

*Turakina Valley.*—Out of "accrued thirds" handed over for expenditure by the Rangitikei County Council 123 chains of dray-road has been formed. This road has also been maintained from the Turakina concrete ford and upwards, a distance of 10 miles 50 chains. Three contracts are now in hand for the extension of the bridle-track at the northern end, adjoining Harper's Track.

*Rotoaira-Tokaanu.*—Only a rough preliminary exploration has been made for this road.

*Taumaranui-Ohakune.*—This road has been maintained throughout. A large portion of the work done upon it is included under the item "Gladstone Block," which extends for about six miles along this road. The work done comprises 252 chains engineering survey and 339 chains bridle-track. Most of the bridle-track lies in the open country, where the ground is swampy. So here, as well as in the bush part, a large amount of ditching has been done. The excavated material has been formed 8 ft. wide, and makes a good dray-road, where formerly traffic of any description was impossible.

*Rotoaira-Waimarino.*—This dray-road, eighteen miles in length, was repaired during the past winter, several wash-outs having taken place during the Easter floods.

*Ohakukura.*—Through this block the line has been located for 10 miles 45 chains, and 568 chains of bridle-track formation, principally by ditching, done on the permanent line, besides seven culverts and one small bridge. When a few more culverts are put in this new formation can all be utilised. Except for the crossings of the large streams, Whakapapanui and Whakapapa, this portion could very easily be converted into a rough dray-road. This will in future form part of the tourist route between the Wanganui River and the Taupo district.

*Raetihi-Parapara Road.*—The bridge across the Mangawhero River has been completed. It consists of one 62 ft. understrut span, one 26 ft. and one 14 ft. end-spans, with wing-walls on the northern side. The decking is 55 ft. above ordinary water-level. A rough bush-track, eight miles in length and about 8 ft. wide, has been cut through to join the formations at the northern and southern ends. At the northern end 44 chains of additional dray-road has been formed, and 42 chains of bridle-track at the southern end. This road was opened for horse traffic last December, and has been considerably used since, though in the bush-track part it is still rather rough for stock-driving.

*Mangawhero-Murimotu.*—Only maintenance work has been done on this track. The traffic returns are as follows: Travellers on horseback, 3,136; pack-horses, 1,154; cattle, 160.

*Tongariro National Park.*—The work done under this item consists in the opening of a bridle-track from the Rotoaira-Waimarino Road to the Ketetahi Hot Springs, a distance of 7 miles 20 chains, and a rise of over 3,000 ft. The length of bridle-track constructed is 5 miles 65 chains, the remainder of the road being over tussocky flats, on which no work was required for horse traffic. Thirteen culverts and three small bridges have also been put in. There has already been some traffic over this track, but in order that the full benefit of the springs should be secured it is necessary that a shelter-shed should be erected close to them.

*Moawhango-Te Horo.*—Maintenance only on this road has been done. The Easter flood destroyed the approaches to the Moawhango River ford, thus necessitating the formation of 7 chains of dray-road in heavy papa. For a mile along the Tautopawa Siding the slips caused by the same flood were exceptionally heavy. Out of the total expenditure fully £170 was caused by that flood.

*Taihape-Paengaroa.*—The felling 2 chains in width and clearing 33 ft. in width has now been completed on this road, 113 chains being done during the year. 48 chains of dray-road has also been constructed, and extensive repairs of two miles of bridle-track has been effected at the upper end. Two additional contracts for dray-road formation are now in progress.

*Mangaweka Township (Drainage).*—Towards this work the Government contribution was £50, the Rangitikei County Council supplementing this by £25. A large outlet-drain has been cut down Raumaewa Street, thus leading the water off the main road and into the Mangaweka Creek. The excavated material formed 16 chains of dray-road and metalled 10 chains of this. There were also constructed 33 ft. of 36 in. by 36 in. culverts and 70 ft. of 24 in. by 24 in. culverts across the roads.

*Ohingaiti-Tokaanu Road.*—By the Easter flood a large amount of damage was done. The Hautapu Bridge, 40 ft. span, at Turangarere, was washed away; the Hautapu Bridge, 60 ft. span, at Taihape, was slightly damaged; two large culverts at 7 miles and 26½ miles, on the Ohingaiti Section, were washed out; and in the Turangarere Bush, and on the section 27 miles to 37 miles, there were numerous large slips. The total damage done amounted to about £700. All has now been repaired except the reconstruction of the Hautapu Bridge, Turangarere, a work that is much required. It is proposed to increase the span from 40 ft. to 60 ft., at the same time raising the whole 4 ft. The Makohine Bridge and the small bridge at 41 miles have been redecked; total length, 110 ft. Between 21 miles, Taihape, and 47 miles, Mangaonoho, a very large amount of metalling repairs has been done, totalling 5,200 cubic yards. It has been laid on continuously in places, notably in Bailey's Bush, above Mangaweka, and at Taihape, the remainder being put in patches where most required. The sanded part, 31 miles to 33 miles, usually almost impassable, is now being metalled with screened and broken stone. For all the long cartages the material is being screened so as to leave only stones over 1 in. in size, as it is not economical to cart any but the best material for such long distances. New metal-pits have been opened at 21 miles, Taihape, 23½ miles, 25½ miles, 28½ miles, and at 37 miles, with approach roads to them. During the past summer all metalling has been done by putting prices on the cartage at so much per cubic yard per mile of lead, averaging from 2s. to 3s. according to nature of lead. The loading and spreading have been done by specially selected men. The metalling of the long leads has cost less than if done by open tender, but the opposite is the case with the short leads. The earnings of the metalling contractors have ranged from £1 5s. to £1 15s. per working-day for three-horse teams with driver. The cost appears high, but it requires to be so to cover extra cost of feed and loss by broken time.