

*Mangatiti Road (Pahiata No. 4).*—Since my last report the only work done on this road has been the erection of a 30 ft. span truss bridge, for which 9,627 ft. of timber has been supplied. The road-line passes through hilly bush country, where the formation is heavy and very liable to slips. About one mile and three-quarters of 6 ft. formation is in very bad repair, and the culverts good. This road will connect the Makuri-Pongaroa and the Alfredton-Weber Roads. The bridge just constructed has a single truss span of 30 ft., with a 14 ft. roadway, and will be of great benefit to the settlers, as the ford is not good. It would be of great advantage if this road were completed. It is a near cut for horsemen travelling from Rakaunui, who at present have to go a long way round, *via* Pongaroa. A further reason is that there is a prospect of getting good metal, which, if the road were opened through, would be available for a considerable distance on the Alfredton-Weber Road.

*Makuri-Aohanga Road.*—The following operations are recorded for the year: 5 miles 52½ chains of road-line graded and pegged, two miles and a quarter felled and cleared of scrub, 1,674 cubic yards of slips cleared, 5,270 cubic yards of rock excavated, 2½ chains of corduroy laid, 15 chains of embankments formed, and upwards of 19½ chains of drains cut. Thirty-one culverts, of a total length of 556 ft., have been inserted, 11 chains of felled timber cleared, and 2 miles 3 chains of horse-road has been widened to 14 ft., 16 ft., and 18 ft. The road is six miles and a half in length, 2 miles 68 chains being dray-road; 48 chains is being at present widened, and about three miles is still a horse-road. It passes through undulating bush country. All the culverts are in good order, and the two bridges are also in a substantial condition. It is intended to raise one of the latter 6 ft., to insure its safety. This road branches from the Makuri-Pongaroa Road about six miles from Makuri, and connects with the Alfredton-Weber Road near Rakaunui Village.

*Rakaunui Village Settlement Roads.*—In my last report I stated that upwards of 32 chains of these roads were being felled and cleared of bush. This work has been extended another 11½ chains; and 30½ chains of road formed 6 ft. wide. Besides this, 2 chains of embankments have been formed, and 5 culverts, 56 ft. in length, have been laid. These roads are through undulating country, where all the bush has been felled. About 30 chains still remains to be formed to provide access to several occupied sections.

*Pongaroa School Road.*—A sum of £100 has been authorised to be expended in metalling this road, which work is now being proceeded with.

*Aohanga Gorge Road.*—The following work has been done on this road since the engineering survey of upwards of twelve miles was completed last year: Formation, two miles; scrubfelling and clearing, 1 mile 32 chains; 1,009 cubic yards of slips cleared, 2,745 cubic yards of rock excavated, 53 chains of drains cut, and 18 chains of embankments formed. Twenty-five culverts, of a total length of 723 ft., have been laid. A considerable quantity of timber has been sawn and delivered on the site of an 80 ft. bridge, the construction of which will be immediately commenced. This road, as maintained for two miles, passes through open country along the Pongaroa Stream. The banks being steep, the cuttings are consequently heavy, but, as it is mostly a sound papa formation, there should not be any great liability to slips. All culverts are constructed of totara, and are in first-class condition. The 16 ft. formation is being continued.

*Pongaroa Township.*—The only work done by the Government in this township has been felling 10½ acres of bush on sections.

*Mecalickstone-Aohanga (Mecalickstone Block).*—Last year I reported 70 chains of this road as felled and cleared. Of this, 65 chains has now been formed 6 ft. wide, and ten culverts (138 ft. in length) inserted. 77 cubic yards of rock has been excavated, 22 chains of drains cut, and 3 chains of embankments formed. The road passes through level manuka-scrub country, where the formation is easy.

*Kaikoura Farm-homestead Association.*—£200 has recently been authorised to be spent on constructive works on this association block, and instructions have been given to proceed with the roads.

*Huia Road (Woodville Block).*—This road, which passes through hilly country for a distance of 3 miles 70 chains, is 6 ft. in width, and in very fair condition. Maintenance is the only work done during the year, and has involved the insertion of one 12 in. by 12 in. culvert (15 ft. long), the removal of 1,965 cubic yards of slips, the excavation of 9 cubic yards of rock, and the laying-down of 2 chains of corduroy. I would suggest that this road be widened for vehicular traffic, for the accommodation of the settlers on the line of road and on the Macalickstone Block.

*Waihoki Valley Road (Mecalickstone Block).*—This road passes through level country, swampy in places, with very heavy bush. It is about four miles and a half long, formed to 6 ft. in width, and cannot be said to be in a very good state. The culverts and a temporary bridge are all in good order. The following is the record for the year: 8 miles 62 chains of engineering survey, 32 chains of scrubfelling and clearing, 32 chains of 6 ft. formation, 306 cubic yards of slips cleared, 36½ chains of drains cut, 9 chains of embankments formed, and five culverts (of an aggregate length of 64 ft.) have been laid.

*Waiowaka Road (Dannevirke Centennial Block).*—This road passes through very hilly country for 1 mile 32 chains, and is extremely liable to slips. Last year I reported 35 chains as cleared and formed 6 ft. wide. This work has now been extended for another mile. There has also been thirteen culverts (134 ft. in length) laid, 720 cubic yards of slips removed, 161 cubic yards of rock excavated, 2 chains of fascines laid, and 8 chains of drains cut. All the culverts are in good condition, as is also the 30 ft. temporary bridge erected last year.

*Waikereru Road (Mecalickstone Block).*—This road has been constructed through undulating country covered with ti-tree, is formed 6 ft. wide for the full length of 4 miles 10 chains, and cannot be said to be in very good order. The following work has been done during the year: 13 chains of fallen timber cleared, 60 chains of the road formed 6 ft. wide; eight culverts 12 in. by 12 in., and one 24 in. by 36 in., of a total length of 113 ft., have been inserted; 2,205 cubic yards of slips cleared, 196 cubic yards of rock excavated, 1 chain of corduroy and 2½ chains of fascines laid,