

*Otau Block-Ness Valley.*—Half a mile of road has been widened into a 14 ft. road. It was a portion of the road that was continually slipping and blocking traffic.

*Otau.*—About a mile and three-quarters of bridle-track has been constructed through this block towards Manning's Valley to give access to some sections not yet taken up.

*Hunua Railway-station.*—A deviation through Messrs. Garrett's and Bell's properties, about three-quarters of a mile in length, was formed into a cart-road. This will give a much better road for settlers in the Otau Block, as well as settlers near the Wairoa River, to the railway-station.

*Tuakau-Raglan.*—A considerable amount of work has been done on this road, consisting of four miles and a quarter of cart-road, and three bridges of 30 ft. span. There is yet three miles and a half to form to complete the formation throughout. To keep this line open for traffic, metalling in places is absolutely necessary, and some portions will have to be widened through the Opuatia Block. As this is the main road through the county, and there is a great deal of traffic on portions of it, I would strongly recommend that further sums be granted to carry out this work.

*Bothwell to Section 11, Block VI., Awaroa.*—Connects Section 11 with Glen Murray Post-office. Works are now in progress to widen the road and make it available for wheel traffic.

*Rutherford's Hill, Section 90, Block III., Awaroa.*—About a mile of this road has been improved and constructed at north end. It is a road giving a connection between the Tuakau-Raglan Road and the settlers in the Matakiki line, and will save them three miles in distance going to the Tuakau Ferry. The line has steep gradients, but will be used for stock-driving.

*Lawson's Hill* is a portion of the line giving access to the lands now open in Block VI., Awaroa, and to the west coast. During the year about three-quarters of a mile was widened and improved so that a cart-road is now available from the Wairamarama Post-office to the Tuakau Ferry. The Raglan County Council spent all available "thirds" on this road.

*Bregmen's Landing-Mercer.*—The construction of a mile and a half of road from the landing to the Churchill-West Coast Road is nearly completed 14 ft. wide, and can now be used for wheel traffic.

*Huntly-Kahuhuru.*—There was not much done on this road during the year; two bridges and a culvert and 30 chains of road widened into cart-road. The most important works yet to be done are the widening of the side cutting at Pukemiro and the forming of the road on the flats near the Huntly Ferry.

*Main Road-West Coast Road, in Block VI., Awaroa.*—This is a continuation of the Lawson's Hill Road from the Wairamarama Post-office to the Churchill-West Coast Road, in Block VII., Awaroa. Only about three-quarters of a mile of this road is formed 9 ft. wide at the north end, and three miles and a half of 4 ft. 6 in. track at the south end. The road-line follows the top of a range of hills, and no bridges are required. To form the road 9 ft. wide throughout will cost about £800. It opens up a considerable area of Crown lands, which would be taken up if the road were formed.

*Awaroa, Block XI.*—During the year about half a mile of dray-road was constructed, and a bridge of 30 ft. span. The total length of line is about seven miles, and by the widening of three-quarters of a mile it could be made available for cart traffic.

*Whangape Parish, Section 43, Road to.*—This road not only gives access to Section 43, but also to some Crown lands. This vote was expended in the metalling of a few cuttings and fillings across swamps, the line being through open country. Drays can now be taken into Section 43.

*Otorohaea Trig. Road* connects the Kahuhuru Valley with the Waingaro-Ngaruawahia Road over the Otorohaea Hill, and is about five miles and a half in length, four miles of which have been widened into a cart-road, and the formation of the rest is now on hand. Further moneys ought to be granted to construct two bridges of about 30 ft. span each.

*Ngaruawahia-Huntly West.*—An engineering survey of this road has been made some five miles in length, and one mile of bridle-track constructed. Plans have been prepared for the bridges required, and the erection of one of them will be proceeded with at an early date.

*Waingaro-Ngaruawahia.*—Nothing has as yet been done to this road, but co-operative contracts are now let to widen portions. There is a very considerable increase of traffic on this road since the opening of the Waipa Bridge.

*Bombay-Rangiriri.*—Several deviations were made, one mile constructed, and a mile and three-quarters improved. The road is in fair order throughout, but there is very little of it metalled, consequently it is almost impassable for wheel traffic in winter.

*Rangiriri-Cambridge.*—From the Rangiriri Township, where the line runs parallel with the railway, the whole length has been practically re-formed, and about a mile metalled with pumice and clay. The part of the road over Tole's Hill has also been re-formed and metalled with gravel, and the road throughout has been put in order.

*Whangamarino Road to Section 485.*—This vote has been expended through the Huntly Road Board in giving better access to sections, a mile and a quarter of dray-road being constructed.

*Rangiriri Survey District, Blocks X. and XI.*—The balance of last year's vote was expended in making 20 chains of road near Huntly. It opens up a large area of Crown lands of second-class quality, and, as it is on a plateau, it affords a good road during winter for the back settlers to get to the Huntly Ferry.

*Warenga Station-Warenga Settlement.*—The expenditure of this grant was carried out through the Whangamarino Road Board, who have made about a mile and a half of bridle-track.

*Ohinewai-Matahura.*—Two miles of road from the Ohinewai Railway-station towards Matahura has been formed into a cart-road, the work being carried out through the Huntly Road Board.

*Kimihia-Huntly Education Endowment.*—About 18 chains of drain and road were constructed to give the Kimihia settlers access to Huntly by road, the works being carried out through the Huntly Road Board.