

Parihaka Road (Egmont County).—This was one of the few remaining unformed and unmetalled roads in the county. Work was commenced in the previous year, and during the past year 22 chains of the road were formed, 2 miles 72 chains metalled, and two bridges of a total length of 68 lineal feet were erected.

Bedford Road Bridges (Inglewood County).—This settlement road on the lower slopes of Mount Egmont, was formed some five or six years ago, but at that time the several mountain streams crossing the road were bridged only in a temporary manner. The cyclonic storm of February, 1936, caused severe flooding in these streams, and many of the temporary bridges, together with numbers of culverts, were completely washed out. Permanent bridges are now being erected in reinforced concrete, and the programme completed during the year consisted of four structures of a total length of 245 lineal feet.

Omata and Waikare Roads (Palca County).—Both of these roads give access to lands which were settled many years ago, but neither road was metalled. Work is now being carried out, and during the season 2 miles 10 chains were completed.

Mangamahoe Road (Rangitikei County). This is a settlement road in a productive backblocks grazing district and serves a number of settlers. With the advance of transport greater facilities were necessary, and arrangements were made with the County Council covering a metalling programme over a distance of several miles. Work has been proceeding for several seasons, and during the period under review an additional length of 1 mile 23 chains was metalled.

Matau Road Group (Stratford County).—Lands in the Matau and Ngatimaru districts were opened for settlement many years ago, and although access roads were formed at that time the settlers were not established sufficiently strongly to raise a loan to assist with the cost of metalling each road. Consequently little progress was made, and two or three seasons ago, in view of the urgent need of all-weather access to the settlers, arrangements were made to metal about 20 miles of access roads. These comprise the Mangaopapa, Matau, Junction, and the Matau North Roads. Work has progressed steadily and during the period under review an additional length of 9 miles 50 chains was metalled.

Mangaeturoa North Road (Waimarino County).—Metalling improvements were carried out over a distance of 4 miles 38 chains, and 570 lineal feet of culverts were installed.

Waimarino to Ractihi Road (Waimarino County). The original track constructed to give access to settlers upon this road has been found of recent years to give insufficient facilities for access, and arrangements were made to widen the track to a full width road. Work of this description has been completed over a distance of 3 miles 23 chains.

Rata Maire Road (Waimarino County).—This road was of similar description to many others in this county, and in view of the desirability of providing all-weather access to settlers, a grant was made to cover the cost of metalling improvements. Work of this nature was carried out during the period over a distance of 3 miles 14 chains.

Mangapapa Group Roads (Whangamomona County).—The Mangapapa Road is the chief road in this group and gives access from the main highway in the Tangarakau Gorge to a plateau. The settlers using the road have occupied their grazing properties for upwards of twenty years, and their need of a metalled access grew more urgent as additional land was brought into productivity. Metalling-work was commenced during the previous period, and in the year under review an additional length of 2 miles 37 chains was completed.

Moki Road (Whangamomona County). The country adjacent to this road is generally easier in character than most other lands within the county, but there are extensive areas which have never been developed because of poor access. After considerable negotiation, a grant was given to cover the cost of metalling, and 3 miles 65 chains were widened and metalled, and 190 lineal feet of culverts installed.

NAPIER DISTRICT.

Mangamaire Road (Dannevirke County).—Reconstruction and metalling are in hand upon this road. Most of the formation work involved, together with additional culverting, was completed during the year, but metalling was not commenced. This will receive attention next season.

Mangatoro Stream Bridge (Fourth Crossing), Mangatoro Valley Road (Dannevirke County).—A suspension bridge consisting of one span of 150 ft. with a deck 3 ft. wide for foot traffic was erected during the year. The cables are carried over reinforced-concrete towers and are anchored to reinforced concrete blocks.

Maunga Road (Dannevirke County).—During the year the County Council forwarded proposals to cover the reformation, culverting, and metalling of a distance of 1 mile 40 chains. By the close of the period the reformation and 220 lineal feet of culverting had been completed. Metalling was commenced, but owing to wet conditions had to be deferred.

Pokokamuka Road (Dannevirke County). Although this road was formed many years ago and not metalled the formation generally remained in comparatively good condition, but there were numbers of sharp corners which needed attention. These were widened, and a small amount of metalling was carried out.

Heay's Access Road (Hawke's Bay County). Metalling improvements were carried out over a distance of 2 miles 15 chains on this back-country settlement road to give all-weather access to settlers on comparatively large grazing properties.

Napier to Taihape Road (Hawke's Bay County). This road is coming into increasing prominence each year as a through connection from Hawke's Bay to the lower King-country at Taihape. Metalling has not yet been completed, and during the season the County Council metalled an additional length of 2 miles with the assistance of a Government subsidy.

Well's Access Road, Puketitiri (Hawke's Bay and Taupo Counties). Work was carried out over a distance of 60 chains, and the portions most likely to give trouble in wet weather were metalled.