

*Tikorangi Road.*—Engineering survey of 58 chains of this road was made, plans and specifications prepared, and tenders invited for the work; but the tenders being above the amount available, they had to be declined. It was proposed to form a road from Te Aroi Road at Huirangi down to—and also a part on north side of—Tikorangi Suspension-bridge. If the settlers interested would supplement the vote, as is usually done on roads in other parts of the district, the work could easily be performed.

*Junction Road, Purangi (£1 for £1).*—The Clifton County Council early in the year let a contract for metalling about three miles of the road, 12 ft. wide by 12 in. deep, the metal being the class known as Ohaero gravel, which makes a splendid road. To the 31st March about two miles was completed, the remaining mile being under progress. Specifications for the work were approved and the final inspection and testing made by this department.

*Junction Road (Widening).*—The former bridle-road between Purangi and Matau has been widened to a 14 ft. dray-road. The work for the year includes 1 mile 54 chains of engineering survey and the same of dray-road formation; twenty-two culverts, of total length of 561 lineal feet; and 6 chains of metalling with broken stone. Four miles and a half of dray-road has been maintained, also six miles bridle-road; 415 cubic yards of slips removed. The formation on the 1 mile 54 chains was in parts very heavy, being in papa rock with high inside batters. About six miles of bridle-road still remains to be widened to give coach-road access between Inglewood and Ohura Road. Junction Road is now open for dray or coach traffic from railway-line at Inglewood to Matau Road South, about twenty-nine miles, of which over twenty-two miles is metalled.

*Pukemahoe Road.*—Work on this road is in continuation of that done in former years, and is still in progress. During the year 1 mile 20 chains of engineering surveys were made, 18 chains of dray-road and 57 chains of bridle-road were formed, six culverts of total length of 147 ft. constructed, and one mile of road maintained. The contracts in progress will not give access to the whole of the settlers, but, the vote being exhausted, no further work can be let.

*Mataro Road.*—There has been 1 mile 46 chains of this road felled, stumped, and cleared along a settler's frontage, but a large amount of work is still required to give access to the block.

*Kaipikari Deviation.*—This deviation was laid off from the road leading inland at Urenui, and which gives access to a large extent of settlement land—some sold and some still Crown lands—also to Burfoot Improved-farm Settlement. The previous road ran up a steep hill, which became dangerous in wet weather. The deviation, 56 chains in length, gives a good grade, and has been formed as a dray-road. Ten culverts (glazed pipes, 12 in. diameter), in length 244 ft., were placed in position to carry off storm-water.

*Ngatoto.*—The work on this road included 71 chains of dray-road formation; one bridge, 30 ft. long; ten culverts, 157 lineal feet; and maintenance of the road. Further work is suspended for the present, but an extension of the road is much needed to give access to Crown lands higher up Waitara River.

*Milsom and Tanner.*—These blocks include several roads, and, as our vote was but a small one, only a little work could be done, on those roads most urgently needing it. Work executed includes 40 chains dray-road formation; two dray-bridges, total length 112 ft.; one culvert, 21 ft.; and repairs to three miles of roads. Work is still in progress on Mangaoapa Road, in road-formation and culverts; and on Mangamairi Road, in dray-bridge and approaches.

*Koru-New Plymouth (£1 for £1).*—The work was under charge of Oakura Road Board. A length of three miles of the road has been metalled 10 ft. wide with machine-broken river stone. Plans and specifications were first approved by this department, and three visits of inspection of the work were made before certifying to progress-payments.

*Egmont (Metalling), £1 for £1.*—Under control of Moa Road Board. Three miles and a half of the road was laid, 10 ft. wide, with machine-broken river stone, in continuation of gravelling done in former years. About a mile and a half of metalling is still required to complete the work up to Mount Egmont Forest Reserve, which when done will be a great boon not only to the settlers along the road, but also to tourists and visitors to North Egmont mountain-house. Specifications of the work were approved by this department, and a visit of inspection made before each progress-payment.

*Kent Road.*—In order to give better access to lands recently sold in Block VI., Egmont, the following works have been carried out on this road during the past year: 1 mile 9 chains of engineering surveys, and the same length of dray-road formation; one dray-bridge, 60 ft. in length, constructed over Mangawarawara Stream; thirteen culverts, in length 224 ft.; and one mile of maintenance. The settlers interested now propose raising a loan, under the Loans to Local Bodies Act, to still further improve the road.

*Maude Road.*—Work done on this road was in the nature of improving grades, so as to give better access to a portion of Block VI., Egmont. During the year the following work has been done: 39 chains reducing grades, and dray-road formation; seven culverts, in length 120 ft. Our vote being expended, no further work could be done.

*Newall and Tohu Roads.*—Parihaka Road Board having erected a dray-bridge over Teikapara Stream, Warea-Newall Road, assistance was granted them by forming about 35 chains of dray-road to give access to the bridge; 40 chains of bridle-road was formed; 20 chains felled, stumped, and cleared; and 50 chains, frontage to sections at top end of Newall Road, next Mount Egmont Forest Reserve line, felled only.

*Carrington Road.*—About 35 chains of Upper Plymouth Road, leading from Carrington Road to Mount Egmont Forest Reserve, has been felled, cleared, and stumped. Further work is in progress.

*Waiveranui.*—Plans and specifications for a dray-bridge over Waitaka Stream, Parihaka Road, have been prepared. The necessary timber is being cut, ironwork is made, and the erection