

Tauranga-Taupo Road.—This road has been maintained in good order for traffic throughout the year. Two bridges (Ohaupora and Waitaua) were burnt down, and were speedily replaced, and others have been substantially repaired.

Tauranga-Rotorua via Te Puke.—This road has been maintained in good order for traffic during the year. A deviation has been made between Te Ngae and Rotorua Township, to avoid a swamp and shorten distance; and the Puharinga bridge has been renewed.

Rotorua-Tarawera Road.—This has been kept in good order. It was damaged by a heavy flood in April.

Atiamuri-Taupo and Taupo-Napier.—This road is in a fairly good state for traffic, but it will require the renewal of several timber culverts and other works to keep it good for the future. This work should not be lost sight of, as, since the opening of the railway to Oxford, the traffic has increased.

WELLINGTON DISTRICT.

Awakino Road Bridge Contract.—This was satisfactorily completed on the 6th January, 1886. It consisted of one span of 40ft. (truss) over the Awakino Stream, about twenty miles from Masterton.

MANAWATU DISTRICT.

Manawatu Gorge Road.—This has been maintained during the year, and sundry repairs done to the bridges. Works under the Roads and Bridges Construction Act have been inspected and reported on for the Counties of Wairoa, Waipawa, Hawke's Bay, Hawera, Rangitikei, Oroua, and Manawatu.

NELSON DISTRICT.

Clarence Bridge.—This work is about one-half done. The cast-iron cylinders are all sunk and filled with concrete, and the abutments are finished. One span of 120ft. is also erected, and the bulk of the timber is on the ground, although delay has been caused by its non-delivery in time. The work includes four spans of 120ft. each, and one span of 60ft., besides protective works to the river banks.

Wairau Cart-bridge.—The work of painting this is being put in hand.

Clarence-Kaikoura Road.—An engineering survey of this was made in the beginning of the year, viz., 17 miles, from Clarence to Hapuka. The work itself was placed in the hands of the county.

Tophouse-Tarndale Road.—The repairs of this road are now in hand.

Belgrove-Tophouse and Upper Buller Road.—This has been well attended to, and many excellent repairs and improvements have been effected.

Nelson-Lyell Road.—A portion of this, viz., that over the Hope Saddle, very much needed improvement and re-grading, and a survey was made, which resulted in finding a better route and an easier grade, viz., 1 in 14, instead of 1 in 8, without sharp curves. The work of deviation was put in hand, and, it is hoped, will be finished in about a month. The metalling of about 155 chains of road over Spooner's Range has been completed, besides sundry repairs. Sundry new culverts have been put in between Fern Flat and Lyell, besides general repairs over this portion of the road.

Road to Owen Reef.—The desired survey of this has been made—9 miles 22 chains. It is proposed to form a road suitable for sledging, 8ft. wide, as a means of transporting mining machinery to the reefs, at an estimated cost of £1,300. The plans and sections are now being plotted.

Main Road from Nelson through Pelorus and Rai Valley.—The Pelorus Bridge contract was completed in August, 1885. The Rai Saddle contract was completed in June. The completion of these works fully opened the communication between Nelson and Blenheim, and a coach occasionally runs between those places. On a portion of this road called Collins's Hill the grades are being improved from 1 in 8 to 1 in 12—a work much needed. The maintenance of this road was handed over to the respective local bodies on the 24th December, 1885.

Riwaka to Collingwood Road.—Two contracts have been let for the improvement of the road over the Takaka Range, beginning at Riwaka—in all, five miles. The whole length over the range is about 16½ miles, and the survey of this will be finished in a few weeks. Another contract is in preparation for tender.

Takaka Bridge Contract.—This work is not yet finished; it will take about three months yet. A contract for an approach-road to the bridge, on the Collingwood side, 2 miles 29 chains long, has been let, and should be finished in July.

Matakitaki Horse-bridge Contract.—This work was completed and opened in January; it consists of five trussed spans of 60ft. each. Some further expenditure will be required for approach-roads.

Motueka and Motupiko Cart-bridge.—Surveys have been made of alternative sites, and plans prepared for the upper site, as being most convenient and on the line of the main road. Tenders will shortly be called for its construction. It will include eleven spans of 60ft. each and six spans of 24ft. each, with approaches and protective groins.

Eve's Valley Road Contract (1 mile 4 chains).—This provides a road up from the head of the valley to the top of the range, with an improved grade of 1 in 12 instead of 1 in 7, as on the old track. The time for its completion is next July.

VARIOUS ROADS AND TRACKS, Etc., MARLBOROUGH.

Torea Creek Contract.—This is for the construction of a bridle-track, Queen Charlotte Sound, from Torea Bay to the summit of the hill leading to Portage Bay, 52 chains. The work was completed in October.

Manaroa Contract.—1 mile 56 chains of bridle-track leading from Manaroa (Clova Bay) towards Waitaria was finished in December.