

Waiotapu-Wairakei (about 28 miles).—A survey for a road running down the Valley of the Waiotapu towards Wairakei has been made from the end of the present formation to the Waikato River, a distance of $11\frac{1}{2}$ miles. On the Wairakei side of the Waikato nothing has been done that I am aware of except some exploring by the late Mr. Blythe. The construction of the part surveyed will be easy and inexpensive. I have not yet been to the crossing of the Waikato River on this road-line, but understand that a somewhat extensive bridge will be required.

Rotorua-Galatea (38 miles).—The first 20 miles of this road from Rotorua is identical with the Rotorua-Waiotapu Road. Beyond Waiotapu about 3 miles of the road is formed, and beyond that a survey is in hand for an extension of the works up the grade to the plateau of the Kaingaroa Plains. Tenders for the work of forming this part of the road will be called for as soon as possible. Across the plains and down the incline to Galatea the road is pretty well in a state of nature. No labour has been employed on the maintenance except close to Waiotapu, where some repairs have been done.

Huka Falls-Puketarata (9 miles).—This road has been kept in fair order. Some points in the side-cuttings, which are narrow, require widening, more especially on the part between Wairakei and Puketarata; this can be done from time to time when other repairs are being made.

Rotorua-Te Wairoa.—This road has been repaired from time to time as the necessity arose, and is only kept open as a bridle-road. I think, however, that it might now be reopened for wheel-traffic, which would enable many more visitors to see Lake Tarawera and the seat of the recent eruption than can do so now.

Three overseers are employed in the district, and are stationed at Rotorua, Taupo, and Tokaanu.

C. W. HURSTHOUSE, Road Surveyor.

Wanganui-Murimotu Road (more generally known as *Field's Track*).—The work done on this road since the 30th June last has been chiefly maintenance, there not being sufficient money available for undertaking new works of any magnitude. The worst part of the whole road lies immediately beyond where the dray-road at present ends. Last July about a mile was there laid out for construction, but nothing so far has been done to it. This part is specially objectionable on account of there being two deep ravines, across which in wet weather it is very difficult and dangerous to take pack-horses. One requires a tunnel and large filling, and the other requires a 40ft. bridge. About two miles at this part ought, if possible, to be constructed during the coming year. A summary of the work done during the period under consideration is as follows: Fifty-three new culverts, one new bridge, 10 chains water-tables, 41 chains side-drains, 88 chains light side-cutting, 100 chains scrubbing, burning, and sowing; one whare. F. Pemberton, the present overseer, is leaving on the 30th April, after several years' very diligent service. The total expenditure for the period is £239 9s. The returns of traffic are: Travellers on horseback, 2,368; pack-horses, 1,407; sheep, 125; cattle, 69. From the 1st October to the 21st December I had two men engaged in cutting a walking-track and running trial-grades from Parapara up the Mangawhero and Makotuku Valleys, as far as the Pipiriki-Ohakune Road. This work cost £47 14s. The first mile from Parapara will entail some heavy work; otherwise the route is almost entirely over easy sidelings and flats, and will cost very little to convert into a good horse-track. The proposed line traverses a large extent of bush country, which will, when cleared, make excellent grazing-farms. This route will be about twelve miles shorter from Wanganui to the Waimarino Block than by the present track *via* Karioi and Ohakune.

Kuripapanga-Karioi Road.—The sections of this road from Kuripapanga to Moawhango, and from Waitangi to Karioi, have been chiefly maintained by station-owners along the line, and by Road Board rates. The road from Moawhango River to the Waitangi Stream is the only part which has been maintained entirely by the department. The expenditure for the nine months on this twenty-two miles is £80 10s. When required, one or two men have been engaged on the road, but there is no one permanently stationed on it. The principal work done has been putting a rubble bottom, aprons, and wings on the Tuhirangi Creek culvert, corduroying the road at boggy places, and cleaning out culverts, water-tables, &c. The Moawhango ford still remains undone, and urgently requires improvement; but the Natives will not yet consent to letting it be constructed. This, with the widening and metalling of the road through the Turangarere Bush, and the erection of a bridge across the Hautapu, are the works which should be undertaken during the ensuing year. In the open country there are also some places where extra tussocking and levelling might be done with great advantage to the road. The traffic between Moawhango and Turangarere has been heavy, consisting chiefly of bullock-drays laden with wool. On the remainder of the road to Waitangi there has been very little wheel-traffic.

Hunterville-Turangarere Road.—During the past nine months there has been a very large amount of work done on this road. It is anticipated that by the end of May through dray-communication will be possible between Hunterville and the open Murimotu Plains, and by next Christmas coaches will be able to run from Hunterville to Tokaanu, a distance of about a hundred miles. Great delay in the completion of the road and annoyance to the travelling public has been caused by contract No. 4 being thrown up by the contractor on account of alleged breach of contract. Eventually, however, he has agreed to complete it. The total expenditure for the period ending the 31st March is £7,731 8s. 8d. Of this sum, £6,869 19s. 4d. has been expended on large contracts; £480 4s. 1d. on contracts under the co-operative principle; and the remainder, £381 5s. 3d., on surveys, inspection, and maintenance. Mr. J. Barron has for the whole time been inspector of the large contracts and maintenance party, and Mr. A. L. Soufflot has been in charge of the co-operative contractors since the middle of January. A summary of the work done under contract is as follows: $15\frac{1}{2}$ miles dray-road formation; 14 miles bushwork (felling,