

development. As a result of a grant in the estimates it was possible to carry out metalling improvements, and during the period under review 1 m. 60 ch. of this work and 66 lineal feet of culverting was completed.

*Weraweraonga Road (Patea County).*—As a result of access difficulties arising from the use of a clay road it was decided that the settlers should be given metalled access, and a camp was established to carry out the work. During the year improvements of the description mentioned were completed over a length of 3 m. 20 ch.

*Mangahoe Road (Rangitikei County).*—This road is situated in a backblocks area, and financial arrangements were made with the Rangitikei County Council in connection with the cost of metalling improvements. Work of this nature completed by the close of the period under review comprised 1 m. 25 ch. of preliminary earthworks and 40 ch. of metalling.

*Mangamahoe Road (Rangitikei County).*—This is another backblocks road in a productive grazing district and serves a large number of settlers. As a clay road the route had never given satisfaction to the extent necessary to meet present-day farming needs, and under arrangement with the County Council the road is being metalled. A length of 9 m. 59 ch. was completed in continuation of that finished during the previous period.

*Murimotu and Watershed Roads (Rangitikei County).*—The metalling operations commenced two seasons ago to give metalled access to a large area of good grazing country were continued. The work completed during the year consisted of 3 m. 62 ch. of surfacing.

*Ohaumoko Road (Rangitikei County).*—In order to give more satisfactory access to settlers a length of 4 m. 40 ch. of this road was metalled during the year.

*Ongo Stream Bridge (Rangitikei County).*—The erection of one reinforced-concrete bridge of two 40 ft. spans, the installation of 30 lineal feet of culverting, and approach roading of 15 ch. was carried out in the period.

*Owhakura Road (Rangitikei County).*—This is a settlement road passing over the county boundary into Wanganui County, and during the year a length of 2 m. was metalled to give all-weather access.

*Mangahowhi Stream Bridges, Pakihi Valley Road (Waimarino County).*—Two bridges, each of 25 ft. span, were erected on this road to give access to lands being developed under the small-farms scheme.

*Mangarewa Road (Waimarino County).*—This is a backblocks road where difficulties have been experienced for many years during rains and over the wet season. The position has now been improved greatly by metalling. The work completed during the year comprised 1 m. 43 ch. of formation, 1 m. 61 ch. of metalling, and 237 lineal feet of culverting.

*Pakihi Valley Road (Waimarino County).*—The metalling of 55 ch. of this road was completed during the year along with the renewal of the two bridges over the Mangahowhi Stream, as mentioned above.

*Waipuna Ridge Road (Waimarino County).*—The metalling of this road was continued during the year to give all-weather access to settlers who have been farming in the area for a very long time. The new work completed over the period comprises 3 m. 42 ch. of metalling and 123 lineal feet of culverting.

*Matahiwi to Ohotu Road (Wanganui County).*—Formation work was carried out on this road in previous seasons, and during the last period the new formation was metalled over a distance of 2 m. 63 ch.

*Owhakura Road (Wanganui County).*—This settlement road extends over the county boundary into Rangitikei County, and during the year 60 ch. was metalled in conjunction with the other work being carried out in the latter county.

*Wanganui River Road, Left Bank, Operiki Stream Bridge (Wanganui County).*—Widening and metalling improvements were undertaken on this road one or two seasons ago, and all-weather access was given up the left bank as far as Pipiriki. One bridge completing the Department's programme of work was erected during the year over the Operiki Stream.

*Makahu Road (Whangamomona County).*—This settlement road is located in the hinterland of Taranaki and is used by a number of dairy-farmers in taking cream and other dairy-produce to the railway-station. Transport of this description could not be continued regularly in wet weather, and with a view to improving the position as much as possible a camp was established to metal the road. During the period 1 m. 35 ch. of work of this description was completed.

*Mangapapa Road (Whangamomona County).*—This road branches off the main highway in the Tangarakau Gorge and leads up on to a plateau consisting in parts of very good country having regard to the general topographical features of this district. The settlers using the road have occupied their properties for many years, and their need of a metalled access grew more urgent as additional land was brought into productivity. With a view to giving the convenience and assistance of a metalled road a camp was established, and during the period 1 m. of metalling was completed.

*Mangare Road (Whangamomona County).*—The lands served by this road were offered for selection as Crown areas about eighteen to twenty years ago and, mainly on account of the clay access, a large proportion of the country was afterwards abandoned. The remaining settlers were experiencing great difficulty in getting access during wet weather and in the winter. In the circumstances arrangements were made to metal so much of the road as was used by existing settlement, and during the year under review a distance of 74 ch. of this work was completed.

*Tangarakau Valley Road (Whangamomona County).*—A track was formed several years ago to give access to the properties alongside this road. With the increasing development and productivity of the area the settlers were finding it extremely difficult to carry on satisfactorily without a full-width vehicular road. The formation was completed last year, and during the period under review 144 lineal feet of culverts were installed to take the surface and storm water away from the road.