists on hardwood piles, was completed by the Grey County Council. 20 ch. of approach road was formed and metalled. This bridge provides much-needed access to a large farming area on the west bank of the Grey River. The piers have been constructed of sufficient width for the bridge to be widened to a 10 ft. 6 in. roadway if required in the future.

Craigieburn Creek Bridge, Big River to Rough River Road (Grey County).—Construction of this road to provide access to a farming area on the west bank of the Grey River is in hand by the Grey County. Formation of approach banks is nearing completion, and piles, timber, &c., have been ordered.

Hauptiri Road to Upper Ahaura Valley (Access to Draytons), (Grey County).—This road has been completed and metalled to 2 m. east of the Waikiti River and now provides access to all the occupied land in the district. Work completed during the year includes 1 m. 78 ch. of formation 14 ft. wide, metalled 10 ft. wide, the construction of a small bridge of 30 ft. span, and placing of 380 lin. ft. of timber culverts.

Hodgkinson's Road (Grey County).—This road, which has been under construction by the Grey County for some years, was completed during the year. The road provides access to several isolated settlers. 17 ch. of formation and 79 ch. of metalling 10 ft. wide were completed during the year.

Slaty Creek Suspension Footbridge (Big River Road), (Grey County).—A suspension footbridge of 120 ft. span was erected by the Grey County to provide access to backblocks settlers. This bridge will provide a reliable outlet over a bad ford, which was frequently impassable.

Blackball to Brunner Road (Grey County).—The improvements on this road, as a special relief work and to provide an alternative road on the west side of the Grey River between Brunner and Blackball,