

*Alexandra-Kawhia Road.*—Very extensive repairs have been executed on this, including the partial renewal of nearly all the culverts and bridges on it, and the placing of several new culverts on the grade on the north side of Te Rauamo Settlement, and further repairs are now in hand. The part of the road between Te Rauamo and Powewe, at Kawhia, must be repaired in the early future if money can be provided, nearly all that has been done on this road being between Te Rauamo and Pirongia, which is doubtless at present the most important part of the road.

*Wharaurua.*—No work has been done during the year under this head. The expenditure shown is for work done, but not paid for, during the previous year.

*Te Rauamo Improved-farm Settlement.*—No roading or other public work has been done under this head, as, except the main road (Alexandra-Kawhia), no roads are required to give access to the sections allotted to the settlers. Towards improving the land, however, 217 acres of bush has been felled during the year, and grass-seed purchased and sown on 170 acres. Further particulars as to this settlement are in the separate report on improved-farm settlements.

*Pirongia West Road.*—This is now made to three miles from its starting-point at the Alexandra-Kawhia Road. It is all in forest country, on undulating land, at a high elevation—1,200 ft. to 1,500 ft. above sea-level. The bush has been felled from 1 to  $1\frac{1}{2}$  chains wide, according to the aspect of the road with regard to the sun and prevailing winds. The road is only formed 9 ft. wide, so as to penetrate as far as possible into the block with the money available. The work has been done by the settlers of Te Rauamo under co-operative contracts.

*Tokanui-Wharepapa Road.*—This would lead from the Kihikihi to Otorohanga Road, at Tokanui, towards Wharepapa, which place is in the Wharepungu No. 1 Block, which was opened for selection some eighteen months ago, but up to date I have heard of only three settlers having taken up land there. In consequence of this small number only having availed themselves of the opportunity of acquiring land there, and in the absence of instructions to go on with making the road, I have purposely delayed doing so pending further developments.

*Karuatwhenua (now Paemako) Improved-farm Settlement.*—In the early part of the year the roading of this settlement was completed, excepting that the culverts put in are only temporary, and have to be replaced with stone ones, there being very good and suitable stone for the purpose near there. The work done consists of one mile of 12 ft. cart-road in open country, and was done under co-operative contracts by the settlers. Grass-seed has been purchased and sown on 250 acres.

*Te Kuiti-Awakino Road.*—During the year  $14\frac{1}{2}$  miles of road has been made 16 ft. wide in side-cuttings and 18 ft. wide at other parts. Of the above, four miles and three-quarters in length is at and in the vicinity of Paemako, and is all in open land, excepting about three-quarters of a mile of high manuka. The construction of three miles and three-quarters of this has been done by the settlers of Paemako, and the other mile by Maoris through whose enclosure it passes. Of the total length done during the year, just about half is in open country, and the remainder in heavy bush. In advance of the earthworks, and not included in the above lengths, the bush has been felled and burnt along the road-line for a distance of seven miles, varying in width from  $1\frac{1}{2}$  to 3 chains, as required to suit the slope of the country and direction of the road. I regret having again to report serious damage through slips on the parts of the road formed before last summer. Most of these have now been removed where occurring on the upper side of the road, and where they are on the lower side, and narrowing the road, it has been widened again by further excavation. All the slips are on parts of the road which are in side-cutting. The cost of removing them has so far been £505. The road is to-day open for wheel traffic from Awakino Heads to the inland crossing of the Awakino River, a distance of  $19\frac{1}{2}$  miles, and for four miles and three-quarters at Paemako. All the felled length has been sown with cocksfoot and clover.

*Mangawika A Iu.*—In this block two roads have been in hand, both being branches from the Alexandra-Kawhia Road, and leading up the slopes of Pirongia Mountain. One leaves that road at about one mile and the other at about four miles south of the Waipa River. They both lead to land recently taken up from the Government, and occupied by pioneer settlers. The roads so far are in open country. They are made 12 ft. wide, a length of 66 chains on one and 1 mile 10 chains on the other, making a total length of 1 mile 76 chains constructed, excepting a ford and half a dozen small culverts. Further work is in hand that will bring the length up to three miles and three-quarters within about a month.

*Hauturu East, Kinohaku East.*—Up to date I have received no instructions as to what is intended to be done under these two small votes, and no expenditure has been made.

*Ouruwhero No. 2 and Puketarata.*—The work done and charged to this vote is a part of the road leading from Kihikihi to Otorohanga, and is included under the next heading—that road passing through the blocks.

*Kihikihi-Otorohanga-Te Kuiti Road.*—With the money available during the year eight miles of dray-road, 12 ft. and 16 ft. wide, in open country, has been made, chiefly by Maoris, working under co-operative contracts. You may remember that last winter a good many Maoris residing near Otorohanga and Puniu asked for work, on account of shortness of food, due to bad crops, and that you instructed me to employ them if opportunity offered. I am glad to report that I was able to do so on this road, with the result that we got economical and excellent work done. The road is now passable for wheel traffic from Kihikihi to Otorohanga, but there are still some five miles of the distance which have not been formed, of which, however, two miles are now in hand, leaving three to be done in the future. It is also necessary to build a bridge across the Mangaorongo Stream before the road can be said to be finished. I do not think the bridge will cost more than £250, but have not yet made any estimate.

*Whatiwhatihoe Bridge.*—Vote of £100 for repairs and painting. No work has yet been done. I have just received an offer from a good bridge-man to do what is necessary, but the price is more than the vote. I expect, however, to arrange shortly with him to do the most important parts within the limit.