

approved by the department, and inspections made before each progress-payment. The remaining three miles and a quarter is in progress, and will probably be completed before the winter.

Terrace End.—Under this heading is included parts of Mangaehu, Taihore, Puniwhakau, Kirai, Makahu, Murcott, and other roads, portions of which have not yet been felled or formed. During the year the following works have been executed in the most urgent places: 123 chains felling, stumping, clearing; 80 chains felled only along frontages to sections; 2 miles 63 chains of bridle-roads formed; one bridge, 50 ft. in length, constructed; thirty-seven culverts, in length 608 ft., made and fixed; 368 cubic yards slips removed; and seven miles bridle-road maintained. A sum is asked for on our estimates which, if granted, will enable us to give access to many settlers by bridle-road who now have foot-tracks only.

Makuri and Akama.—The settlers on Makuri Road have raised a special loan with which, together with Government subsidy, it is intended to form as dray-road the unformed parts of Makuri Road East and Akama Road West. No contracts have yet been let by Stratford County Council, under whose charge the work will be done. The votes for Akama, for Makuri Road through Township Reserve, and for Makuri Road West, will be spent by the Stratford County Council in conjunction with above. Specifications will be submitted to this department for approval, and the work will be inspected before each progress-payment is made.

Mohakau.—The vote has been expended as follows: 41 chains of bridle-road formed; two bridges constructed, in total length 50 ft.; one culvert, 24 ft.; 41 chains of drains dug. Plans and specifications have been prepared for further work, which is now in progress.

Mangaotuku.—This vote was granted to Stratford County Council to assist in widening Mangaotuku Road, from Ohura Road to Mangaehu Road, the settlers along the road having raised a loan under the Loans to Local Bodies Act to do the work. Up to the 31st March three miles of the road had been widened; twenty-two culverts, in length 700 ft., had been made and placed in position; and 120 chains of work was in progress.

Gatton Special Settlement.—Includes parts of Mangaehu, Mangaotuku, and Tututawa Roads. During the year 12 chains of dray-road has been formed; 1 mile 56 chains bridle-road formed; twenty-eight culverts, of 441 ft. in length, made and fixed; 1 mile 53 chains of road felled, stumped, and cleared. Further progress is being made in similar work.

Mangaehu Track (Widening).—This vote was used in removing slips and improving Mangaehu bridle-road from about end of Mangaotuku Road towards Section 1, Block I., and Section 12, Block II., Omona. The road had slipped away in places, rendering it dangerous for horse traffic; and in others holes or bogs had formed, making the road almost impassable. The repairs have improved these parts, but no doubt winter slips will again damage them.

Mangaehu and Llewellyn Special Settlements.—The work on the roads included in this vote are shown under heading "Terrace End."

Brewer, Kirai, and other Roads.—The settlers along these roads are raising a loan of £1,775 for widening to dray-road width Brewer Road, from Ohura Road, at Strathmore, to its intersection with Kirai Road; Kirai Road, from Ohura Road, at Mangaere, to Makahu Road; Makahu Road to Mangaehu Road; Mangaehu Road to Pahautuhia Block.

Pembroke.—The work performed out of this vote was on the upper part of Pembroke Road, below Mount Egmont Forest Reserve line. 92 chains was felled, stumped, and cleared; roots cut out and ground levelled to make dray-road; drains cut in wet or swampy places; and three culverts, 44 ft., made and fixed. The work has not only given access to the lands abutting on the road, but has also materially assisted East Egmont Forest Board in obtaining access to their bridle-road and house.

Puniwhakau.—Includes parts of Puniwhakau, Taurakawa, Mangaehu, Murcott, and other roads. During the year 4 miles 45 chains of engineering surveys have been made; 57 chains of road has been felled, stumped, and cleared; 50 chains felled only (along a settler's frontage); 24 chains of bridle-road formed; six culverts, 84 ft., made and fixed; six miles of bridle-road maintained; a foot suspension-bridge over Mangaehu Stream, 120 ft. span, repaired and strengthened; and also another foot suspension-bridge, also over Mangaehu Stream, at Murcott Road, 100 ft. span, in course of construction.

Tututawa Road.—Settlers have raised a loan under the Loans to Local Bodies Act to widen this road to dray-road width. The Stratford County Council have let contracts for erection of a dray-bridge over Mangaotuku Stream, and for widening one mile and a half of the road. The work is in progress. Plans and specifications of the various works were submitted to this department for approval, and the works will be inspected before any payments are made from this vote.

Tangahoe Valley (£1 for £1).—The Hawera County Council has taken this road through private property, but no expenditure on roadwork has been made. When formed and bridged it will open up Crown lands in Pukekino and Kaharoa Blocks. Engineering surveys and plans have been made.

Waitotara Valley.—The damage done to this road by heavy floods and slips in February, 1899, and mentioned in last year's report, has been repaired, and a wagon-road is now open from Waitotara Township, near railway-line, to Mr. Van Asch's property, a distance of $34\frac{1}{2}$ miles. In addition to forming 1 mile 7 chains of dray-road, making and placing twenty-three culverts=518 lineal feet, heavy slips had to be removed off eight miles and a half of road, culverts which had been washed away had to be replaced, and extra culverts put in where required; the road had also to be widened—in several cases against heavy batters of rock—where slips had carried it away. The whole length of road is now handed over to the Patea County Council, under whose control it will be for the future.

Nukuhau.—During the past year this road has been felled, stumped, and cleared, also bridle-road formed, its whole length from Mataimoana Road to Whenuakura Valley Road, a length of 4 miles 43 chains. It is a connecting road between the high ridge at Mataimoana Road and