

APPENDIX I.

ANNUAL REPORT ON ROADS, MISCELLANEOUS WORKS, BUILDINGS, AND DEFENCE WORKS BY THE ENGINEER-IN-CHIEF.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Public Works Office, 31st March, 1886.

I have the honour to submit the following report on roads, miscellaneous works, and buildings for the year ending the 31st March, 1886.

AUCKLAND DISTRICT.

Great South and Onehunga Road.—The usual repairs and maintenance of this road was attended to until the 9th February, when the Public Works Department ceased to have control over the work. Drury Creek bridge was rebuilt during the year.

Cambridge-Rotorua Road.—The maintenance of this road has been attended to. It is in fair order, and steps are being taken to keep it in good repair during the ensuing winter. The land plans (29 miles) have been completed, and were forwarded to the Survey Department for the usual certificate in June last.

Waipa-Raglan Road.—Several of the bridges on this road have been repaired or rebuilt, and the rebuilding of one on the Waipa side of the range, which broke down lately, is in progress.

Whangarei-Kawakawa Road.—A portion of this, about seven miles from Whangarei, has been widened and improved for cart traffic, and about 28 chains of metalling have been laid.

Katikati-Te Aroha Track.—Various repairs have been attended to during the year, including several bridges, some of which required rebuilding.

Cambridge-Taupo Road.—The maintenance of this road has been attended to.

Katikati Road via Thompson's Track.—The survey of this was begun in November, and various trial lines were cut. A favourable route has been obtained, and the permanent survey is now in progress. The length is about twelve miles, extending over a high range covered with bush, and broken ground.

Sundry Roads, Auckland.—Under this head repairs were executed at Point Curtis Wharf to the extent of £60; other sums in inspection and contingencies.

BAY OF PLENTY.

TAURANGA-EAST CAPE ROAD.—In sections, viz.,—

Whakatane-Opotiki (section 1, 3 miles).—This section has been maintained during the year, and is in a good state for wheeled traffic.

Whakatane-Ohope (4 miles).—This has been maintained during the year, and is in a good state for horse traffic.

Opape-Torere (7 miles).—Of this road $3\frac{1}{2}$ miles have been repaired and widened to 10ft. The whole is in a good state for horse traffic.

Hawai-Maraenui ($5\frac{1}{4}$ miles).—Of this a length of $3\frac{3}{4}$ miles have been formed 8ft. wide, and the work is still in progress over the remainder. The road is not open for traffic.

Maraenui-Omaio ($5\frac{3}{4}$ miles).—This road has been maintained, and is in a good state for horse traffic.

Te Kaha-Raukokore (20 miles).—This road has been maintained, and is in fair order for horse traffic.

Raukokore-Whangaparawa ($3\frac{1}{2}$ miles).—This section has been laid off for construction, and a contract has been let to Te Hata, the Native chief at Raukokore, for its formation. Forty chains of side-cutting have been executed. The road is not open for traffic.

Te Teko-Galatea (33 miles).—The whole of this road has been re-formed and put in a state of good repair for wheeled traffic, and has since been maintained in that state.

Te Teko-Matata (15 miles).—Four new bridges have been erected on this road, to replace old ones broken down, viz., one of 16ft., three of 8ft., also one of 10ft. repaired, approaches made up, and general repairs executed. The road is, however, not yet in good order, and is only passable by horsemen. It will require a considerable amount of work to fit it for wheeled traffic.

Matata-Te Puke (10 miles).—This has been re-formed and widened from 12ft. to 18ft. The work included $4\frac{1}{2}$ miles of side-cutting, $5\frac{1}{2}$ miles of level formation, and twenty-seven 12in. culverts; also one bridge 70ft. long (one span of 50ft. and two of 10ft. each) erected over the Waitahanui River. To make this road fit for coach traffic it will require the erection of four more small bridges. This would complete the road from Tauranga to Matata via Te Puke (52 miles) as a coach road.

Whakatane-Te Teko Swamp Road.—Section 1, $6\frac{1}{2}$ miles: This is now being repaired and improved by Whakatane Natives, under contract. Section 2, $6\frac{1}{2}$ miles: This length is being repaired and improved by Te Teko Natives. Neither section is yet fit for traffic.

Opotiki-Ormond Road (93 miles).—The work of widening this road from 4ft. to 8ft. wide has been going on during the year, and the road has been maintained through the forest (60 miles) by a small party of men. There remain about twenty-three miles of road to be widened to 8ft., and when this is done the road will in summer be suitable for stock-driving, if fenced in precipitous places.