

locality are extremely desirous of having this horse-road widened for dray traffic, to put them in a better position for taking their milk to the local creamery.

*Karewarewa Village Settlement.*—Last year some felling and clearing was done here, and the road-line graded and pegged. As it passes through level and dry country, it has been available for horse traffic, and nothing further has been done.

*Main South Road (Hautapu—Ruahine, Marton Nos. 1 and 2).*—The chief work has been the maintenance of this road 6 ft. wide in good order for three miles, besides which 10 chains have been formed 10 ft. wide, 2,890 cubic yards of slips cleared, and 1,870 cubic yards of rock excavated.

*Te Parapara (Hautapu—Ruahine, Marton Nos. 1 and 2).*—Great activity has been shown on this road during the period under review, and, as further expenditure has now been authorised, it is proposed to metal about 75 chains of sideling which becomes impassable even for horse traffic during the winter months. Weather permitting, this work will be commenced immediately the drays have finished other urgent work. The road, with the exception of some few chains of horse-road, is in good condition; the bad parts are being made good, and further widening will be proceeded with immediately. The actual work done has been: 20 chains graded and pegged, one mile formed 8 ft. and 42 chains formed 12 ft. wide, 75 chains widened to 15 ft. and one mile and a half widened to 24 ft., 1 mile 46 chains has been metalled 12 ft. wide; six 12 in. by 12 in. culverts, 99 ft. long, have been laid; 471 cubic yards of slips cleared, 3,690 cubic yards of rock excavated, and three miles of drains cut. The maintenance has extended over three miles.

*West Mangahuia (Hautapu—Ruahine, Marton Nos. 1 and 2).*—1 mile 30 chains of this road-line has been graded and pegged, 1 mile 37 chains felled and cleared, 1 mile 43 chains formed 6 ft. wide, one culvert (18 in. by 18 in.) laid, 70 cubic yards of slips removed, 1,780 cubic yards of rock excavated, and maintained for two miles. The whole length of road, which passes through heavy bush country of a very broken character, is now finished, and is in very fair condition for horse traffic.

*Mangawharariki and Kimbolton—Wairaki.*—This road has been maintained for a distance of 12½ miles, and the whole length of the road is in very good order for dray traffic. As will be seen below, the slips on the western end have again been very numerous. About a mile and a quarter of shady sideling, which becomes almost impassable during the winter months, is now being metalled. All bridges and culverts are in good condition. The work done during the year is as follows: Slips removed, 7,280 cubic yards; rock excavated, 905 cubic yards; widening to 16 ft., 1½ chains; and metalling, 60 chains; and one culvert, 12 in. by 12 in. and 24 ft. long, inserted. 22 cubic yards of metal is put in to the chain, being 12 ft. wide and 9 in. deep. This is a very important road, as it connects Rangiwahia with Mangaweka, and will ultimately be a large tributary to the railway when the line is opened to the latter township.

*Mangarere Road (Hautapu).*—Maintenance extending over the whole length of this horse-road (5 miles) has been the only work done during the year. It is in fair condition, and, with the exception of a few temporary log bridges which will probably require strengthening shortly, the remainder of culverts and bridges are in good order.

*Watershed Road (Hautapu).*—This road passes through broken bush country, and is now in good order. During the year 42 chains have been graded and pegged, 42 chains felled and cleared, 42 chains formed 6 ft. wide, three 12 in. by 12 in. culverts (48 ft. long) laid, 300 cubic yards of slips removed, 1,963 cubic yards of rock excavated, and a mile and a quarter maintained.

*Cross Road (Hautapu).*—This road, which connects the Watershed and Mangawharariki Roads, was completed last year, and the only work since then has been its maintenance for four miles, in the course of which 425 cubic yards of slips have been cleared and 60 cubic yards of rock excavated. The road, bridges, and culverts are in good order, and available for horse traffic.

*Peka Road (Hautapu No. 2).*—A further instalment of 1 mile 35 chains of this 6 ft. horse-road has been constructed, which opens it for traffic for a distance of five miles. It passes through hilly country, partly cleared of bush, and, with the culverts and bridges, is in good condition. This road must ultimately be of great consequence to the surrounding settlers, in providing an outlet to Ohingaiti, when the railway is completed to that point, and the bridge erected over the Rangitikei River at Otara.

*Onslow Block (Renfrew Road).*—£500 has been authorised for expenditure on this block, but the only work yet undertaken has been the letting of a bushfelling and clearing contract; and formation will shortly be commenced.

*Conspicuous Road.*—This 6 ft. horse-road has been maintained in good condition for two miles, and the following work has also been done: 20 chains of 6 ft. formation, 2,320 cubic yards of slips cleared, 2,160 cubic yards of rock excavated, two 12 in. by 12 in. culverts (24 ft. long) laid, and 3 chains of corduroy laid.

*Oroua Main Road (Mangoira—Coal Creek Block).*—The following work has been done during the year: 2 miles 15 chains graded and pegged, 1 mile 25 chains widened from 6 ft. to 14 ft., 2 chains metalled, 1,560 cubic yards of slips cleared, 3,576 cubic yards of rock excavated, 1½ chains of drains cut, and twelve 12 in. by 12 in. culverts (of a total length of 216 ft.) have been laid. The widening of this road has enabled dray traffic to be extended across the Oroua River, which will prove of great benefit to settlers. The maintenance extends over two miles, and is likely to be rather costly, in consequence of the singularly rotten nature of the formation rendering it liable to slip.

*Kaheke Road (Mangoira—Coal Creek).*—The formation promised in my last report has been carried on for 61 chains to a width of 8 ft., after being graded and pegged for that distance. A single-span bridge 25 ft. long has been erected, twenty-two culverts laid, 652 cubic yards of rock excavated, and 6½ chains of drains cut.

*Umutoi—Table Flat Road, Upper Pohangina Valley (Pohangina Block).*—The 6 ft. formation has been extended for a further mile, 49 chains graded and pegged, widening 27 chains from 6 ft. to 12 ft., metalling (10 ft. wide) 26 chains, 1 chain of drains cut, 60 cubic yards of rock excavated, 600 cubic yards of slips cleared, and thirteen culverts (of a total length of 170 ft.)