

No.									
18.	Wairere, wall from R. B.	..	..	395 ft.	by	4 ft. 6 in.	by	2 ft. 9 in.	
19.	Pataaua, wall from R. B.	..	..	491 ft.	„	4 ft. 8 in.	„	2 ft. 9 in.	
19.	„ wall from L. B.	..	..	243 ft.	„	4 ft. 6 in.	„	2 ft. 8 in.	
20.	Raparua, wall from R. B.	..	..	461 ft.	„	5 ft.	„	3 ft.	
20.	„ wall from L. B.	..	..	253 ft.	„	5 ft. 6 in.	„	4 ft. 10 in.	
20.	„ additions	..	..	..	..	..	..	..
23.	Taitaka, additions and repairs	..	..	74 ft.	„	4 ft.	„	2 ft.	
23.	„ wall from R. B.	..	..	40 ft.	„	4 ft.	„	3 ft.	
24.	Horoporoaki, wall from L. B.	..	..	360 ft.	„	4 ft. 6 in.	„	3 ft.	
24.	„ repairs and apron added	..	..	..	..	..	..	..
	to wall from R. B.	..	..	345 ft.	„	3 ft.	„	2 ft.	
28.	Wall from R. B.	..	..	583 ft.	„	4 ft. 4 in.	„	2 ft. 6 in.	
91.	Kahuitara, wall from L. B.	..	..	3,213 ft.	„	5 ft. 2 in.	„	3 ft.	
91.	„ wall from L. B.	..	..	198 ft.	„	6 ft.	„	3 ft.	
91.	„ (apron)	..	..	264 ft.	„	3 ft.	„	1 ft. 3 in.	
91.	„ wall from R. B.	..	..	396 ft.	„	6 ft. 3 in.	„	3 ft. 2 in.	
93.	Ohuraiti, wall from L. B.	..	..	649 ft.	„	5 ft.	„	3 ft. 4 in.	
233.	Below Pipiriki, wall from L. B.	..	..	594 ft.	„	4 ft. 6 in.	„	3 ft.	

This makes a total of 10,580 ft., or 160 chains 20 ft.

The walls under construction but not completed at date are: No. 33, Pouwhakamara; and No. 101, Otahapa.

The work at Tauteti (No. 16) has been the most difficult on the river, and it is satisfactory to say that a safe channel now exists in this previously difficult and dangerous place.

No. 101, Kahuitara, the reach below the houseboat at Ohura, has also been a heavy job, the river here being broad and shallow, necessitating walls totalling in length 3,213 ft.

There is still further work to be done in the upper reaches to facilitate navigation in low conditions of the river that occur in the summer months, and mostly when the tourist season is at its height and the steamer traffic taxed to its utmost.

I would urge that a sum of not less than £3,000 be placed on the estimates for the work in the ensuing season.

I am, &c.,

T. D. CUMMINS, Chairman.

W. C. Kensington, Esq., Under-Secretary for Lands, Wellington.

REPORT by JOHN STEWART, Member of the River Trust.

T. D. Cummins, Esq.,

Chairman Wanganui River Trust.

Wanganui, 20th May, 1909.

In the month of March, 1909, from the 7th to the 13th, I visited the River Trust works between Raorika and Taumarunui, as requested by you.

The state of the river was favourable, the water being low, the gauge at Pipiriki showing 2 in. below the assumed low summer level.

In the river below Pipiriki maintenance has been attended to this season. A new stone training-wall has been put in from the left bank at the wide shallow near Ramahiku, some way below where the river-bank road from Upokongaro comes out to the river-side. Several other broad shallow runs might with advantage be similarly treated. In this lower river it is advisable to construct these walls of stone, which is generally available, as the shingle here, being small, is not so favourable for netting walls as it is in the upper reaches of the river. Generally in the upper river, also, stone walls are preferable where stones can be got at a reasonable outlay.

Between Pipiriki and Tangarakau Junction the principal work requiring attention is the improvement of the Upper Ngaporo Rapid, No. 189, which should be attended to next season as soon as the river gets low enough for favourable work. This applies also to some minor matters already noted, and to the general going-over of the river-channels from the Retaruke Junction down to Pipiriki, removing snags, stones, &c., which, although not involving heavy work, can only be done when the water gets low enough.

In the upper reaches between the Retaruke Junction and Taumarunui landing, a large amount of work has been done this season in constructing training-walls and removing boulders, &c., in the channels, and the river navigation has been much improved thereby. These works are detailed in the Chairman's annual report for this year. There are a good many places requiring similar attention to bring them up to the level of the general improvement done to the channels. Careful maintenance, in this portion of the river especially, will always be required. The foreman of works to the River Trust, Mr. A. Marshall, has carried out these works judiciously and with care and attention.

It was mentioned in a former report that the question of suitable boats for the navigation of these upper reaches was an important element. The proprietor of the river traffic service steamers has this year placed on the upper reaches what seems to be an eminently suitable boat. It is built of steel, and was constructed by Messrs. Yarrow and Co., of Glasgow, Scotland. Her dimensions are 63 ft. in length by 6 ft. 6 in. in width, and she has a draught, when light, of 9½ in.; with forty passengers, 16 in.; and with sixty passengers, 17 in. to 18 in. The power is an oil-engine of 45-horse power. She is open, with cross-seats, and a protective awning for wet weather. This class of boat appears very suitable for tourist traffic in the upper reaches of the river.