

5 ft. bridle-road formation, and the necessary culverting have been done. It is intended to spend the balance of the vote in continuing the widening of the road from end of present dray-road. This will shortly be put in hand.

*Mohakatino Bridge (on Mokau Road).*—The combined effects of heavy incoming tides and of outgoing floods in the river have scoured the north bank under and on each side of the bridge, endangering the end pier on north bank. Temporary repairs have been effected, and timber is now being cut for sheathing the banks, to prevent further damage. The bridge requires screwing up and painting.

*Purangi Bridge.*—A contract was let in January, 1898, to Mr. G. Sangster, at £2,143, for the erection of this bridge. As no suitable timber was available near the site, the whole of it (nearly 100,000 superficial feet) had to be carted in from the railway-line near Inglewood. This could not be done, in consequence of the road being impassable (during winter and spring), until December last, when the contractor started work. The work is now in rapid progress, and the bridge will probably be completed and open for traffic in May.

*Tongaporutu Bridge.*—It was intended to establish a ferry over Tongaporutu River, near where the bridge-crossing is laid off on Mimi-Mokau Road. Plans and specifications for a punt were prepared, and tenders were invited for the work, but these being in excess of the then vote tenders were declined. Settlers to the northward, as well as those in the vicinity, are all in favour of a bridge being erected, and petitions have been forwarded to the Government on the subject. So far no plans have been prepared, though a careful selection of the site and approaches has been made. The estimated approximate cost of the bridge is about £2,000, and of the approaches (including about 60 chains of heavy siding) £950, a total of about £3,000. The total length of bridging required is 330 ft., of which two spans should be at least 100 ft. each, and one 70 ft., to allow of long, heavy logs and trees passing clear through in floods. As the piles would stand in salt water at least four hours each tide, they should be sheathed with Muntz metal to prevent the ravages of teredos.

*Waitara Bridge.*—This is intended as a pound-for-pound subsidy to Waitara Harbour Board, to assist them in renewing the bridge, which has been erected about twenty-five years. To date, nothing has been done by the Harbour Board in the way of preparing plans, &c., for the renewal of the bridge, and consequently no payment has been made out of this vote.

*Manganui Bridge.*—A subsidy to Stratford County Council to assist in replacing a bridge over Manganui River, on Mountain Road, about four miles north of Stratford, washed away during an extreme flood. The new bridge is on concrete piers; main span, 84 ft.; principal timbers, ironbark. It should therefore last fully thirty years without very heavy repairs. The subsidy was paid after I had inspected the bridge, and certified to its erection.

*Patea River Bridge.*—Rukumoana Bridge, Rawhitiroa Road: main span, 80 ft.; total length, 125 ft. The principal timbers are of first-class totara. The bridge was built by co-operative contract, and extremely well finished. It was opened by the Right Hon. the Premier on the 19th November last. The bridge assists in opening up a large area of Crown lands in the Kaitangiwhenua Block, and which was practically inaccessible before its erection.

*Punehu Bridge.*—A proposed subsidy to the Waimate Road Board towards erection of bridge over Punehu River, Eltham Road, about eight miles from Opunake. Plans and specifications have been prepared and submitted for approval by the Waimate Road Board, and when passed tenders for the work will no doubt be invited.

*Patea River Bridge, Ball Road.*—The erection of this bridge has been placed in the hands of the Patea County Council, who will contribute half its cost. So far no plans or specifications have been prepared for the work.

*Tawai Improved-farm Settlement.*—But little work has been done on this settlement during the year, most of the settlers having abandoned their holdings. Only about nine men—five with families—are in actual occupation; the others drifted away to where work was more plentiful. During the year 24 chains of dray-road formation (including 18 lineal feet of culverting) was made, 3 acres of bush felled, 23 acres grass-seed sown, and one house erected.

*Burfoot-Mangapoua Improved-farm Settlement.*—96 chains of felling, stumping, and clearing on Matapo Road, through the settlement, 14 chains bridle-road formation, 60 acres felled last year sown with grass-seed, and two houses erected comprise the works done during the past year. Contracts are now in hand for dray-road formation along sideling ground on Matapo Road leading to some of the farms.

*Derwent Improved-farm Settlement.*—The works for the year include 20 chains of bridle-road formation, 26 chains of draining and forming, 64 lineal feet of culverts, 51 acres of bushfelling, and two new houses.

*Greenlands Improved-farm Settlement.*—46 chains of felling, stumping, and clearing, 6½ acres of bushfelling, 115 acres of last year's bushfelling sown with grass-seed, and three houses erected are the principal works for the year. Tooi Road, leading from Putiki to Greenlands, is being felled, stumped, and formed as a bridle-road.

*Mangatawa Improved-farm Settlement* (now cancelled as an improved-farm settlement).—The lands in this block have not yet been dealt with, and it is not now proposed to let them under the improved-farm-settlement system, but to offer them under the ordinary systems. No expenditure has been incurred during the year.

*Okau Improved-farm Settlement.*—Only three settlers, with families, remain on the block. The works for year are 15 acres of bush felled and 50 acres of last year's felling sown with grass.

*Ratatamokia Improved-farm Settlement.*—No roadwork has been entered upon in this block during the year, and but 30 acres of bush has been felled. Clearings made last year were sown with grass-seed.

*Tongaporutu Improved-farm Settlement.*—No fresh felling or building has been done, but 25 acres felled last year has been sown with grass-seed. As Mimi-Mokau Road runs through the