

tained throughout, and very much improved on the Raetihi Flats. There has been a considerable amount of tourist and settlement traffic during the summer months.

Otingaiti-Tokaanu Road.—The traffic on this road is still becoming heavier, especially from Mangaonoho to Taihape. On account of the traffic, the cost of maintenance is very heavy. Seventeen metalling contracts have been let during the past summer, eleven of which are completed. 6,096 cubic yards have already been laid down. This includes a large amount of broken stone. The remaining six contracts, comprising 2,800 cubic yards, will be completed during the present month. 11 chains of dray-road access to metal-pit and 33 lineal feet culverts has been completed. By an exceptionally high flood the Oturere Bridge, at $24\frac{1}{2}$ miles, on the Tokaanu Road, was washed away. A good ford has now been made, and other damage of a serious nature is being repaired.

Moawhango-Te Horo Road.—Besides maintenance, the only new work is the completion of the sheep-bridge, 115 ft. span, across the Moawhango River.

Mangawhero-Murimotu Road (Fields).—Maintenance work only; some of the bridges have become very shaky, and are now being repaired. The traffic returns are as follow: Travellers on horseback, 2,211; pack-horses, 959; cattle, 171; sheep, 200.

Kaitieke Block.—Up to the end of December a considerable amount of work was done, but only maintenance since then owing to want of funds.

The *Oio Road* has been opened out for 190 chains from the Kaitieke Creek, and the road down the Retaruke has been extended to within two miles of Waituna. The work done consists of five miles engineering survey, 769 chains bushwork, 410 chains 6 ft. formation, 220 lineal feet culverts, and maintenance. This block has been withdrawn from sale, and all work stopped.

Taumarunui-Ohakune Road.—One contract has been completed immediately north of the open country and six contracts south of the Manganui-a-te-ao. The part between the Makotuku Valley and the open country should be well cleared and ditched as soon as possible. This route from Pipiriki to Tokaanu will form a much more direct and picturesque tourist-road than the present one *via* Waiouru. The work done consists of seven miles engineering survey, 375 chains bushwork, 20 chains 6 ft. formation, 30 lineal feet culverts, and maintenance.

Manganui and Ruapehu.—This work is being done on the Gladstone Block. Five contracts are at present in progress on the Taumarunui-Ohakune Road through the block, and the Pukaka Road is being cleared by two parties of settlers. The completed work comprises 120 chains of clearing.

Waimarino.—This includes the following roads: Makotuku Valley, Middle, Pipipi, Waipuna, and Tawhito-ariiki. On the Makotuku Valley Road 151 chains has been cleared, 43 chains formed 16 ft. wide, 20 chains 6 ft. wide, and 118 lineal feet of culverts. The last mile of bushwork and one ditching contract are now in hand. This forms part of the future main road Pipiriki-Waimarino-Tokaanu. On the Middle Road, opening up the free-selection block, 212 chains bushwork, 109 chains formation 6 ft. wide, and 116 lineal feet culverts has been done. Pipipi Road: The work done comprises 25 chains bushwork, 11 chains 6 ft. formation, and 84 lineal feet culverts. Waipuna Road: 39 chains bushwork and formation 6 ft. wide. Tawhito-ariiki includes dray-bridge, 66 lineal feet, across the Mangawhero River at Mr. McDonnell's small grazing-run.

Waimarino No. 2.—This comprises maintenance work scattered over all the roads mentioned under "Waimarino," a total length of one mile dray-road and nineteen miles bridle-road.

Raetihi-Ohura Road.—Extensive repairs have been effected over the first two miles, the worst places on which, for the total length of one mile, are now being metalled; 24 chains of new dray-road formation has been done, and 26 acres bushfelling in Raetihi Township. For opening out the main body of the Waimarino Block this is the most important road of all.

Raetihi-Parapara Road.—Owing to want of funds, this road is still progressing very slowly. At the southern end the seven miles formed two years ago had become perfectly impassable; they are now being thoroughly repaired. At the northern end the work done comprises 124 chains bushwork, 60 chains haulage-track, 10 acres bushfelling at Mangawhero Bridge site. The bridge foundations are being excavated; 10,000 superficial feet squared and 8,000 superficial feet sawn timber have been prepared, and are now being delivered. The bridge will be completed and a rough track formed through by next Christmas.

Clifton Block.—Rangataua Portion: On the Makaranui Road 76 chains of bushwork, 9 chains formation 12 ft. wide, and 72 lineal feet culverts has been done; on the Rangataua Road 34 chains horse-track and 6 chains dray-road, with 25 lineal feet culverts, has been formed. Waimarino Portion: 191 chains of bushwork has been done, extending into the boundary of the Raetihi Native Block.

Wanganui Block.—On the Ohakune portion three miles and a quarter of scrubbing and clearing has been done on the Rata-maire Road, and on the Hukaroa Road (Waimarino portion) 65 chains of bushwork has been done; 211 chains of engineering survey has also been done on this road, and fresh contracts will shortly be started.

Otaranoho Road.—Jerusalem: A contract for £63 5s. for $57\frac{1}{2}$ chains horse-track formation has been laid out, but the work is at present stopped by the Natives.

Awarua.—This includes the following roads: Mangaweka and Rakautoru, Mangaweka-Te Kapua, and Mangawharariki. Mangaweka and Rakautoru: These are mostly streets and by-roads in and around Mangaweka giving access to village-settlement sections on the Cage Road; 63 chains bushwork and 17 chains dray-road formation has been done; on the Terrace Road, 58 chains of bushwork and 40 chains dray-road formation; Cemetery Road, 30 chains bushwork and horse-track formation; School Road, 5 chains bushwork and dray-road formation; on the Mangaweka-Te Kapua Road a large amount of work has been done, including 543 chains bushwork, 601 chains formation, 24 lineal feet bridge, and 40 ft. papa cut. A dam and large filling are at present being put across the Makohine; when this filling is completed this road will be open for horse-traffic from Mangaweka to Te Kapua.