

about two miles from the Manuhara Road. It is intended to continue the formation to the junction with the Waihi Valley Road, and thus provide another outlet for the Akitio Improved-farm settlers.

Akaroa Road (Pahiatua No. 2).—78 chains of bushfelling and clearing has been done in this road during the year. In maintaining this two miles of horse-road two culverts (20 ft. long) have been laid, 177 cubic yards of slips have been cleared, and 1 mile 51 chains of embankments have been repaired. A contract just completed opens up this road as cleared to the Mangaone Road, but, owing to exhaustion of funds, it cannot be proceeded with just at present. As far as formed it is in fair condition.

Manuharahara Road (Pahiatua No. 1).—A considerable amount of work has been done on this road during this year—42 chains engineered, 1 mile 3 chains formed 6 ft. wide, 36 chains widened, seventeen culverts (246 ft. in length) laid, $3\frac{1}{2}$ chains of corduroying laid, $\frac{3}{4}$ chain drains cut and 10 chains cleared out, and 9 chains of embankments formed and 2 miles 54 chains repaired. The work of maintaining the three miles of horse-road has necessitated the removal of 445 cubic yards of slips and the excavation of 120 cubic yards of rock. The road and culverts are in fair order.

Paraengahuata Road (Pongaroa Village Settlement).—This is a horse-road 6 ft. wide, and has been maintained for 1 mile 50 chains. One 12 in. by 12 in. culvert (16 ft. long) has been laid, 70 cubic yards of slips cleared, $2\frac{1}{2}$ chains of corduroy laid, and 3 chains of drains cut. The road passes mostly through flat swampy land, and is in fairly good order.

Huia Road (Pongaroa Village Settlement).—As will be seen in my last report, a considerable amount of work was done last year on this road. This year general maintenance and repairs have constituted the only work done. I must, however, except the sawing and hauling of timber to the site of a single-span horse-bridge over the Pongaroa Stream, the construction of which will be commenced as soon as the required ironwork is on the ground. A mile and a half of this road has been maintained during the year.

Waihi Valley Road (Pahiatua No. 3).—The following work has been done on this road during the year: Bushfelling and clearing, $31\frac{1}{2}$ chains; formation, 6 ft. wide, 4 miles 18 chains; 396 cubic yards of slips have been removed, 428 cubic yards of rock excavated; stumping has been done for 144 chains; 36 chains of drains cut, and $21\frac{1}{2}$ chains of embankments formed. Thirty-six culverts have been bedded, varying in size from 12 in. by 12 in. to 18 in. by 18 in., of a total length of 602 ft.; and one bridge, of a single span of 20 ft., and 6 ft. roadway, erected. The road is maintained for a distance of six miles, and extends from the Waihi Road, past the Waipatukaka and Waihi-Akitio Roads, and, following the Waihi Valley, connects with the Oporae Road in the Hawke's Bay Province. The route is through dense bush country, and is at present just passable for horse traffic.

Waihi Road.—The following work has been done: 55 chains of formation from 6 ft. to 8 ft. in width, 807 cubic yards of slips removed, 5 chains of embankments formed, and seven culverts of an aggregate length of 132 ft. inserted. This road is very liable to slip, and consequently may be costly to keep in good repair. The maintenance extends over six miles, and when about 40 chains of formation has been carried over a swamp (for which a contract is let), the settlers will be provided with access to Dannevirke *via* Oporae, and to Makuri *via* Pongaroa.

Range Road (Masterton Reform).—This horse-road is six miles in length, and has been formed 6 ft. wide for 1 mile 4 chains, 3 miles 30 chains graded and pegged, nearly one mile felled and cleared of bush, 3 chains of embankments formed, and fifteen culverts of various dimensions laid. The maintenance has involved the removal of 261 cubic yards of slips, and the excavation of 1,386 cubic yards of rock. It passes through hilly bush country, and, as far as the formation is completed, is in very good repair. It is now completed to the boundary of the Rising Sun Block, the two gaps leading in and out of gullies having recently been formed. On account of the nature of the ground this road requires constant attention.

Cross Road (Masterton Reform).—This horse-road connects the Makuri-Pongaroa with the Range Road, and has been maintained during the year for two miles.

Makuri-Pongaroa Road.—Forty-eight culverts, of an aggregate length of 1,027 ft., and of the following dimensions, have been laid: Forty 12 in. by 12 in., two 18 in. by 24 in., three 18 in. by 18 in., one 9 in. by 9 in., and two 12 in. by 18 in. Bush has been felled and cleared for 13 chains, and scrub cleared for 3 miles 34 chains. The horse-road has been widened to a dray-road of 14 ft., 16 ft., and 18 ft. in width, for 5 miles 24 chains. The metalling, at about 18 cubic yards to the chain, has been extended by $16\frac{1}{2}$ chains, and one mile of metalling trimmed and restored. Besides this, 8,613 cubic yards of slips have been cleared, 9,901 cubic yards of rock excavated, 4 chains of drains cut, $13\frac{1}{2}$ chains of corduroy laid, 48 chains of embankments formed, and three miles of the road sown with grass-seed. The road is eighteen miles in length over all, and by making a crossing over the Mangatiti River, and using the temporary bridges, $15\frac{1}{2}$ miles would be now available for dray traffic, leaving two miles and a half to be widened to reach Pongaroa. The six horse-bridges and all the culverts are substantially built, and in good condition. The cost of widening at the Makuri end has been very expensive, owing to the extensive limestone and papa-rock excavations. A contract was let some time ago to cart timber for the proposed bridge over the Mangatiti Creek, but owing to the exceptionally wet season the road until recently has been unfit for heavy traffic. A contract for sawing timber for the same bridge is nearly completed, and, as further funds are now available, contracts for supply and construction will immediately be let. This is a very important road, opening up a large area of country, and providing many settlers with the means of procuring supplies, which for nearly eight months of the year are very costly to obtain. I would strongly recommend that improvements be pushed on vigorously, and as much metalling as possible carried out during the next season. The cheapest and best method of putting metal on this road would be, as suggested by me some time ago, by means of a temporary tram-line and trucks.