

with the maintenance of the road for a length of five miles, the formation of a 6 ft. track has been made for a distance of 2 miles 11 chains. One small bridge has been erected, eleven culverts of a total length of 163 ft. have been made, $6\frac{1}{2}$ chains of felling and clearing bush and scrub, and stumping 86 chains has been done. About 50 chains of formation would complete this road the whole distance.

North Range Road (Rising Sun Association).—On this road 133 chains of bush has been felled and cleared only. Engineering surveys and plans are ready to start the formation as soon as money is available. The road is greatly needed by the settlers, as they now have a great difficulty in getting their produce to market, and their provisions, grass-seed, &c., in to their selections. It has been maintained for 1 mile 50 chains.

Karora Road (Rising Sun Association).—The scrub has been cut and cleared for 1 mile 47 chains, as far as is necessary to give access to the sections lately taken up. The road requires forming, as it is principally through swampy country. A rough timber bridge is now being erected over the Waihi Stream, and another small bridge over a boggy creek is required.

Pahiatua No. 1.—The work charged to this item was done on the Manuhara Road, and consisted of maintenance.

Waikora Road (Pahiatua No. 2).—The bush is now felled and cleared for the whole length of this road, connecting it with the Kaituna Road. The work done on it during the year has consisted of 31 chains of bushfelling and clearing, the formation of 55 chains of road 6 ft. wide, the construction of eight culverts of a total length of 78 ft., cutting drains 21 chains, and stumping for 43 chains. About two miles of formation yet requires to be done to enable settlers to get through by way of Kaituna.

Pahiatua No. 3.—The work done under this item consisted of the maintenance of one mile of road.

Akaroa Road (Pahiatua No. 2).—The work done on this road during the year has been the formation of 73 chains (6 ft. wide), the construction of sixteen culverts of a total length 254 ft., and the maintenance of the road for a length of 2 miles 76 chains; 4 chains of drains have also been cut, and 6 chains of embankments made. The road as far as formed has been of great benefit to the settlers, but it should be carried as far as its junction with the Waikaka Road, as many settlers have still to depend on the old bush-track to get to their holdings.

Mangatiti Road (Pahiatua No. 4).—The formation of this road has been completed. The works done on it during the year are as follows: Scrub-cutting and clearing, 2 miles 10 chains; formation (6 ft. wide), 3 miles $3\frac{1}{4}$ chains; two culverts, total length 72 ft.; slips cleared, 491 cubic yards; rock excavated, 509 cubic yards; drains cut, $1\frac{1}{2}$ chains; embankments made, $5\frac{1}{2}$ chains; and maintenance for 4 miles 26 chains; 8,019 superficial feet of timber supplied; and 29 chains of stumping done. The bridge under construction last year was finished early this year. A few culverts have still to be put in. This track will be a great convenience to the settlers, shortening the distance greatly from Rakaunui to the Masterton Reform Block.

Range Road.—A grant of £150 was given to the Featherston Road Board, and this amount was expended in widening 2 miles 40 chains of the road from 6 ft. to 10 ft. wide.

Kaituna Road.—The work on this road has consisted of 57 chains of formation, 6 ft. wide; 1,076 cubic yards of slips were cleared, 315 cubic yards of rock excavated, and 41 chains of stumping done. One bridge, 36 ft. in length, was erected; thirteen culverts, of a total length of 182 ft., were constructed; $5\frac{1}{2}$ chains of embankments made; four miles grassed; and the road maintained for a length of six miles (6 ft. wide). The settlers at the lower end are without means of communication with their holdings, and the 6 ft. track should be continued.

Range Road (Masterton Reform Association).—Beyond the maintenance of this road for three miles as a horse-road, and the clearing of 1,341 cubic yards of slips, no other work has been done.

Akaroa Street Formation (Pongaroa Township).—250 cubic yards of rock were excavated for breaking into metal, and the road was metalled for 16 chains.

Waipatukaka Road, near Pongaroa.—The work done on this road has been varied, consisting of stumping 3 chains, the formation of 60 chains 6 ft. wide, clearing 469 cubic yards of slips, cutting 35 chains of drains, making $18\frac{1}{2}$ chains of embankments, and grassing 1 mile 60 chains. Five small bridges, aggregating in length 120 ft., have been built; nine culverts, of a total length of 139 ft., have been constructed; and the road maintained as a horse-road for three miles. About two miles more of formation and the building of a 40 ft. bridge would complete it to the junction of the Waihi Road. It is desirable that this should be done, as travellers at present, being unable to cross at the bridge-site, have to depend upon the permission of owners of sections to pass through them.

Waihi Road.—Five miles of engineering surveys have been completed on this road, and the constructive works done were as follows: 3 chains of bush were felled and cleared, 7 chains of formation 6 ft. wide, $2\frac{1}{2}$ chains of corduroying, 29 chains of drains, 29 chains of embankments, 1 mile 30 chains of road grassed, 715 cubic yards of slips cleared, and a quantity of timber was sawn and hauled. One bridge, 25 ft. long, was built; six culverts, of a total length of 54 ft., were constructed; and the road maintained as a horse-road for 6 miles 45 chains. It is intended to continue the formation of this road as soon as possible.

Waihi-Akitio Road.—The work of widening this road from 6 ft. to 16 ft. is now in progress, and 42 chains have been completed. The other works done on it have consisted of maintaining 3 miles 18 chains of horse-road and 62 chains of a dray-road, constructing six culverts of a total length of 130 ft., clearing 222 cubic yards of slips, excavating 456 cubic yards of rock, stumping $10\frac{1}{2}$ chains, cutting 3 chains of drains, making about 2 chains of embankments, and sawing and hauling timber. If this road were widened into a dray-road through the settlement, it would prove a great boon to the many settlers whose sections front on to it.