

CULVERTS.

NUMBER.		LENGTH.	SIZE.	NUMBER.		LENGTH.	SIZE.
Wood.	Stone.			Wood.	Stone.		
		Feet.	Inches.			Feet.	Inches.
3	...	35	10 x 10	1	...	45	24 x 18
2	...	18	36 x 36	...	1	20½	12 x 12
1	...	16	36 x 36	...	1	20	10 x 10
2	...	20	36 x 36	1	...	24	45 x 45
1	...	28	36 x 36	1	...	35	44 x 48
1	...	20	36 x 24	1	...	24	20 x 24
1	...	36	36 x 36	1	...	22½	20 x 21
1	...	36	36 x 24	1	...	20½	12 x 12
2	...	30	10 x 10	1	...	20½	18 x 24
1	...	30	10 x 10	1	...	24	48 x 48
1	...	35	12 x 12	1	...	24½	20 x 26
1	...	30	10 x 10	1	...	25½	20 x 26
1	...	45	24 x 35	1	...	26	20 x 24
1	...	45	18 x 25	4	...	26	20 x 24
2	...	30	10 x 10	1	...	31½	21 x 24
1	...	25	24 x 31	1	...	29½	48 x 48
2	...	30	10 x 10	1	...	45	24 x 31
1	...	50	12 x 20	1	...	45	18 x 25
1	...	40	20 x 12	1	...	30	10 x 10
1	...	26	48 x 48	1	...	25	24 x 31
1	...	25	54 x 48				
				50

MOUNTAIN ROAD—BEHIND MOUNT EGMONT.

(R. T. BLAKE and C. W. HURSTHOUSE in charge.)

In last year's report it was stated that this work had been commenced, and that several miles had been cleared one chain wide. Since then the work has been carried on at both ends, viz., from Hawera under Captain Blake, and from the northern end under Mr. C. W. Hursthouse, both with Native labour, the bush being felled fully one chain wide and a track of 15 to 16 feet wide cleared in or near the centre. Wherever necessary, substantial log culverts have been erected over the numerous streams which occur on this line, but many having hard stone bottoms have been left as fords, and approaches have been cut to these.

The northern party reached the tribal boundary about the middle of March, having opened about six and a half miles of road, but they declined to proceed beyond this line without an increase of wages; this, however, was objected to and tenders were called for, and 142 chains were let to Europeans, to be finished by 6th June. This contract would terminate at Waipuku, the point to which it was arranged that the work should be carried by Captain Blake, who, after working for some time with Native labour, also called for public tenders, and four contracts were let accordingly, viz., two of two miles each, one of 85·60 chains, and one of 60 chains, all of which were expected to be finished by the end of May. The Native working party were also expected to reach the point above mentioned (Waipuku) about the same time, after which it is intended that they should be employed in mending culverts, improving fords, and cutting approaches. The bush cutting executed under Capt. Blake's direction would thus amount altogether to about twenty-one miles, the commencement of the work being at the edge of the forest, about three miles inland from Hawera. The country along this new line of road is described as being very favourable for road or railway making, comparatively level, and without difficult features; also as very favourable for settlement. It is well watered, being intersected by numerous small streams, mostly with hard banks and gravelly or stony bottoms. The principal timber is rimu, of which there are large quantities, and in many places the kahikatea (white pine) is found in clumps in marshy places. The totara and matai are also found at intervals, and the rata is to be met with along the whole length of the line.

The course of this line of road is remarkably straight, and will measure about forty-one miles from the point where it leaves the main West Coast Road at Hawera to where it again strikes the main road a little to the west of Waitara. A plan attached to this report will show the general course and situation of the road, which lies generally to the eastward of the track cut by Major-General Chute during the Native war; this direction was chosen for the purpose of securing a more level line, and to avoid crossing a great number of streams and gullies which intersected the original track.

ROADS IN WESTLAND.

(F. H. GEISOW in charge.)

Greymouth to Omotomoto.—Two miles eleven chains of dray road. This was increased in width during July and August, from 15 feet, with metal 10 feet wide and 10 inches thick, to 17 feet, with metal 12 feet wide and 12 inches thick, and was then handed over to the Province.

Greymouth to Marsden.—Dray road ten miles two chains. This was let in five contracts, and was completed in February, 1874. It is formed 17 feet wide, and metalled 12 feet wide by 12 inches thick. The traffic on this route is heavy, and will necessitate a large expenditure for maintenance, for which tenders have been called for twelve months. The work executed during the year consists of the following items, viz.,—477 chains moderate clearing in centre, 465 chains do. at outside; 66 chains