

*Clevedon to Maraetai (North Road) (Manukau County).*—This is a comparatively large work involving the realignment and regrading of an important road serving an extensive dairying and agricultural area as well as being used very much by through traffic. Formation work was completed over a section of 2 miles and metalling over a distance of 6 miles.

*Moumoukai Hill Road (Manukau County).*—Metalling operations upon this road have been completed and all settlers now have metalled access. The distance completed during the year was 1 mile 69 chains.

*Orere Stream Bridge (Manukau County).*—One reinforced-concrete bridge of three spans and of a total length of 96 ft. was erected on this road.

*Otau Mountain Road (Manukau County).*—Reformation and metalling work was carried out during the year over a distance of 4½ miles. This completes the programme in hand upon the road and provides access to five settlers occupying grazing-country.

*Okauia Native School Road (Malamata County).*—Formation and metalling work is being carried out over a distance of 1 mile 18 chains to give access to a new Native school and to a Native settlement. Almost the whole of the formation and 41 chains of metalling were completed during the season.

*Paraonui Road (Malamata County).*—Formation and metalling work was completed over a distance of 3 miles 77 chains, giving all-weather access to six settlers.

*Puketurua Group Roads (Malamata County).*—Several schemes for the metalling of all clay roads in a small settlement or in a particular block have been carried out in recent years. There are five roads in this group, and 4 miles 64 chains have been reformed and 4 miles 30 chains metalled.

*Waipa Bridges (Puketurua to Uraura Road) (Malamata County).*—Two reinforced-concrete bridges, having spans of 30 ft. and 20 ft. respectively, were erected during the year.

*Waihi to Whangamata Road (Ohinemuri County).* This road, besides giving access to a number of settlers, is a popular tourist drive during the summer months and is being improved to cope with the increased traffic. During the year a commencement was made on that section of the road within the Ohinemuri County, and light reconstruction work has been completed over the first section of 6 miles and the last section of 2 miles. Attention was given to other portions of the road wherever necessary, and arrangements were made for the supply, under contract, of 6,500 cubic yards of crushed metal.

*Waitewheta Stream Bridge (Harris Road) (Ohinemuri County).*—Five settlers on the road to which this bridge gives access, previously crossed the Waitewheta Stream by a concrete ford, but this sustained irreparable damage during a storm of 1936. During the year a reinforced-concrete bridge 119 ft. long was erected to give permanent access.

*Waitoki Road (Ohinemuri County).*—Formation and metalling work was completed over a distance of 1 mile 53 chains of this new road. One bridge of rolled-steel joist construction was erected and 627 lineal feet of culverting installed.

*Haurua Road (Otorohanga County).*—Metalling was completed over a distance of 1 mile 58 chains to give all-weather access to four settlers and to provide a through connection.

*Karaka Road (Otorohanga County).*—This is one of the roads in the Arohana Settlement. Other roads within the settlement have been metalled in previous years, and during the past season similar improvement work was carried out over a distance of 2 miles 30 chains of Karaka Road. This gives alternative metalled access to the block.

*Mangawika Road (Otorohanga County).*—Two settlers were given all-weather access as a result of metalling improvements carried out over a distance of 70 chains. The erection of a light traffic bridge 42 ft. long was also completed during the period.

*Tahaia Bush Road (Otorohanga County).*—Reformation and metalling work was completed over a distance of 1 mile 20 chains and is still continuing. Two settlers have been given all-weather access.

*Tahaia Cross Road (Otorohanga County).*—Metalling has been carried out over a distance of 68 chains of this road to give all-weather access to three settlers.

*Kiwitahi Railway Road (Piako County).*—The work commenced in previous years upon this road was continued, and a distance of 1 mile 50 chains was metalled to complete the provision of all-weather access to each settler.

*Mellins Road Bridge (Piako County).*—One bridge, 70 ft. long, of rolled-steel joist construction on timber piles was erected over the Waitoa River.

*Thompson's Track (Piako County).*—Reconstruction work on this track was completed during the period, also an additional length of 2 miles 71 chains of formation. The first section of 1 mile 21 chains was widened to 14 ft. and three bad creek crossings were concreted. Five settlers obtain access by this track, which also gives a stock-route to the northern end of the Bay of Plenty.

*Klondyke Road (Raglan County).*—Metalling-work was carried out over a distance of 3 miles 25 chains to give all-weather access to four settlers. Operations are being continued to meet the needs of others living farther along the road.

*Mangati to Te Aka Wharf Road (Raglan County).*—This road was metalled several years ago, but the original work was not sufficiently strong to carry the heavy traffic. As a result, arrangements were made to add extra metal, and during the season 2 miles 24 chains were completed. The whole programme will involve a length of 4 miles 44 chains, and operations are continuing.

*Sainsbury Road (Raglan County).*—Three settlers have been given all-weather access as a result of metalling-work carried out over a distance of 2 miles.

*Waikorea to Naikie via Speedys Road (Raglan County).*—The reformation and metalling commenced in previous years were continued, and 5 miles 13 chains were metalled. Additional work is being carried out, and nine settlers have already been provided with all-weather access.