

*Paraiti Bridge.*—This work is in the hands of the Tauranga County. Nothing has been done excepting authority given to build the bridge over the Waituna Stream, the amount of grant being £100.

*Tauranga County Flood-damages.*—A sum of money was spent by the county in repairing two bridges and 20 chains of road under agreement.

*Paengaroa.*—40 chains of this road were also repaired by the same county.

*Papamoa Special Settlement.*—65 chains of horse-road and 50 chains of dray-road have been constructed. Most of this formation was through swamps, and the work heavy.

*Tauranga-Runanga.*—The year's work has been mainly absorbed in repairing the damage done by the floods of January and April of 1897. Five bridges, having a total span of 272 ft., have been constructed, 27 miles 14 chains of road reconstructed, and 118 miles maintained. The road is now in fair order, with the exception of the Mangarewa Gorge portion of it. Mile-posts have been placed along this and other roads in the district, and, as occasion permits, it is intended to have them on all roads throughout the district. One surfaceman's whare has been erected, and a reserve made for a roadman's paddock, and as soon as possible it is intended to supply other requirements of a similar nature throughout the district. Nine surfacemen are employed maintaining the road.

*Maketu-Rotorua.*—22 miles 20 chains have been maintained by a staff of three men, eight miles and a half having been reconstructed. Since the eruption this road has given much trouble. It is now in fair order, excepting between Te Ngae and Taheke, on which portion the men are now working.

*Rotorua-Ngongotaha Mount.*—23 chains of dray- and 68 chains of horse-road have been constructed. Tourists can now drive to the foot of the mountain, and thence ride or walk up to the top. About £100 should be spent in improving the dray-road portion and maintaining the rest.

*Morea Bridge.*—An engineering survey has been made, and plans of the site and suggestions for a new bridge submitted for your consideration.

*Rotoiti-Tarawera, via Okataina.*—16 miles 31 chains of engineering survey has been made, completing the location and survey of the road from the Rotoiti Lake on to the Rotorua-Te Wairoa Road.

*Rotorua-Te Wairoa.*—This horse-road, seven miles in length, has been maintained by one man. 1 mile 36 chains has been reconstructed. It is not intended to keep a man on it during the winter months.

*Pongakawa-Rotorua and Rotorua Road.*—Authority for the expenditure of £200 has been received, but no work has yet been done.

*Arahiwi and Mamaku Railway-station.*—No work has been done during the year, men not being agreeable to undertake it at the prices offered.

*Mamaku-Rotorua-Oxford.*—2 miles 29 chains of bush-clearing for dray-road formation has been done. About 60 chains of this class of work still remains to be done.

*Rotorua-Te Teko.*—Little has been done on this road during the year. It was considerably damaged by the floods of January and April, 1897, and was reopened as far as the end of Lake Rotorua for the summer traffic. 4 miles 23 chains of it has been improved and twenty-seven miles maintained.

*Rotorua-Galatea-Waikaremoana.*—The location and engineering surveys have been completed up to the Mokau River on Lake Waikaremoana, where we connect with the work of Mr. Mouatt, of the Napier office, being a distance of 24 miles 12 chains. 2 miles 65 chains of bushfelling and clearing and 2 miles 22 chains of formation of a road 14 ft. wide has been done. 21 miles 6 chains of the road has been re-formed. One bridge, 30 ft. span; two platforms, 41 ft. span; and 242 ft. of culverts have been constructed. 7 chains of fencing has been erected on dangerous parts of the road. Seventy miles of road has been maintained in good order by a staff of seven men. Little timber work has been done, owing to the difficulty of making any sort of working arrangements with the Natives. We are now getting timber from Crown lands. Two whares have been built in suitable places for the surfacemen.

*Rotouhero-Wairakei, via Waiotapu.*—21 miles 59 chains of dray-road was constructed and 1 mile 30 chains of road improved. An engineering survey and plans were made and submitted to you of the bridge-site, on the Waikato River, and tenders have been invited. Some culverts at the Wairakei end should also be built, so that the public may use the road, which is otherwise completed from Rotorua to Wairakei. The work on this road was done by Mr. D. Innes Barron, Assistant Surveyor.

*Tokaanu-Taupo.*—This road for its entire length of thirty-six miles has been maintained during the year by a staff of three men. 7 miles 35 chains of it has been re-formed. The Tongariro Bridge has been protected and repaired, work rendered necessary by the Easter floods.

*Track to Orakeikorako.*—Eleven miles of location and engineering surveys and 10 miles 28 chains of bridle-road formation have been done connecting Orakeikorako with the new road to Wairakei.

*Waiotapu Springs.*—Nothing has been done, owing to Native difficulties.

*Waimana Block.*—5 miles 29 chains of horse-road has been formed and eight miles maintained.

*Waiotahi.*—A grant has been spent by the Whakatane County in clearing and completing old work for a distance of 70 chains. 73 chains of dray-road formation, with culverts, has been constructed. This road extends up the right bank of the Waioeka River.

*Matata-Te Teko.*—A grant was made to the Whakatane County, out of which seven miles of dray-road, of a narrow width, with steep grades, was formed; also ten culverts. Practically this road is little more than a horse-road.

*Waioeka (Blocks II., III., IV.)*—The Whakatane County, under the usual agreement, spent a grant in constructing a dray-road up the Otara Valley, consisting of 63 chains of bush-work, formation, and culverts.