

*Kohuratahi-Tangarakau.*—The dray-road formation referred to in last year's annual report has been continued to the saddle (one mile and a half from Ohura Road), where Putikituna Roda branches off to the right, and from there has been carried on as an 8 ft. bridle-road only. The work has not been pushed on, as most of our available men were put on Putikituna Road, in order to open a way more quickly to Tangarakau River, at the point it is expected steamers will come to. The work done this year includes the completion of the dray-road to junction of Kohuratahi and Putikituna Roads and 1 mile 50 chains of 8 ft. bridle-road beyond that point; also all necessary culverts. Heavy slips occurred on the road last winter, a portion only of which has been cleared away.

*Denbigh Road (Subsidy).*—This work included about 50 chains of dray-road formation, draining, culverting, &c., and was required to give access to some of the lands recently disposed of in Block XVI., Egmont Survey District. The expenditure was under control of Manganui Road Board.

*Huiroa.*—Toro Road, between Tarata and Purangi: About 77 chains of the road has been felled, stumped, cleared, and formed, giving access to Crown lands at the back. The amount voted was sufficient to do the whole of the work required.

*Mangaotuku.*—Part of the expenditure was in improving the bridle-road between Ohura Road and Mangaehu Stream (about four miles), and part in building a suspension-bridge over Mangaehu Stream just below its confluence with Mangaotuku Stream. The span between centres of piers is 160 ft., the total length of bridge being 170 ft. The bridge is supported by four steel-wire cables, secured to anchors of rimu logs, each 24 ft. long by 4 ft. 6 in. in diameter, sunk 20 ft. under the ground, and assisted in their resistance to the strain by a platform of heavy slabs placed at right angles with the line of backstay and between the log and superincumbent earth. At the depth the anchors are placed the timber, if not imperishable, will last a great number of years. A truss 7 ft. high stiffens the floor of the bridge and prevents undulation. The bridge is 7 ft. wide between the trusses, and, though designed for pack-horses and stock only, a light vehicle can be taken over it. On several occasions over thirty head of cattle have been on the bridge at one time without any evil effects.

*Ohura* (Contribution for metalling part of Ohura Road).—Tenders have been invited for metalling two miles of the road from end of part metalled to Douglas Road, but as tenders closed on the 30th March they could not be accepted within the financial year. The metalling on Ohura Road extends continuously for nine miles and a half from Stratford, and should, if possible, be continued for a further five miles next season. This would bring it to the southern foot of dividing ridge between Makuri and Mangaotuku Streams, and make passable in winter the worst part of the Ohura Road. Generally, the road is now in excellent order as a summer road, but, the soil being light, it cuts up very quickly in wet weather, especially the flat or low-lying portions. The five miles of metalling above suggested would secure the worst portion of these.

*Terrace End Special Settlement.*—The loading money having been expended, but little work was done on the block during the early part of the year. A special grant having, however, been made towards completing the opening of roads in the block, work was resumed, and on Taihore, Makahu, and Kirai Roads a length of 2 miles 75 chains has been felled 1 chain wide, stumped and formed as 5 ft. bridle-road, including culverts and some small bridges. The work is still in hand, and a further grant is asked for in order to open up the whole of the roads in the block. In special-settlement and other blocks where the land is rough and closely roaded, through the areas of sections being small (200 acres and under) we find the amount of loading allocated for roads very insufficient for the purpose, and in many cases have to apply for special grants to assist the loading. Every settler who purchases land expects to have a road at once made to his section, and in many cases claims that his own especial loading should be spent in making a road in front of, instead of leading to, his section. As this cannot be granted, and as at times there is considerable delay in making the roads, the settlers consider themselves aggrieved and entitled to concessions from the Land Board.

*Wingrove.*—No expenditure; road under charge of Stratford County Council.

*Mangaehu and Llewellyn Special-settlement Blocks.*—Roadworks are in progress in Mangaehu (Punewhakau) Block, but no expenditure has taken place out of this particular vote.

*Putikituna.*—As previously explained, this road branches off from Kohuratahi Road at a mile and a half from Ohura Road, and extends to a point on Tangarakau River just opposite Putikituna Native Settlement, and distant about nine miles from Ohura Road, where it is expected steamers will come to from Wanganui. About five miles of the road has been felled and stumped, and three miles formed as 8 ft. bridle-road, both works being still pushed on. It is intended to open the road through to Tangarakau as an 8 ft. road (all bridges being, however, made of dray-road width), and the road, being then available for traffic, can be widened as required. About 3 acres of level plateau at confluence of Putikituna and Tangarakau Streams has been felled and burned for a depot, and will be sown with grass when the seed arrives.

*Akama.*—This vote was for assistance towards draining and forming a portion of Akama Road, in Mangaere Block. The road is now under charge of Stratford County Council, and no expenditure has been incurred under this item. As the money is urgently needed, it has again been put on the annual estimates to be revoted.

*Mangaere Improved-farm Settlement.*—Of the expenditure under this item, £48 2s. was for grass-seed for sowing clearings made last year, and £27 10s. for assistance in erecting two new houses and enlarging one. The remaining expenditure was for felling 25 acres of bush. This settlement is now well established; nearly the whole of the holders are resident. A school has been built, and arrangements are being made for the establishment of a dairy factory. The settlers are now fairly independent of the Government, and require but little assistance in the matter of road-employment.