

*Moki Road.*—The plans for the formation of this road from Uruti Road to Ohura Road (a distance of about twenty-three miles) are completed, and in hand ready for the work. A bridge over Uruti Stream will be put in hand shortly, two iron girders, each 44 ft. long, being available and on the ground for the stringers. The bridge will have a centre span of 44 ft., and two end spans of 15 ft. each, a total length of about 78 ft. It is to be hoped the formation will soon be proceeded with, as the survey of a large block of Crown lands will shortly be commenced.

*Pukearuhe inland to Mahakaiti, Mimi Road.*—Through the improved-farm settlers who usually work on this road being employed in improving their holdings, the formation has not been pushed on so rapidly as it would have been had outside labour only been employed. Heavy slips on the road from the hills has also delayed the work, as the worst of these had to be removed to keep the road open and prevent further damage. Formation-work is now being pushed on as rapidly as the limited number of men employed and the funds available will permit, and before next summer I anticipate the road will be open for wheel traffic as far as Tongaporutu Ferry site, a distance of forty-eight miles from New Plymouth. During the year 2 miles 74 chains formation dray-road, 113 chains draining, 918 ft. of culverts, and 70 ft. of small bridges have been made; also, fifteen miles of the road has been generally maintained, and 2,900 cubic yards of slips removed. As regards making the road available for coach traffic, further remarks will be found under the heading "Mokau."

*Upper Waitara-Mangaere-Junction Road.*—This applies more particularly to the portion of Junction Road lying between Purangi and Ohura Road. A truss-bridge, with main span of 40 ft., and of total length of 75 ft., has been constructed over Matau Stream, about four miles east from Purangi, the timber being rimu of best class, and the work (by co-operative labour) being extremely well done. The necessary approaches to the bridge have also been made, also repairs and maintenance to the portion of road next Ohura Road.

*Uruti Township Site.*—Beyond sowing with grass-seed the portion felled last year no work has been done under this item.

*Putiki.*—This includes the portion of road lying along Tongaporutu River between Mimi Road and Putiki; also Toi Road, leading from Putiki towards Greenlands Improved-farm Settlement. A bridle-road has been felled and cleared, and in part formed, from Mimi Road to Putiki, about two miles and a half, and is available for horse traffic, but requires some draining and forming, and in parts widening, to make it really serviceable. About three miles of Toi Road has been felled, stumped, and cleared, and the remainder will shortly be put in hand as men are available.

*Autawa and Pita.*—Autawa Road follows a large bend of Waitara River lying south of Junction Road, between Tarata and Purangi. During the year 70½ chains of the road has been felled, stumped, and cleared, and bridle-road formed giving access to the furthest section occupied. As this road runs along the precipitous bank of the river, is cut across by numerous gulleys from the main ridge, and is difficult and expensive to maintain, a trial grade has been run along the ridge, about nine miles in length, to endeavour to obtain a shorter and less costly line of road. This can be got, but it will necessitate resuming portions of private lands, and new expenditure in felling and formation, and will probably not be proceeded with for the present.

*Milsom.*—It is proposed out of this and the vote "Milsom and Tanner" to improve the roads in Milsom and Tanner Blocks, and to open up those roads to which settlement has extended. Arrangements are now made for putting these works in hand at once.

*Junction Road (widening).*—A length of three miles and three-quarters of this road, between Tarata and Purangi, and next the latter, was originally formed as an 8 ft. bridle-road. Parts of it, through damage by slips from the hills above, became less than 6 ft. wide. The whole of the three miles and three-quarters has been widened to dray-road width, and is now available for wheel traffic to Purangi, a distance of about twenty-four miles from railway-line at Inglewood, of which about twenty miles is metalled, and the remainder will probably be metalled next summer. Between Purangi and Ohura Road the present 8 ft. bridle-road will be made of dray-road width, as funds will permit.

*Tauranga No. 1.*—See "Ohura Road."

*Ohura South K No. 5 and L.*—See "Ohura Road."

*Mokau.*—The portion of Main North or Mokau (Mimi) Road lying between Tongaporutu River and Mokau River, a distance of about ten miles (Mokau Ferry being fifty-eight miles north from New Plymouth): The southern part of this road, from Tongaporutu River towards Urenui, is dealt with under the heading of "Mimi Road." Of the above ten miles, about four miles (from Tongaporutu to Kawau) was formed about twelve years since, and is still available for rough dray traffic, but requires repairs and alterations, at a cost of about £200. From Kawau to Mahakaiti, about three miles, by an expenditure of about £200, partly in blasting a road through a papa reef on the beach at Kawau and partly in making a road up off the beach near Mahakaiti leading to the bridge, a good tidal road could be obtained, available excepting at the top of high water, thus avoiding for the present a heavy expenditure in forming the above three miles of road across numerous gullies. From Mahakaiti Bridge northwards to Mokau River (about three miles) the road would require forming the whole way, but being in open land it would be done at much lower rates than our ordinary work in bush. More than half the distance would be fairly light in formation; but for 30 chains from Mahakaiti (at Waipawa Creek) and at Rangimititi (a precipice near Mokau River) the formation would be heavy. The work I have mentioned is absolutely necessary before coach traffic can be commenced, and it is the cheapest manner in which the road can be opened. It is proposed to put the first portion of the work in hand at once, and should funds be provided it will be pushed on as rapidly as possible.

*Marakowhai.*—See "Ohura Road."