

*Taumarunui-Okahune Road.*—The northern end of the road has been considerably improved: 116 chains bushwork and formation 6ft. wide has been completed, and 98 chains more nearly so. This makes the road good from the open to the Kaitjeki Road; beyond that to the Wanganui River several bridges have been repaired and the track generally improved. From Waimarino to the Makotuku Valley Road through the Gladstone Association two contracts for dray-road are in progress, about 60 chains bushwork being completed. From the Valley Road to Okahune, through Native land, some of the original bridges have been repaired. This being part of the through road and a continuation of the Valley Road, it should be pushed forward. Total expenditure, £1,131 2s. 3d.

*Tawhito-Ariki Small Grazing-runs.*—The access-bridge across the Mangawhero River, 63ft. span, is in progress, though only £10 has so far been paid out. Two large culverts are also being constructed.

*Clifton No. 1, Rangatawa.*—Nearly all the sections in this Association are now accessible by horse-track. The work done comprises 234 chains bushwork, 139 chains formation, 315 lineal feet culverts, and 135 chains engineering survey. Two contracts are still in progress.

*Kaitieke Block.*—This road is now opened out from the Taumarunui track to the open flats. The work done comprises nine miles engineering survey, 489 chains bushwork and formation 6ft. wide, 600 lineal feet bush culverts, and 17 acres of bush felled, burnt, and grassed. It is proposed to complete the horse-track as far as the Tawata turn-off, and also to clear and form part or all of the Oio Road. The land is now open for selection, so the main lines of road should be formed as tracks at once. Total expenditure, £1,487 5s. 5d.

*Taihape-Paengaroa Road.*—This is to open up the Sommerville and Hautapu Blocks. The improved-farm settlers have done nearly all the work, which consists of 217 chains bushwork, 105 chains dray-road formation, 140 lineal feet culverts, and 80 chains engineering survey. About two miles more of bushwork requires to be done before the track can continue good all the year round. Expenditure, £890 12s.

*Mangaweka Roads.*—The Cage Roads, 62 chains long, have been scrubbed and cleared 33ft. wide. The Terrace Road, 45 chains, has been felled and burnt; the formation 6ft. wide is now being started. The Bridge Road has been repaired, and 21 chains next the township metalled. The Cemetery Road has been formed dray-road width for 20 chains, and partly metalled; the remainder of it down to the river is now in progress as a bridle-track. The School Road is at present under construction. 38 acres of the township reserves have been sown down.

*Mangaweka Bridge.*—The approaches previously constructed have been repaired. The cutting at the bridge is now being taken out, and the excavations for the end piers are in progress. A cement-shed is being erected. It is proposed to erect the end spans, each 40ft., at once, and postpone the cylinders and middle spans, 120ft. each, till next summer, the material being all got ready meantime. Total expenditure, £22 1s.

*Mangaweka-Tekapua Road.*—This road has been partly constructed as a bridle-track at each end, as well as 40 chains in the Makohine Valley. The work done consists of 365 chains bushwork, 320 chains formation (6ft. wide), 175 lineal feet culverts, and six miles engineering survey. There are about five miles unconstructed, but several contracts have just been let, and it is hoped that the whole will be completed before next Christmas, including an under-strut bridge 60ft. span across the Makohine Gorge.

*Mangaonoho Road.*—This is the approach to the section from Pokiore. The work done consists of 20 chains dray-road formation and 60 chains metalling. The metal is now being blinded.

*Tekapua Block.*—A considerable amount of work has been done in this block, and all by settlers, under the co-operative system. The work comprises 382 chains bushwork, 409 chains bridle-track formation, 60 lineal feet culverts, 11½ miles engineering surveys, and plans. Five contracts are now in progress on the Whakawaireku West and Mangaweka Roads. The roads which have been worked on during the year are Mataroawhaka Quarry, Pukemahou, and Wairepu West. The opening of the Mangaweka-Tekapua Road will make the block much more easily accessible. Sufficient information has been obtained for letting six miles of formation at once. Total expenditure, £1,405 0s. 11d.

*Turakina Valley Road.*—Nearly all the work has been done by the Hunterville Association settlers, and comprises 236 chains bushwork, 40 chains dray-road formation, 191 chains bridle-track formation, 300 lineal feet bridges, 35 running feet bridges, and five miles engineering survey. Two contracts are at present in progress, which when completed will take the road up to the No. 3 Association boundary. The Turakina River is being crossed by a good ford. The survey is being done ahead, and when ready contracts will at once be let as far as the Karetu Road, and as quickly as possible this road should be continued through to Ruanui.

*Pohoniutane Block.*—The only road inside this block yet started is the Mangamahoe Valley Road, and even on this very little has been done, for want of funds. The first four miles and a half lies through Native land, and this is being now pushed on by three parties of settlers. The work done consists of 116 chains of bushwork, 56 chains bridle-track formation, and four miles and a half engineering survey and plans. A fair crossing has been made at the Turakina; but a deep channel cut in papa and spanned by a 12ft. bridge is what is required. The settlers in the Hunterville Association are and have been so much hampered by the want of access that this Mangamahoe Valley Road should be pushed vigorously ahead. It passes through the centre of the block, opening sections on both sides, and is well located along a natural route for a road. Total expenditure, £121 16s. 3d.

*Momahaki Village-settlement Block.*—Only maintenance has been done on the road through this