

*Victoria Valley—Mangonui.*—Garton's Corner Bridge: Concrete piles have been driven and the erection is in progress.

*Puriri Bridge:* Piles have been fabricated and the erection is in hand.

*Broadwood-Kaitaia.*—Awaroa Bridge to Herekino Section: Contracts have been let for the formation work on the  $4\frac{1}{2}$  m. of clay gap.

*Herekino-Wainui Junction Section:* Lee's Bridge, a 20-ft.-span in timber, has been erected.

*Waimamaku-Ohaeawai.*—Kaikohe to County Boundary Section: 74 ch. was metalled and a top course of shingle laid, thus closing the unmetalled gap on this highway.

*Whangarei-Kawakawa.*—Otonga to County Boundary Section: Three bridges on the Waiariki Flat and two bridges at Waiotu, totalling 460 ft., have been completed. These consist of rolled-steel-joint spans on concrete piers, with reinforced-concrete decks. Approach work is in hand.

*Maungatapere-Kaikohe.*—Awarua Gorge Section: 20 ch. of base-course metal has been laid. Contracts were let for the erection of three timber bridges, which are well in hand.

*Kaikohe to Mangakahia Section:* 2 m. 16 ch. of base-course was laid.

*Whangarei-Dargaville.*—40 ch. was formed in preparation for bituminous surfacing between Whangarei and Maungatapere.

*Dargaville-Maungaturoto.*—Anderson's Bridge: This bridge has been completed, with the exception of approaches.

*Bascombe's Bridge:* The erection of this bridge is in progress.

*Wellsford-Whangaripo.*—Top-course metal was laid on the base-course put down last year, completing 2 m. 73 ch.

*Wayby-Mangawai.*— $34\frac{1}{2}$  ch. was metalled north of Te Arai.

*Te Hana—Tomarata.*—25 ch. of metalling was completed.

*Kaukapakapa—Port Albert.*—36 ch. was metalled on the Hoteo Bridge approaches, and a total length of  $1\frac{1}{4}$  m. on the Tauhoa to Mangakura, Boler's Hill, Mount Bonnie, and Putahi Flat Sections.

*Tauhoa to Wharehine Section:*  $4\frac{1}{4}$  m. of sandstone and conglomerate base-course was laid throughout the length, and improvements to alignment and widening of formation carried out.

*Tauhoa—Kaipara Flats.*—A wearing-course was placed on the sandstone base laid last year.

*Auckland-Maungaturoto.*—Silverdale-Maungaturoto Section—Waiwera Southwards: The southern approach to the Waiwera Bridge was completed, and a sandstone base-course laid.

*Waiwera Bridge:* A commencement was made with the construction of this bridge at the beginning of the year. The work has been delayed by difficulty with the pile-driving, but at the close of the year the six continuous spans to the centre expansion joint had been constructed and the pile-driving was two piers in advance of the completed work.

*Puhoi-Warkworth Section:* Langridge's Bridge, consisting of two 30-ft. spans in steel and concrete, has been completed.

*Culverts:* One reinforced-concrete culvert,  $3\frac{1}{2}$  ch. of pipe culverts, 2 ch. of concrete channelling, and 13 ch. of spall drains were constructed.

*Formation:* The earthwork of the formation and creek-diversion between 4 m. 66 ch. and 5 m. was completed. Between 12 m. 24 ch. and 13 m. 7 ch. formation has been practically completed, and the length between 9 m. 35 ch. and 10 m. on the Pohuehue deviation was prepared for metalling.

*Sandstone base-course:* In completion of the previous year's programme of an all-weather route to Warkworth a further 1 m. 40 ch. of metalling was carried out, together with 56 ch. of temporary track.

*Metalling:* The formation recently constructed between 12 m. 23 ch. and 12 m. 63 ch. was metalled to full width. Top-course metalling on sandstone was carried out over a total length of 3 m. 79 ch., involving 6,427 cubic yards of Motutara metal.

*Dome-Wayby Section—Culverts:* Three large reinforced-concrete culverts were constructed and 9 ch. of pipe-culverts laid.

*Formation:* Formation contracts were let for work between 20 m. 33 ch. and 21 m. 34 ch.

*Sandstone base-course:* 122 ch. of half-width base-course was laid, also 42 ch. of temporary track in the vicinity of the Hoteo Bridge.

*Metalling:* 54 ch. of metalling was laid and consolidated.

*Wayby-Wellsford Section—Metalling:* 25 ch. of top-course work was carried out.

*Wellsford—Te Hana Section:* Formation was carried out in the Wellsford Township for a distance of 15 ch., 6 ch. of which was metalled, and a further 50 ch. length of metalling was completed.

*Te Hana—Topuni Section:* The metalling of this section was completed.

*Topuni-Kaiwaka Section:* Formation. The filling at the north approach to the Topuni Bridge was partially carried out.

*Birkenhead-Albany Section:*  $81\frac{1}{2}$  ch. of cement-penetration pavement has been constructed. A further length of 211 ch. is being constructed in bituminous penetration, which will complete the paving of this section.

*Motutara Island.*—Further developmental work and plant extension have been undertaken at the quarry on this island.

*Auckland-Helensville-Waiwera.*—Contracts have been let for the reconstruction of Whau and Brigham's Creek Bridges, and the work is in progress.

*Northcote Road.*—The Northcote Borough has completed the sealing of the shoulders to the concrete pavement.

*Pitirangi Road.*—Concrete paving over the full length of this highway was undertaken during the year, and has been completed full width in the Waitemata County, and half-width in the New Lynn Section.

*Waikumete—West Coast.*—Considerable improvements have been made by widening the formation and cutting back corners.