

*Mangaore Stream (Manawatu-Oroua River Board).*—Flood damage to stop-bank and floodgate at a point known as Te Maire Break has been repaired at a cost of £2,550.

*Koputaroa Stream.*—Stop-bank repairs have been completed.

*Mangahao River (Marima Bridge).*—Heavy bank-protection of boulders and anchored trees backed by 12 chains of overflow stop-bank have been completed by the Pahiatua County Council.

At Makaretu Settlement 20 chains of willow and poplar planting backing brushwood mattress bank-protection has been completed.

*Mangatainoka River.*—At Bibby's Erosion weighted anchored tree bank-protection, together with a stop-bank and willow plantation, has been completed. Similar work has also been completed at Harvey's.

*Town Creek, Pahiatua.*—This creek is to be widened and cleaned, culverts improved, and a spillway enlarged, the total cost being estimated at £2,245. Negotiations between the contributing bodies have been satisfactorily completed and the work started.

*Minor river protection works* in the Manawatu Catchment District have mostly been situated in the Upper Manawatu and tributaries and have consisted of anchored-tree protection, small stop-banks, &c. Eight jobs have been completed.

*Makerua Drainage Board.*—Only a small amount of work has been carried out (chiefly bank-protection and relocating a stop-bank on the Mangaore Stream), as all this Board's works have been taken over by the Manawatu Catchment Board.

*Buckley Drainage Board.*—Activities of this Board have been limited, the only work being the extension of the Upper Buckley Drain, which is still in progress.

*Ohau River.*—Work on Kilby's Erosion is still only about 75 per cent. complete and requires additional planting and some groyne work. Further improvements are to be carried out at the mouth of the river, and work will start shortly.

*Otaki River.*—Excavation of the new channel below the highway bridge was completed in December, 1947. Approximately 551,300 cubic yards were removed by tower excavator, making the total for the job 672,000 cubic yards. The length of the new channel is 2 miles 9 chains. The stop-bank on the left has been extended almost to the end of the new cut, being 1 mile 70 chains long. The quantity of material in this length is 80,000 cubic yards, of which 60,000 cubic yards were placed during the year under review. Bank-protection is going ahead steadily and 2,500 ft. of rail groynes have been built both above and below the highway bridge. Approximately 10,400 willows and 1,300 poplars have been planted on both berms. A start has been made with the permanent fencing, and to date some 40 chains of posts and strainers have been erected, but so far no wire is available.

*Rangiorua Stop-bank* was started in January, 1948, and 15,000 cubic yards placed to date. It is now awaiting the construction of a floodgate.

*Chrystalls Erosion*, above the highway, has been checked at a cost of £1,000. More willow-planting is required.

*Waikanae River.*—Efforts were made last year to open up a new mouth, but met with no success. A flood in January, 1948, however, successfully opened up a new channel, which has so far remained satisfactory. Bank-protection has been carried out on four properties.

*Hutt River.*—Floods occurred in February, June, August, and September, 1947, and the damage suffered was repaired by the Public Works Department. This consisted of restoring the breached stop-banks and strengthening and repairing bank revetment and groynes. The work so far carried out has been of a scattered and minor nature to maintain the *status quo* until a Catchment Board assumes control. A major flood-control scheme will then be required, and, to this end, surveys and investigations have been made.