

of the area the soil is of good quality—the formation is clay slate, papa, and limestone. Nothing of particular interest was discovered. Mr. Adams and party report having found moa-bones in a cave, but very much decayed. Drift coal has been seen in some of the streams, but I have not heard of any seams having been seen, except the deposit long known of at Kawhia.

Engineering Surveys of Roads.—In all, during the year, complete engineering surveys have been made, plotted, and quantities taken out, of twenty-five miles, of which length two-thirds is in open country and the remainder in heavy bush. Besides this, a total length of seventy-four miles of road-line has been located, in rough bush country, by cutting, and pegging roughly the grade levels, to enable the land surveyors to follow when laying out the land for disposal. As this locating and grading is about equal to half a complete engineering survey, I have only shown half the mileage done in the tables. In connection with this work about twelve miles of pack-track, available for horses, has been made, and five to seven miles of walking, or “swag,” track, which are great conveniences until the roads are made.

Contingencies and Engineering.—Under this vote an expenditure of £242 4s. 5d. has taken place, the chief items being the salaries of office assistant and clerk, office rent and fuel, &c., and expenses in inspecting works done under grants by local bodies.

C. W. HURSTHOUSE, Road Surveyor.

ROTORUA.

Arahiwi and Mamaku Railway-station.—Bush-clearing to the extent of 2 miles 10 chains has been done. This road should be constructed on economical lines right through from the Arahiwi to the Mamaku Railway-station, on the northern side of the railway-line, with cross-roads at suitable places from the sections on the southern side of the line. The road connecting the Tirau (Oxford)–Rotorua Road with the Mamaku Railway-station should also be formed. This done, all settlers would have access to the railway-stations, and the traffic on the Tirau–Rotorua Road would be relieved, which would enable it to be kept in better order in the winter months. The settlers about Mamaku would then have a much better chance of making a success of the settlement, and the blocks of Crown lands at the back would be taken up more rapidly.

Ngongotaha-Bishop's Section.—There has been 2 miles 15 chains of dray-road constructed beyond the Ngongotaha Mount Road, giving good access into Mr. Bishop's section.

Okoheriki Id.—Mr. H. T. Mitchell has begun the work of location of roads on this block, which lies to the south of Mamaku, from which point the block will be opened up. Contracts will shortly be let for clearing the bush preparatory to construction of roads. £300 is available for this work.

Rotorua–Ngongotaha Mount.—This road is about six miles in length from its turn off the Tauranga–Runanga Road, two of which are wide enough for drays, and the remainder for horses. During the year 1 mile 60 chains of dray-road has been formed, and six miles have been maintained. The look-out tower at the top of the mountain has been destroyed, being unsafe; plans for a new tower will be submitted for your approval shortly. When funds can be spared the four miles of horse-road from the base to the top of the mountain should be widened sufficiently to allow invalids and tourists to drive up to the top. The views obtained of the surrounding district from points in the ascent as well as from the top are very fine.

Rotorua–Wairoa.—For its entire length of seven miles, starting from its junction with the Maketu Road, this horse-road has been maintained, 10 chains of dray-road and 2 miles 61 chains of horse-road having been improved. When funds will permit it should be widened into a dray-road, and a by-road formed as far as the Okaraka Lake, estimates for which work have been forwarded to you.

Rotoiti–Tarawera, viâ Okataina.—Nothing has been done on this work during the year. Arrangements are now being made for letting the work of clearing the bush on the road from the Rotoiti to the Okataina Lake, and making a passable horse-track along it. To construct this road right through from the Rotoiti Lake, along the shores of the Okataina, Tarawera, and Okareka Lakes, connecting with the Wairoa Road, would be very expensive, and I think, if a good buggy-road were constructed from the Te Teko Road, on the shores of Rotoiti, as far as the Okatama Lake, and a branch from the Wairoa Road into the Okareka Lake, it would meet all requirements for many years to come.

Taumata (Nos. 1a, 2a, 3b East, 3b West No. 1, 3c East, 3g West No. 1).—No authority has been issued under this item.

Galatea–Ruatoki.—An authority for £100 has been issued for this work, but no action has been taken pending further instructions.

Rotorua–Te Teko.—Owing to scarcity of funds, this work has not progressed much during the year. 4 miles 13 chains of engineering surveys have been executed, and twenty-seven miles of the road have been maintained, 1 mile 8 chains being improved. Arrangements are now made for the construction of the road through the swamp near Te Teko by means of large drains, and for the completion of the road from Lake Roto-ma to the Tarawera River. A section has also been taken of the Tarawera River at the proposed bridge-site. About forty Natives are now at work on the Te Teko end of the road. At Tapuaeharuru a short length of road should be taken and constructed from the shore of Lake Rotoiti through the Native clearing to connect with the main road to Te Teko, to do away with the toll at present levied by the Natives on passengers and goods landed from the launches. I am at present negotiating with the Natives with the intention of submitting the matter for your approval.

Rotorua–Galatea–Waikaremoana.—19 miles 65 chains of engineering survey has been done, completing this class of work right through from Rotorua to where the Mokau River runs into Waikaremoana Lake; and thirty-five miles of engineering plans and quantities prepared for