

26,597 ft. of totara, 1,388 ft. of ironbark, 6,580 lb. of iron, and 115 cubic yards of concrete have been used in construction. The approaches contain 735 cubic yards of earthwork.

*Mangatariri Road (Kaitangata Block).*—During the year this horse-road has been formed 6 ft. wide for 1 mile 44 chains up the Mangatariri Valley, through a rough heavily timbered country, and gives access to nineteen sections of land, varying from 100 to 200 acres each in area. In consequence of the rugged character of the country through which the road-line passes, it has been expensive to construct, and will be costly to maintain. Included in the formation, the following work has been done during the year: 1 mile 24 chains graded and pegged, one mile of road-line felled and cleared of bush, 5 chains of scrub felled and cleared, 114 cubic yards of slips cleared, and 107 cubic yards of rock excavated. Two log bridges, 18 ft. each in length, have been erected, and two culverts 12 in. by 12 in. and two 12 in. by 18 in., of a total length of 50 ft., have been laid. The total length of this road is now 3 miles 14 chains.

*Waingawa Road, Te Mara (Kaitangata Block).*—During the year 6 chains of this road has been engineered and 8 chains of the road formed 6 ft. wide. It is a horse-track, and passes along hill-sides through heavy forest country. A strong wire suspension foot-bridge, 132 ft. long, has been thrown across the Waingawa River, which supplies a means of egress to the settlers in the Kaitangata and Te Mara Blocks and unsold Crown lands.

*Waiohine Road (Kaitangata Block).*—The following work has been done during the past year: 34 chains of road-line has been graded and pegged, 4 chains of bush felled and cleared 34 chains of horse-road formed 6 ft. wide, and one culvert 3 ft. by 2 ft., 25 ft. long, has been laid. This road, which passes up the Waiohine Valley through rough heavily timbered country, has been made to tap the land lately settled upon in that locality. It is intended to continue the work further up the valley, to reach the upper sections, at an early date.

*Dalefield Road (Kaitangata Block).*—In my last annual report I returned 30 chains of this road as being formed, and 25 chains of fencing erected. Since then nothing further has been done.

*Taueru Bridge, Masterton-East Coast Road (£1 for £1).*—In March of this year a grant of £300 was issued to the Taratahi-Carterton Road Board for the construction of this bridge.

*Hurunui-o-rangi Bridge (Flood-damages).*—In February last the sum of £1,600 was granted to the Taratahi-Carterton Road Board as a subsidy towards repairs to this bridge. Plans have been prepared by the Public Works Department, and the work is now in progress, subject to the supervising inspection of this department.

*Gladstone-East Coast Road.*—A sum of £200 was authorised to be expended on the restoration of this road, which amount was afterwards transferred to the Taratahi-Carterton Road Board, who assumed control of the work, and have since spent the whole.

*Kaiwhata (Kaiwhata Reserve Run, near Brancepeth)-Rewa Road* (through Chalmers's to Kaiwhata Runs).—During the year there has been 35 chains of engineering survey made, 40 chains of a 12 ft. dray-road formed, 140 cubic yards of slips cleared, 1 chain embankment formed, 400 cubic yards of block cutting, and 1,910 cubic yards of side cutting removed, 6 chains of fencing removed, and 1 chain of the road grassed. This work has been undertaken for the purpose of giving access to the Crown runs in the Kaiwhata district, and requires the construction of about 20 chains more to complete it as far as Run No. 54.

*Rocky Hill, Wainuioru Road.*—£200 authorised for expenditure was transferred to the Taratahi-Carterton Road Board, and another sum of £50 was granted to the same local body, all of which has been expended.

*Turner's Road, Wainuioru.*—An authorised expenditure of £200 was transferred to the Taratahi-Carterton Road Board, and a further sum of £50 was granted for this road. The work is now being proceeded with.

*Tokomaru Bridge.*—This bridge is 175 ft. long, and consists of two land spans 12 ft. 6 in. each; two truss spans 45 ft. each and one truss span of 60 ft. were completed early in the year by the Horowhenua County Council, out of a Government grant of £450.

*Ohau Bridge.*—This is a low-level bridge of seven spans, three of which (25 ft. each) are constructed wholly of timber, the remaining four have iron girders with timber decking. The last mentioned spans are 36 ft. each, making the total length of bridge 219 ft. This work having only recently been completed I have not yet had an opportunity of inspecting it. This bridge has been built to test the suitability of structures of this nature for withstanding heavy floods. When the river is sufficiently high to bring down trees the bridge will be completely submerged, and it is expected that all timber *débris* will float over it without doing any injury. Should this experiment prove as successful as anticipated it will provide an economical way of bridging similar rivers.

*Akatarawa Road (£1 for £1).*—In March last £100 was granted to the Hutt County Council as a subsidy (£1 for £1) for expenditure on this road. At the termination of the financial year no work had been undertaken.

*Waikanae-Hutt Road.*—Out of a sum of £70 6s. 11d. granted to the Hutt County Council only £10 remained at the commencement of the year, and has since been expended on improvements. Another sum, of £100, was placed at the disposal of the Horowhenua County Council, which during the year has been spent on metalling the road from Rikiorangi to Waikanae. As in all similar cases, the work passed the inspection of this department before the grants were paid over to the local bodies.

*Akatarawa-Waikanae Road.*—A sum of £150 was granted by the Government to the Hutt County Council, which has been expended through this department in opening a bridle-path between Rikiorangi and the dray-road on the Hutt side of the Akatarawa Range. To effect this about four miles of scrub has been felled and cleared, a number of slips removed, and considerable metalling repairs done. Two single-span bridges, 22 ft. and 20 ft. in length respectively, have been erected, and two 30 in. by 24 in. concrete and one 24 in. by 24 in. timber culverts have been laid.