

Maintenance.—It is suggested that the maintenance of the Napier and Taupo road be let out in sections; the part most requiring it is that between Kaiwhaka and Runanga. About forty-one miles beyond Runanga, the road across the plains with ordinary traffic retains a very fair surface and will require little attention. It is recommended however that all the softer portions of the road should be metalled as speedily as possible.

The following is a schedule of works executed on the above line of road, Napier to Taupo, during the eleven months ending 31st May:—Road formation, 18 feet wide, 519 chains; earth excavations, 155,221 cubic yards; rock do., 5,827 cubic yards; catch-water drains, 3 feet \times 3 feet average section, 50 chains; bush felling and clearing, 100 square chains; mitre drains fascined with brush manuka, 35 chains; timber culverts, five, 12 in. square, 128 feet run; forty-two, 16 in. square, 1,099 feet run; seven log do., 36 in. square, 260 feet run; total, 1,487 feet; thirteen stone culverts, 24 inches square, 425 feet run; one bridge, 24 feet; sawn timber, 8,340 superficial feet; twelve stone retaining walls, 143 cubic yards; sod do., 304 cubic yards; road fascined, 12 feet wide $3\frac{3}{4}$ chains, corduroyed 4 chains, and metalled 16 chains; line surveyed, 50 miles.

The total amount of work done on this road under "Public Works Act, 1870," up to same date, is as follows, over ninety miles:—Earthwork, 470,687 cubic yards; rock, 18,433 cubic yards; bush cutting, 973 square chains; formation, with double ditch, $574\frac{1}{2}$ chains; culverts and box drains, wood and stone, varying in size from 12 in. square to 4 feet \times 3 feet, 339 in number, and of a total length of 7,748 feet run; side drains fascined, $135\frac{1}{2}$ chains; stone retaining walls, 143 cubic yards; sod do., 437 cubic yards; sawn and squared timbers, 55,340 superficial feet; six truss bridges, 335 feet; nine plain bridges, 195 feet; besides maintenance, haulage of timber, and sundry small works.

Road, Taupo to Atiamuri.—Towards Tauranga, twenty-four miles. During the past twelve months the works executed are as follows, viz.:—Erection of a truss bridge over the Waikato at Atiamuri, with one span of 52 feet, and one land span of 17 feet, the work on which has been executed in a satisfactory manner. The timber, mostly totara, and ironwork being found by the Government, and the labour by the contractors.

The formation of about 146 chains of road beyond the bridge, and the fixing of numerous box-drains and culverts, containing altogether 9,000 feet of timber, as well as sundry improvements of the road at different places. The bridge over the Waikato, at Tapuacharuru, is also under construction, and nearly completed.

Several improvements on this section of road will be required, such as replacing the first rough bridges built by Native labour with substantial structures, and generally improving the grades and cuttings as first carried out.

The schedule of work on this for past year is as follows:—Erection of Atiamuri Bridge, 70 feet span, including 4,000 extra feet of timber; road formation, 146 chains; bridge approaches, 8 chains; culverts, 16 in. square, 200 feet run; Taupo Bridge, in progress, 84 feet span; rock, 150 cubic yards; haulage 8 miles 12,000 feet timber; haulage 2 miles 18,000 feet; haulage ironwork from Napier; line surveyed, 2 miles.

The total work executed stands as follows:—Earthwork, 30,509 cubic yards; rock, 450 cubic yards; formation, 18 feet, 1,311 chains; drains, 3 feet, 20 chains; timber squared, 2,660 feet, or sawn, 33,189 feet; scrub clearing, 100 square chains; bush clearing, 30 square chains; one plain bridge, 24 feet; one truss bridge, 70 feet; box-drains and culverts, 13,300 feet; line surveyed, 22 miles.

Wairoa District, Hawke's Bay.—A difficulty has been experienced in obtaining the requisite supply of labour, and the works consequently have not made such progress as could be desired.

Wairoa to Opoiti.—Cart road, twelve miles. This has been before described. All the proposed contracts have been completed, with the exception of a small one for drainage and the erection of Scamperdown Bridge, which is not progressing speedily, on account of the difficulty of procuring suitable totara timber, which had to be brought from a distance by sea from the forest south of Napier. This road will only be suited for light traffic during summer and dry weather, the soil being very light; and metal is only obtainable at great distances and in small quantity, rendering the operation of metalling too costly to be undertaken for the present small amount of traffic.

The following is a schedule of the work executed during the year:—Earthwork, 35,050 cubic yards; rock, 2,335 cubic yards; drains, 2 feet, 14 chains; twenty-three culverts, 460 feet run; nine bridges, 170 feet; total length of contracts, 270 chains; line surveyed, 10 miles.

The totals are as follows:—Earthwork, cuttings, and banks, 35,050 cubic yards; rock, 2,335 cubic yards; road formation with double ditch, 342 chains, 12,222 cubic yards; drains, 2 feet average, 14 chains; thirty box-drains and culverts, 600 feet run; twelve bridges, 219 feet run; timber used, totara and matai, 46,462 $\frac{1}{2}$ feet; contracts, 612 $\frac{1}{2}$ chains; line surveyed, 14 miles.

Te Kapu to Waikaremoana.—Bridle-road, twenty-nine miles. The formation of this road has been very fairly executed by Native labour, under ten contracts, mostly undertaken by the Urewera and Wairoa Tribes, who have also charged themselves with the maintenance of the road under contract for a year. The grades are generally good, and the road could be improved and widened for cart traffic if ever found desirable. The establishment of a self-acting punt on the Wairoa at Te Kapu, and of a canoe ferry at the Waikare-Taheke, is recommended.