

*Section 2, Kaiwhaka to Taupo*, 80 miles (stated in error as 95 miles in last report).—This was maintained by contract up to 9th January last in a very unsatisfactory manner; since then, by day-labour, in a more efficient manner. Narrow parts have been widened, and sharp turns improved, and parapet-fences have been erected at the most dangerous places.

At Tohuawaka, near Runanga, a deviation has been made to avoid a steep hill, and improvements have been made near Opepe. A few of the worst parts have been metalled, but much more work of this kind is yet required, as well as improved drainage and formation on the Taupo plains, where the road is very soft and heavy for traffic in winter.

On this section a contract has been let for the erection of a cart bridge over the Mohaka River, but slow progress is being made with the work, owing to the difficulty of obtaining transport of material to the site. Considering the season the state of this road is not bad for traffic; it is maintained partly by day labour and partly by the Armed Constabulary. The amounts of work executed are:—By day labour: 230 lineal feet of bridges tarred and painted; 75 chains of metalling 12 feet wide (2,380 cubic yards of metal); 14 chains of parapet wall; 6,200 feet of timber (sawn) for culverts, 3,800 feet for fence rails; 200 fencing posts; 1,450 cubic yards of rock; and 2,400 cubic yards of earthwork. By Armed Constabulary: 295 chains road improved, 18 feet wide; 20,459 cubic yards of earthwork.

*Section 3, Taupo to Atiamuri*.—This has been fairly maintained under Native contracts, assisted by Armed Constabulary, and is in very good condition. Works executed by day labour, 270 feet of box culverts, 16 × 16 inches, and about 110 feet of wing fences at Tapuaeharuru bridge. By contract, 30,748 cubic yards of earthwork. By Armed Constabulary, 6,154 cubic yards of earthwork.

*Bridle Track—Tapuaeharuru to Tokaanu*.—Thirty-three miles. Surveyed and prepared for contract, but no work done yet.

*Napier to Patea, inland, 90 miles*.—*Section Mangawhare–Rangitikei*.—Thirty-six miles. The levels and cross-sections of this line have been taken, and are now complete, and the line is staked and pegged. Estimates and full report are being prepared. A portion of this line passes over very difficult ground for about two miles, near Kuripapanga, where the best grades obtainable will be about 1 in 10.

#### WAIROA DISTRICT.

*Wairoa to Opoiti*.—This road has been improved during the year by draining and formation, and the bridges have been tarred and painted. The road is in good order. Work executed: Tarring and painting, 180 lineal feet; ditching, 199 chains; widening road 50 chains, 2,180 cubic yards earthwork; formation, 82 chains 25 feet wide; clearing scrub, 30 square chains; fascining, 15 feet wide, 3 chains; 2 box culverts, 24-inch, 40 feet; slips removed, 500 cubic yards.

*Bridle Road, Te Kapu to Waikaremoana*.—This has been maintained by contract. A bridge or punt is much needed at the crossing of the Waikare-Taheke, which is difficult and dangerous. Plans have been prepared for approval, but the work has not yet been authorised.

*Bridle Road, Wairoa to Poverty Bay (inland): Section, Opoiti–Poverty Bay*.—The work reported last year as having been let to Natives has proceeded very slowly; works executed are—172 chains side-cutting, 7 feet wide, 8,282 cubic yards; 10 chains ditto, in rock, 684 cubic yards; 31 chains, clearing scrub, 14 feet wide; 14 culverts, 140 feet, 20 inches in clear; fern-clearing, 73 chains; also, in detached portions between Te Konaki and Patutahi, 777½ chains of road formation, 7 feet wide.

*Wairoa to Gisborne, via Mahia and Sea Beach*.—This has been kept clear for traffic by native labour. The deviation at Ureti is now open for traffic, but not quite complete; the horse-bridge over the Waimauna Creek has been completed, and the road improved near Mahia. The clearing for the telegraph line through the bush has also much improved the track. Works executed: 163 chains bridle track, 1,500 cubic yards of earthwork; 13 culverts, 124 feet by 24 inches; 90 chains bush clearing, 14 feet wide; Karawa Bridge, 70 feet tarred and painted; 56 chains ditching.

#### ROADS, POVERTY BAY DISTRICT.

*Gisborne to Ormond*.—This is in the hands of the local Road Board, and, not being metalled, is in a very bad state during the winter. Tenders for metalling were invited, but were so high that they were all declined, and fresh tenders are now being called for. A hill of limestone, near Ormond, has been purchased from the Natives to afford a supply of road metal.

*Makaraka to Te Arai*.—No work has been done on this road, but sections of the Waipaoa River and Te Arai were taken for the purpose of preparing bridge designs. Tenders were called for a bridge over the former, but being very high were declined.

*Ormond to Mangatu*.—Twenty-one miles. This is a proposed road northwards in the direction of the oil springs. The country through which it would pass embraces a large extent of rich alluvial land, is generally flat and open, and favourable for road-making. Survey work performed: Main road surveyed, and road reserve pegged off, 17½ miles; deviations and trial lines, 10½ miles; levelled and sectioned, 2½. An approximate estimate of the cost of forming this road, exclusive of bridges, is £3,500.

*Bridle Road, Gisborne to Hicks's Bay*.—This line is in a very unsatisfactory state, the Native contracts having been in most cases badly fulfilled. The ferries, however, have been well kept with the exception of that at Waiapu, about which there are tribal disputes, which have also delayed the proposed improvements on certain parts of the road. A site has been selected for a bridge across the Turanganui, at Gisborne, and a section and plan submitted with report on same.

#### SURVEYS.

*Patutahi Survey*.—The survey of this block is now being proceeded with in a satisfactory manner. The subdivision of the flat land by Mr. H. G. Ford is now about complete, and plans will shortly be ready for inspection. The summary of work is as follows:—Under Mr. Winter: Traverse of boundaries, 61 miles; fern lines cleared, 31 miles 15 chains; scrub ditto, 7 miles 66 chains; bush ditto, 19 miles