

Inglewood eastwards of about nineteen miles. The work was under charge of Clifton County Council and Moa Road Board.

*Mimi-Mangaroa Road.*—The contract for this work was let by Clifton County Council during the last financial year, though owing to the early winter but little was done beyond opening the gravel-pits. The work is now in progress, about 40 chains having been completed to date. The metal is similar to Ohaero gravel, and will make an excellent road. The portion being metalled lies between five miles and a half to six miles and three-quarters from the Old North Road, and is about a mile and a quarter in length. On account of the low nature of the ground, it will be necessary to metal several miles of the road before it will be suitable for coach-traffic in winter.

*Tikorangi Bridge.*—Tenders have been accepted for the construction of a suspension dray-bridge over Waitara River at Tikorangi, at a cost of £695, in addition to material on the site, the span between piers being 200 ft. The work is now well advanced, and the bridge will probably be completed and open for traffic in May next. The cables are of straight wires, the anchor-blocks of concrete; the main parts should therefore be very durable, and the bridge require but little attention for many years beyond the ordinary maintenance.

*Bridge over Purangi.*—Tenders were invited during the year for the erection of a dray-bridge over Waitara River at Purangi, but the tenders received were declined, being too high. This was partly on account of the difficulty of getting timber and other material to the bridge-site, over three miles and a half of the road being only 8 ft. wide, and along which the timber and iron would have to be sledged or dragged. The settlers in Milsom and Tanner Blocks have, therefore, still to rely on the cable and cage for crossing the river and obtaining supplies, the ford being frequently dangerous or impassable.

*Moanatairi Special Settlement.*—In consequence of the revival of gold-mining at the Thames (from whence the Moanatairi settlers were to come), but few improvements have been effected on Moanatairi Block, and none of the selectors are resident. It was therefore unnecessary to further improve the pack-track from Putiki towards Moanatairi. In order, however, to assist the Greenland Improved-farm settlers, whose land lies between Putiki and Moanatairi, sufficient work was done on the track to give them access.

*Tongaporutu Ferry.*—Nothing has yet been done, beyond the preparation of a plan for the punt, towards the establishment of this ferry. The convenience is much required, as at times—during and after floods—the crossing is dangerous through shifting sand-bars and -banks, and travellers who do not know the right ford are in danger of losing their lives. A ferryman's house will have to be erected, and there is now no one living near the ferry reserve.

*Moki Road.*—The lower portion of this road, called Uruti Road, for a length of two miles has been formed as a dray-road by the Clifton County Council, they receiving from this vote a subsidy of £1 for £1 on the cost of the work. No felling or formation on Moki Road towards Moanatairi has yet been commenced.

*Pukearuhe inland to Mohakatino.*—Mimi Road: During the past year the felling and stumping the road through from Lepperton Special Settlement to Tongaporutu crossing has been completed, and the heavy side-cutting required in crossing the main ridge has also been made. About one mile of draining and forming on the Mimi side, and four miles of similar work on the Tongaporutu side, are still required to complete this portion of the work, and render the road available for vehicular traffic to Tongaporutu crossing. During the year a dray-bridge, 81 ft. long, over Uruti Stream has been completed; also a similar one 50 ft. long has been built over the Mangahia Stream. A bridge 45 ft. in length over Mimi Stream is still in progress. 204 chains of draining and forming along Mimi Valley through Lepperton Special Settlement, 192 chains of heavy siding in papa rock in crossing the dividing-ridge, and 1,724 lineal feet of culverts are the chief works on this road for the year. Fifteen miles of the road has also been kept free from slips, and generally maintained. The workmen were all dismissed in January, 1897, the votes being expended, otherwise the draining and forming I have referred to as being still required would have been completed. The heavy rains in February brought down a large number of slips, which should be removed before winter, as otherwise the winter rains may carry portions of the road away. The cost of removal will be fully £300.

*Upper Waitara-Mangaere.*—Junction Road: The formation of this road as an 8 ft. wide bridle-road is now completed between Purangi and Ohura Road; and the Milsom and Tanner settlers have connection from their lands to Stratford, as well as to Inglewood. The work completed during the year included 55 chains engineering survey and plans, 111 chains of 8 ft. wide bridle-road formation—principally heavy sidings in papa rock, and 257 lineal feet of culverts. A sum is asked for on the estimates to keep this part of the road open, as heavy slips will no doubt occur during the coming winter. The expenditure has included six miles of road maintenance.

*Carrington Road.*—This road leads into and through the Patua Block, about 11,000 acres, the sectional survey of which was completed this year. About 240 chains of the road has been felled, stumped, and cleared, and 8 chains formed as a bridle-road, during the year. Work is still in progress.

*Waiweranui (Parihaka Road).*—127 chains of road has been felled, stumped, cleared, and partly formed, and 87 lineal feet of culverts constructed. Work is still in progress.

*Motukawa.*—This road has been completed as an 8 ft. and 5 ft. bridle-road to Makino Stream, the work for the year consisting of three bridges totalling 134 ft. in length, 32 chains of road-formation in heavy siding, and 108 lineal feet of culverts. Access has been given to all lands on which loading for road-making purposes was imposed, and the loading has been all expended. £150 was voted as a special grant to complete the road to Makino Stream.

*Kohuratahi.*—The Kohuratahi Block lies eastwards from Whangamomona Improved-farm Settlement, and reaches to Tangarakau Stream. The Kohuratahi Road branches off from Ohura Road at about forty-seven miles from Stratford, and when made will give access by way of Tangarakau Stream to Wanganui River. Four miles of engineering survey and plans have been made, six miles of the road has been felled, stumped, and cleared, and 63 chains has been formed as a