

Nearly 4 miles of plant-mix paving was carried out on the highway to the Harewood Aerodrome, and on the connecting highway from Belfast, on the northern State highway, to Hornby, on the south State highway. This gives a complete sealed route, by-passing Christchurch, between these highways.

Reconstruction work in the Akaroa County was continued between Duvauchelles and Takamatua Bay, a total length of  $1\frac{1}{2}$  miles being carried out.

The section through Little River Township has been sealed, and a 24-chain deviation at Kaituna formed and prepared for sealing.

A contract has been let for sealing the 3-mile section of new highway from Burwood to Marshland.

In South Canterbury the 13-mile contract for plant-mix paving between Winchmore and Methven has been completed, 5 miles being laid during the year, in addition to short lengths of two of the highways which run through the Methven Township.

A  $\frac{1}{2}$ -mile section in the Rakaia Township was also made dustless.

The Ashburton County completed the preparation of a 6-mile length from Cochrane's Road to Chertsey Road on the main highway to Wakanui, but the sealing has been deferred.

In the Geraldine County four small bridges, totalling 142 ft. were completed, in addition to 2 miles 30 chains of one-coat seal on the highway from Geraldine to Fairlie.

On the new highway from Rangitata to Geraldine, which gives Geraldine direct access to the State highway, a 30 ft. bridge was completed at Coopers Creek, and the full length of  $5\frac{1}{2}$  miles received a one-coat seal.

At the Winchester railway-crossing, on the Christchurch-Timaru State highway, where the proposal to erect an overbridge was abandoned for the duration of the war, the unsealed length of 43 chains was treated with a light coat of sealing. On this highway a 280 ft. concrete bridge has been erected across the Hinds River, replacing an old narrow wooden structure.

On the State highway from Timaru to Lindis two new bridges of 30 ft. each were completed by the Mackenzie County Council at Cricklewood and Coal Creek. The approaches have been formed and metalled, and the bridges are in use by traffic.

#### *Otago District.*

No major works have been necessary on the Timaru-Dunedin State highway during the year, the sealing of bridge approaches, the construction of side-tracks for horse-drawn traffic on the Goodwood Hill, and the installation of a large concrete culvert being the principal items.

Protection work was continued at Kartigi Beach.

The improvement of the Lindis Pass section of the Timaru-Cromwell highway, although not completed, has been sufficiently advanced to provide an easy route over the Pass between Central Otago and Omarama.

On the Milton-Queenstown State highway, reconstruction work is being continued on a reduced scale between Alexandra and Roxburgh and between Frankton and Queenstown, in order to improve alignment, grades, and road widths. On the  $21\frac{1}{2}$ -mile Alexandra-Roxburgh section,  $10\frac{1}{4}$  miles of formation and a 30 ft. bridge have been completed, while on the  $3\frac{1}{2}$ -mile Frankton-Queenstown section  $1\frac{1}{2}$  miles of formation and metalling have been carried out to date. A further  $3\frac{1}{2}$  miles of sealing has been applied, and there is now a continuous dustless surface between Alexandra and Roaring Meg Creek in the Kawarau Gorge. Provision has been made for pedestrians between Cromwell and Cromwell Railway-station by the construction of a footway on the Clutha River Bridge and 20 chains of footpath.

Sixty-five chains of the Palmerston-Clyde highway in Ranfurly Township has been sealed.

Reconstruction and sealing has been completed on a  $17\frac{3}{4}$ -mile section between Pukeuri and Kurow, while in Kurow Township the highway is being prepared for sealing, and kerbing is being constructed.

All but 15 chains of the Dunedin-Waitati alternative northern route into Dunedin, via Leith Valley, has been formed; but the works have now been closed down.

A 35-chain deviation has been completed which eliminates two railway-crossings at Kokonga, on the Kyeburn-Middlemarch highway.

Some further progress has been made with the improvement of poorly aligned and narrow sections of the highway between Wanaka and Haast, but except for a deviation near Alberttown, which is in hand, the work was suspended in the early part of the year.

On the Dunedin-Gore State highway reconstruction and sealing have been completed to Clinton, while improvement work is in hand between Clinton and Waipahi, where a length of 3 miles has yet to be completed.

Included in this section is a 2 mile 30 chain deviation at Waipahi, which will eliminate two railway-crossings and locate the highway clear of the flood area near Waipahi Township. The proposals include an overbridge and a short bridge over Webb Creek. Formation was completed last year, and Webb Creek Bridge is nearly completed. Work has commenced on the erection of a 180 ft. overbridge to eliminate a level crossing at Wairuna.

Other work carried out on this highway comprises the construction of 75 chains of concrete footpath between Caudleton and Milton, 1 mile 48 chains of kerbing and channelling in Milton Borough, and the formation of  $1\frac{1}{2}$  miles of footpath between Green Island and Fairfield.

Reconstruction of the Milton-Queenstown State highway was continued until August, when the works were closed down. Reformation and metalling have been completed from Clarksville to within a mile of Waitahuna, except for  $\frac{3}{4}$  mile of bridge approaches. The deviation at Round Hill, to eliminate a dangerous level crossing, has been completed and is open to traffic. A 2 mile 30 chain length between Roxburgh and Coal Creek has been sealed.

On the Dunedin-Harrington Point highway the 105 ft. Anderson's Bay Bridge has been completed.