

block, and there are no service roads, no roadwork is charged against the settlement. Expenditure £89 0s. 3d., part of which was in payment of some of last year's works.

*Uruti Improved-farm Settlement.*—Only maintenance of road.

*Huiroa Improved-farm Settlement.*—23 chains of Douglas Road was first formed as an 8 ft. bridle-road, and subsequently widened to dray-road width, requiring 74 lineal feet culverts. A strip of township land 2 chains wide, comprising 14 acres, was felled on north side of Makuri Road, in order to allow sun and wind to get at a swampy part of the road.

*Whangamomona Improved-farm Settlement.*—Among the works for the year are 50 chains felling, stumping, &c., 120 chains bridle-road formation, 425 lineal feet of culverts, 460 acres of bushfelling, and the sowing of 614 acres felled last year.

*Maata, Poti, Ngairi Improved-farm Settlements.*—One house on Maata, two houses on Poti, and one house on Ngairi have been erected during the year; also, last year's clearings were sown with grass-seed.

*Taumatatahi Improved-farm Settlements.*—One house has been enlarged, and improvements have been made to the service-road.

*Patea River, Snagging.*—An inspection of the river has been made, and parts to be snagged decided upon, but until the eel-weir at about nine miles and a quarter from the mouth of the river is removed any expenditure above or below that point would be of no service. All lands up to about eighteen miles along the river are well served by roads, and snagging would benefit only those who hold land higher up. But the eel-weir is a complete block to all navigation excepting small canoes, and it is so strongly built that it would have to be blown out with dynamite.

*Oxford Association Block.*—The surrendered portion of this block has been rearranged, the areas made larger, and the land sold on the ordinary system. During the year we have felled, stumped, &c., 186 chains of roads, formed as 5 ft. bridle-road 129 chains, built 229 lineal feet of culverts, and 74 lineal feet of bridges. Similar work is still in progress.

*Waikiekie Block.*—The work included the improvement of old bridle-road from Tongaporutu River from beach to top of hill, and the replacement of old stringer bridges by new ones on Clifton Road. The portion of road from Tongaporutu to tunnel has already been put in hand. A contract is now in hand for formation-work, and the timber for four bridges is nearly cut. The whole work will probably be completed in May.

*Autawa Block.*—The small expenditure under this item was for removing slips.

*Hurimoana Block.*—This block lies to the eastward of Whangamomona Improved-farm Settlement and towards Tangarakau River, Whitianga Block being its northern boundary. It is divided internally by Whitianga, Mauku, and Pukeko Roads. Up to date we have felled, stumped, &c., 340 chains of Whitianga Road, further felling, &c., being let and in progress. The necessary bridle-road formation is also in progress, 40 chains being completed.

*Makahu Block.*—On Makahu Road we have felled, stumped, and cleared 162 chains, and on Matirangi Road one mile has been felled, stumped, &c. Expenditure, £153 4s.

*Marco Block.*—On Marco Road 240 chains have been felled, stumped, and cleared, and work is still in progress.

*Mangaotuku Block.*—A subsidy was granted to Stratford County Council towards widening Mangaotuku Road, but no work has been done or expenditure incurred.

*Rimuputa Block.*—Work is now in progress (felling, stumping, &c., on Mangaowata Road) in this block. 240 chains have been felled, stumped, &c., and 40 chains have been formed as bridle-road.

*Egmont, Block VI.*—Very little has been done on this block during the year, only a few chains of dray-road formation and one culvert to give access to a settler. The balance of loading on this block will be expended during the coming year in conjunction with the work now let on Kent and Maude Roads.

*Patua (Egmont, V., VII., XI.) Block.*—The whole length of Carrington Road (the main road through the block) has been felled, stumped, &c., and the necessary portions of Plymouth, Hurford, Pitone, Dover, Oxford, and Saunders Roads have also been stumped, felled, &c. The borrowed money is, excepting a few pounds, all expended, but some of the settlers have yet no access but by tracks to their farms. A considerable expenditure is still required in culverts, bridges, and earth-work to enable the settlers to beneficially occupy the land. During the year we have felled, stumped, &c., 1,134 chains of above roads.

*Kaupokonui Block.*—The Waimate Road Board is spending balance of vote in continuing metalling of Auroa Road towards Section 4, Block VI., Kaupokonui.

*Moeawatea Block.*—This block was first surveyed as a special settlement, but, not being occupied, a rearrangement of the sections is to be made, and when ready for sale the roading will be proceeded with.

*Opaku-Kapara Block.*—33 chains of felling and clearing, and the same of bridle-road formation, on Mataimoana Road has been done; also, removal of slips on Mataimoana and Weraweraonga Roads.

*Rangiwhakaoma Block.*—The same remarks apply to this vote as to Central Patea Valley. The money is for opening up the back lands behind Patea, and until the route is decided upon no expenditure can be incurred.

*Rawhitiroa Block.*—This block was surveyed some years since, but, the land being very rough, no applications have been received for it. A bridle-road has been formed into the block, and it would be useless to incur further expenditure until there is a prospect of settlement.

*Whenuakura Block.*—Contracts have been let, and are in progress, for felling, stumping, &c., bridle-road formation on Mataiwhetu and Tahuri Roads, on which 286 chains of felling, &c., and 240 chains of formation have been done during the year.

*Payments to Local Bodies.*—Twenty-four proposals for expenditure of "thirds" and "fourths" were dealt with, and sanctioned by the Land Board, for a total amount of £5,891 19s. 11d.,