

## NAPIER TO TAUPU, TAUPU TO ATIAMURI (WAIKATO), ALSO WAIROA AND POVERTY BAY AND EAST COAST DISTRICT.

(E. H. BOLD in charge.)

*Road, Napier to Taupo.*—*Section 1.*—Taradale to Pohui (*via* Glengarry) twenty-three miles. Tenders were received for this on the 15th instant for the first ten and three-quarter miles, but all were too high to be accepted. It is proposed to let the work out in smaller contracts, as a means of getting it done at a more reasonable rate. The survey of the remaining twelve and a half miles is in progress.

*Section 2.*—Kaiwhaka to Taupo, ninety-five miles. To the middle of January last this section was maintained by day labour, eight men being employed on the work. Since then the maintenance of forty miles, Kaiwhaka to Runanga, has been executed under contract, but not so cheaply or so well as by day labour. It is suggested that an arrangement could be made by which the Armed Constabulary, who use the road as much or more than any others, should keep the whole of the road in repair.

Portions of this road had become very soft under traffic, and authority was given to metal them, under which one mile and three-quarters have been pitched and metalled at Titiokura and Mohaka, as well as in the Te Haroto Bush. It has been found that this work also can be done more economically by day labour than by contract, as was proved by experience after the tenders called for were declined. A contract has however been entered into for the further supply of 1,000 yards of metal to be used where required.

Several parts of the road on this section are very narrow, and require widening, as well as protection by a parapet on the edge of the bank at the most dangerous places. Until the end of May the road was in a good state of traffic, but since then the occurrence of heavy rains has brought down numerous slips, extensive enough in some places to close the road for a time. Tenders have been called for the erection of a bridge over the Mohaka, and the other bridges on the line have been all tarred and painted.

Schedule of works executed during the year, viz.,—Earthwork, 12,704 cubic yards; rock, 247 cubic yards; road formed 18 feet, 93 chains; drains, 14.62 chains, averaging 3 feet in section; timber culverts from 12 inches to 2½ feet square, 37 in number, in all 875 lineal feet; stone culverts two in number, 30 lineal feet; four bridges 14 feet wide, 82 lineal feet; sod walls, 30 cubic yards; stone walls, 30 feet; road fascined, 12 feet × 1½ feet, 11 chains; road corduroyed, 38 feet; ditto, metalled, 12 feet 72 chains; ditto, 14 feet 66 chains; road metal quarried and broken, contract 630 cubic yards; ditto, day labour 4,105 cubic yards; bush clearing, 30 feet wide, 16 chains; bridges painted and tarred, 310 lineal feet.

*Section 3, Taupo to Atiamuri*—Twenty-four miles. Since last year's report five bridges and one culvert have been erected, and the road repaired at places by Native labour. A new survey has been made with improved grades, and contracts have been entered into for the execution of the work by Natives.

Schedule of works executed, viz.,—Five bridges 14 feet wide, 92 lineal feet; one culvert 35 feet; nine box-culverts 210 feet; rockwork 592 cubic yards; earthwork 7,855 cubic yards; road formed 18½ chains; bridges painted and tarred 250 lineal feet; erection of truss bridge at Tapuacharuru, one span, 86 feet.

*Bridle Track, Tapuacharuru to Tokaanu.*—Thirty-three miles. This proceeds south from Tapuacharuru along the eastern margin of Lake Taupo, to its southern extremity. The survey has been made, and the work marked off into sections to be let by contract to the resident Natives; it will consist principally of light side cutting in pumice soil, fern and scrub clearing, rock excavation (hard), and draining; the estimated cost is £895, exclusive of supervision and survey.

Schedule of work:—Thirty-three miles of road flagged and pegged off; quantities taken out and estimates prepared.

### WAIROA DISTRICT.

*Wairoa to Opoiti.*—Thirteen miles. This has been maintained by contract; the Scamperdown Bridge has been completed; the Hika-wai Bridge has been raised, and approaches altered to suit, and contracts are now in hand for draining the road between Te Kapu and Wairoa.

Schedule of works executed, viz.,—One truss bridge 14 feet wide 90 feet long over Scamperdown Creek; earthwork in slips, &c. 710 cubic yards; side drains 173½ chains 2,697 cubic yards; three box-drains 75 feet; road formed 120 chains.

*Bridle Road, Tekapu to Waikaremoana.*—Twenty-nine miles. This has also been maintained by contract, but it is thought the repairs may be left during the next year in the hands of the Armed Constabulary. It is proposed to erect a bridge for military purposes over the Waikaretaheke and plans are being prepared for it for consideration.

Road maintained, twenty-nine miles, also repairs to bridges; sections taken of Waikaretaheke and Wairoa Rivers for bridges or punts.

*Bridle Road, Wairoa to Poverty Bay* (inland *via* Te Reinga), Sections Opoiti to Poverty Bay.—Forty-three miles.

The survey of this line has been made, and contracts let to Natives to the amount of £1,730; the work is all but completed to Konaki in a satisfactory manner, and the remainder will be commenced forthwith. It is expected that this track will be of great service to travellers, and for stock driving, and not subject to be stopped by floods.

Thirty-one miles surveyed and staked out, lines cut in bush, &c., earthwork in cuttings and embankments 11,889 cubic yards; rock ditto 190 cubic yards; fascining 7 feet wide 5 chains; one bridge 7 feet wide 11 feet; eight culverts 7 feet wide 48 feet; road formed ten miles.

*Makaraka to Te Arai.*—Four miles. This has been handed over to the local Road Board. The most eligible site for bridging the Waipoua River occurs on this line, and a special report on this.