List of High Ascents at Hermitage during Season of 1919-20-continued.

Date.	Name of Peak.	Heig in F		Name of Guide.	Route and Remarks.
1920. Feb. 1 Feb. 2 Feb. 2 Feb. 5 Feb. 12	Mount Sealy Mount Darby Mount Jeannette Mount Maunga-Ma Anzae Peak	8,4 8,7,1	287 Mr. L. H. Lindon, Lindon Ditto Mrs. Linden 323 Mrs. Linden		Ascent and decents by west face. Traverse—ascent by north arête; descent by east face. Ascent and descent by west face. Ascent and descent by east face from Mueller Hut. Ascent and descent by north face from Memorial Hut.
Feb. 12	Lean Peak		323 000 Mr. L. H. Lindon	P. Graham	Ascent and descent by south arête from Copland Pass and Hooker Hut.
Feb. 13	Mount Johnston	8,8	358 Mrs. Linden	F. Milne	Ascent and descent by west face from Ball Hut.
Feb. 17	Mount Scaly	8,0	351 Mr. J. Barker, Mis Barker, Mr. D. D Mr. C. Deans, Mi Burdon, Miss S. I Miss N. Smithson	eans, c. C. Fox,	Ascent and descent by west face and thence over An- nette and down ridge to Sabastopol and the Her- mitage.
Feb. 18	Mount Malte Brun	10,	151 Mrs. Linden	F. Milne	Ascent and descent by west arête from Malte Brun Hut.
Feb. 23	Ruareka Peak	8,0	000 Mr. L. H. Lindon, I Lindon	Mrs. F. Milne, J. Stout	Ascent and descent by east face from Hooker Hut.
Mar. 26	Turner Peak	7,		P. Graham	Traverse—ascent by way of Ball Pass and east face, descent north-western face from Hooker Hut.

## TE ANAU - MILFORD TRACK.

It is satisfactory to note that this popular route is again regaining its popularity, and last season was an exceptionally heavy one. Unfortunately, the rush was somewhat unexpected, and some difficulty was experienced in the early part of the season. However, this year the track staff will be sent down considerably earlier to get the track and the boats in proper order.

Additional accommodation will be provided at the Quintin huts and at Pompolona, and it is hoped to get the telephone-line on the track restored. Arrangements have been made with Mrs. Sutherland to again open her residence for visitors, and this should have the effect of relieving congestion at Sandfly Point. The season was marred by an unfortunate occurrence resulting in the loss of a Dunedin lady, Miss Reed, who in bad weather became separated from her companions, and was never seen again. Active search was made by the guiding staff, the police, and others, but without effect.

## OVERSEAS AGENCIES.

The usual annual reports have been received from the officers in charge of Melbourne and Sydney agencies, and show that a large amount of work has been satisfactorily dealt with, and that the offices have been of great use to other Government Departments. The expenditure at these places has been—

		Sydney. £	Melbourne. £
Rent	 	 390	300
Salaries (including clerical assistance)	 	 465	670
Miscellaneous	 	 711*	176

## REPORT OF THE RESIDENT OFFICER, ROTORUA.

I beg to submit my annual report for the year ending 31st March, 1920.

During the year the maintenance work on the streets and roads has been attended to as far as funds would permit. As regards suburban roads, 48 chains have been re-formed, 71 chains have been ploughed and re-formed with the small grader, and all have been coated with pumice. Some 26 chains of the metalled street in the inner area of the town have been hand-picked, given a coating of  $2\frac{1}{2}$  in, metal, rolled, and blinded with either metal chips or obsidian gravel from Hemo Gorge.

The advent of a motor tractor in the town afforded a long-sought opportunity of doing some heavy ploughing on the Wairoa Road and on Fenton Street South. The scarifying of these roads would have sufficed, but, as we have not the necessary implements, ploughing had to be resorted to. Fifty chains were thus treated, and much more was necessary, but a halt had to be called on account of a depleted exchequer. The result was satisfactory so far as it went, but in the case of Fenton Street the full advantage was not secured because of the fact that we could not afford to put a heavy-enough sheeting of  $2\frac{1}{2}$  in, blue metal on the scarified surface, and we have not a heavy-enough road-roller to give the metalled surface the necessary consolidation. As a consequence the work done cannot be regarded with much satisfaction, but it must serve as a temporary measure, and will probably suffice till after the winter season. That portion of Fenton Street from Ernera Street intersection to the goods entrance of the railway-yards has to carry very heavy traffic, and will have to be similarly treated, but it is useless disturbing the present road-surface till we have a sufficient reserve of blue metal with which to sheet the section.