

*Kaipikari Deviation.*—Kaipikari Road leads from Main North Road, near Urenui, towards Burfoot Improved-farm Settlement, and to a large block of Crown lands lying in valleys of Urenui River. The old road was in parts too steep to be serviceable, and at about a mile in from Main Road a deviation of nearly 60 chains has been laid off through some Native land, and will shortly be formed as a dray-road. Plans and specifications have been prepared, and the work is about to be let on co-operative system to the settlers in the vicinity.

*Milsom, and Milsom and Tanner.*—The works in these blocks are in continuation of those done in previous years, and are for the purpose of giving the Milsom and Tanner special settlers better access to their lands. 155 chains of dray-road formation, 59 chains bridle-road formation, 63 chains felling stumping and clearing, 369 lineal feet of culverts, and 46 lineal feet of bridges comprise the works done during the year. Timber and ironwork for a truss bridge 65 ft. long to be erected on Matau Road North is now on the ground, and the erection will be shortly commenced. Other works to open up the lands in the settlements are required, in order to allow of the settlers using their lands to the best advantage.

*Mimi-Mangaroa Road (Metalling, £1 for £1).*—A further contract for metalling part of Mimi Road between Main North Road and Uruti Stream, and in continuance of metalling done last year, has been let by Clifton County Council. The contract is for 80 chains, laid 12 ft. wide by 12 in. deep, of the special gravel which has made such a splendid road about Urenui. Some of the worst parts of the road between the above points will have been metalled when this contract is completed, but before coaches can run regularly between Waitara and Te Kuiti the whole of Mimi and Mokau Roads will have to be metalled. The length of metalling done this season was 35 chains, but no payment from this vote has yet been made on account of it.

*Moanatairi Special Settlement.*—This vote is for the purpose of improving the road leading from Putiki, on Tongaporutu River, towards Greenlands Improved-farm Settlement and Moanatairi. During this year the pack-track (about seven miles) between Putiki and Greenlands has been improved and kept in order, and the Too Road is being felled and stumped, and bridle-road formed and culverted.

*Mokau.*—This being part of the Mimi Road (Pukearuhe inland to Mohakatino), is included in the roadwork described under that heading.

*Mokau River Bridle-track.*—It was intended to make a bridle-track on north bank of Mokau River to give stock-driving access to lands about ten miles up the river, but the track would be an expensive and difficult one to make, and, the lands not being occupied, the urgent necessity for it has not as yet arisen. No work has been done on it.

*Moki Junction, -Block II., Upper Waitara.*—This vote is for the purpose of erecting a bridge over Uruti Stream, Uruti Road, to give access to lands sold some four years ago, and now grassed and occupied. Plans and specifications for a bridge 64 ft. long are prepared, and contracts are let for sawing the necessary timber. The erection of the bridge will be proceeded with as soon as the material is all on the site.

*Moki Road.*—This road branches off Uruti Road at about two miles from Mimi Road, and will give access to lands now being surveyed in Mokimakarakia and Upper Waitara Valleys. Plans and specifications for a bridge 70 ft. long over the Uruti Stream are prepared, and timber is being cut. Plans are also prepared for the formation of the road onwards, and the work is now in hand.

*Ngatoto.*—A road running up Waitara River from Purangi, leading to Crown lands still undisposed of in Upper Waitara Survey District. A bridle-road has been felled and formed about two miles up the river, and the vote is for widening and improving the worst places upon it. The work is now being proceeded with.

*Okoke Road.*—This road, leading from Main North Road, near Mimi, to Waitara River, has been felled, and bridle-road formed nearly to its end. The Clifton County Council have taken charge of the first portion, and widened it from bridle- to dray-road width. The present vote will be used in continuing this widening onwards, and the work will shortly be let on co-operative system.

*Pukearuhe Inland to Mohakatino, Mimi-Mokau Road.*—The portion referred to is part of the future coach-road between Waitara and Te Kuiti, and it branches off the metalled road from Waitara to Pukearuhe at about fourteen miles north of the former. With the exception of a few places blocked with slips, and the erection of one bridge over Oakura Creek, on Tongaporutu Flat, it is now available for summer traffic to Tongaporutu crossing, a distance of 39½ miles from Waitara. Beyond Tongaporutu a further four miles to Kawau is available for dray traffic, and between that and Mokau about two miles out of six has been formed. Part of the road in Lepperton Special Settlement runs along Mimi Valley, in which Mimi Stream in heavy floods rises above the formation, and the latter will have to be raised by material obtained from long drains to be dug on each side of the road. No work, excepting bridge-building and removal of slips, has been done on the road since December, when our votes were exhausted. During the year 299 chains of dray-road was formed, part of it being through heavy cuttings in papa rock; 137 chains of wide and deep drains were dug; 1,827 lineal feet of culverts from 1 ft. to 3 ft. clear inside have been built; and two bridges, one of 65 ft. and one of 32 ft., have been erected; over 2,470 cubic yards of slips, with trees and logs imbedded amongst it, have been removed. In view of the coach-road being opened through from Waitara to Te Kuiti it is very desirable a sufficient vote should be granted to complete the works on this road between Mimi and Mokau. Before, however, it will be available for winter coach traffic the whole of the Mimi Flat, the Tongaporutu Flat, and other parts of the road—in all, fully twenty miles in addition to that already done—will have to be metalled. Nineteen miles of the road has been under constant maintenance.

*Putiki.*—The old bridle-road from Mimi Road to Putiki—about two miles and a half—has been widened into dray-road width, in order to give better access to Okau and Greenlands Improved-farm Settlements and to Crown lands not yet disposed of. 157 chains of dray-road has been formed, 76½ chains of drains cut, and 762 lineal feet of culverts built. Timber and ironwork for Manga-