

think it should be handed over to the control of the local body from the junction of the Mangawharariki Road to the junction of the Main South Road.

*Ballance-Manawatu Gorge Road.*—There has been 35 chains of construction, of which 15 chains are 6 ft. wide, the remainder being a dray-road formation, done on this road during the year. 934 cubic yards of slips has been cleared, 9,369 cubic yards of rock excavated, and the road has been maintained for a length of 2 miles 11 chains, of which 1 mile 70 chains is a horse-road. The heavy cuttings and approaches to the proposed bridge of two 60 ft. spans have been completed, and all the timber and ironwork for the superstructure of the bridge have been delivered on the ground. Shafts have been sunk, and depths of foundations for the piers of the bridge have been ascertained. The work of constructing the piers will be commenced shortly.

*Mangaramarama Village.*—A grant of £100 has been made to the Pahiatua County Council for metalling, and also one of £100 to the same body for the construction of the Tawera and Namu Roads, but nothing has been done under either grant.

*Hall Special Settlement.*—This settlement contains the Cross and Central Roads. Cross Road has been formed as far as it is necessary to go, and almost the whole of the Central Road has been formed. The works in this settlement have consisted of 3 miles 28 chains of horse-road formed, 5½ chains of road widened to a width of 16 ft., three culverts of a total length of 77 ft. constructed, 8 chains metalled, and 5 miles 20 chains of road maintained.

*Woodville-Aohanga.*—A truss-bridge of three spans and a total length of 160 ft. has been erected on this road over the Waitakataroa Stream. The approaches have yet to be made. 6 chains of scrub-cutting and clearing has been done, and the road has been maintained for its whole length of thirteen miles—viz., four miles of dray-road and nine miles of horse-road. This latter part is not yet finished: about three-quarters of a mile has yet to be formed to admit of through traffic. I would recommend that this road be completed. As being a shorter route to Makairo and Pahiatua, it would be much used by settlers and others from the lower or Makuri end. Almost all the money voted for this road has been absorbed by the construction of the bridge.

*Mangatoro-Coonor Valley.*—During the year this road, which connects the Coonor Settlement with the main road from the coast to Dannevirke, has been maintained for its length of 6 miles 40 chains. 5 chains of re-formation was done, 30 chains of the metalled, and another 30 chains of the metalled portion was repaired, and 1,029 cubic yards of slips removed.

*Makairo-Kimeroa.*—There has been 20 chains of engineering surveys in connection with diversions of this road done, and the road has been maintained for a length of 1 mile 40 chains. The construction will be pushed on as soon as possible.

*Makairo Road.*—A small contract of about a quarter of a mile was let for the construction of a dray-road near the Coonor end, and completed some months ago. The other works undertaken on this road were 21 chains of bushfelling and clearing, cutting and clearing the scrub for about 520 chains, 11½ chains of metalling, 750 cubic yards of slips cleared, and 870 cubic yards of rock excavated. The road has been maintained for a length of nine miles. It is proposed to proceed with the widening of this road as soon as an officer can be spared to do the necessary surveys.

*Towai (Coonor).*—A small contract to finish the dray-road construction was completed. The road has been re-formed and metalled for a distance of 75 chains, 3 chains has been widened, 760 cubic yards of slips cleared, and the road has been maintained for one mile as a horse-road, and for three miles as a dray-road.

*Upper Makuri Valley.*—The greater part of this road is under the control of the County Council, but two miles at the northern end has been under the control of the Government. A contract for metalling a portion of the road is nearly completed, and before the ensuing winter nearly all the metalling will be done, the County Council having let a contract for metalling which will nearly join the Government works. 40 chains of the road has been re-formed and 36¾ chains metalled, and the road has been under maintenance for ten miles.

*Pahiatua Railway-station (Repairs), £1 for £1.*—The work done under this grant to the Pahiatua County Council was widening the Mangahao Road from the railway-station to Pahiatua Borough, including clearing, draining, culverting, and extending bridge-wings, and metalling the whole distance and footpaths from the bridge to the borough, at a total cost of £204. This work was completed during the year.

*Eglington Road.*—This road has been reported on, and the vote of £100 will be expended in widening it into a dray-road.

*Ngaturi-Aohanga.*—Engineering surveys of 6 miles 43 chains, and bushfelling and clearing of 2 miles 41 chains, have been done on this road. A contract has been recently let to widen the 6 ft. track to a dray-road width. The county has done all the maintenance on the dray-road at the Ngaturi end.

*Manuhara Road (Pahiatua No. 1).*—In addition to the ordinary work of maintenance of this road for its length of four miles, 43 chains of a track 6 ft. wide has been formed, 12 chains of bush cleared, and eight culverts of a total length of 88 ft. constructed; and 135 chains of the road was laid down in grass. About 60 chains of formation yet remains to be done to connect this with the Waihi Road.

*Nikau-Omata.*—Besides the maintenance of this dray-road for a length of two miles, 3 chains of the road has been made at a part which was swept away by floods in the creek. Protective works, in the shape of a timber retaining-wall, were erected, and the embankment within was planted with willows. The retaining-wall was strongly built, and will withstand any future floods.

*Tutaekara-Nikau.*—The principal work undertaken on this road during the year was the formation of 18 chains of a deviation of the road. 15 chains of bush has been felled and cleared; four culverts, of a total length of 64 ft., constructed; 920 cubic yards of rock excavated; and the road has been maintained as a horse-road for two miles and a dray-road for half a mile.