

The design shows one 242 ft. and two 72 ft. cantilever spans, and three 25 ft. land-spans, the total length being 461 ft., and the height above the water 56 ft.

*Moawhango Bridge (Horouta).*—The temporary bridge, consisting of one 70 ft. central under-strut span and one 23 ft. and one 25 ft. land-spans, was started in February last and completed on the 11th May. It was decked 12 ft. wide, and has since been used for horse traffic. It was made extra strong, and of such a height as to serve as scaffolding for the permanent bridge. Owing to the Torere Road getting so much cut up last winter, work could not be resumed on this bridge till November. 9,054 superficial feet of totara has been sawn near the site during the year, and 9,611 superficial feet squared. All the timber and ironwork are now on the site; the iron lower chords are riveted, and the top chords erected. It is expected that the bridge will be open for traffic in May. The span is 121 ft., with iron lower chord and timber top chord, the height above water-level being 133 ft.

*Rangitikei Bridge (Otara).*—Owing to the position, the western tower coming, according to the plans, about 70 ft. into the river-bed, the design was altered from one 250 ft. suspension-span and one 100 ft. land-span to one 324 ft. suspension-span only, the contract price remaining at £6,913 as originally. This new agreement was signed on the 24th March, 1899. The amended contract time expires on the 23rd July, 1900. Mr. Joseph Dawson is the contractor. The four suspension-towers are completed except the cornices; the four anchorages are also practically completed. The ironwork and cables are all on the site, and also most of the timber. The trusses are now being framed.

*Rangitikei Bridge (Vinegar Hill), £1 for £1 (to Account).*—The new design of this bridge consists of one 206 ft. 6 in. bow-string span, one 120 ft. truss-span, one 79 ft. truss-span, and one 15 ft. span. The plans were passed on the 23rd February, and tenders are now being called by the Rangitikei County Council for the erection. The material for bow-string girder was prepared and delivered at Wellington by the Berlin Bridge Company, America, for £983 7s. 3d., but the total cost with expenses landed at the site amounted to £1,320 12s. 10d.

*Kakariki Bridge (Approaches).*—On the Marton side 141 chains of dray-road has been formed and retailed, the old Westoe Road being utilised wherever possible, and 200 lineal feet of culverts have been put in. On the Halcombe side a length of 51 chains of dray-road has been formed and metalled, together with 52 lineal feet of culverts, and a bridge across the Rangitawa Creek consisting of three 25 ft. spans. A progress-payment was certified to on 4th August, but the works are not included in this year's returns owing to the final payment not having been made.

*Rangitikei Bridge, Bull's (to Account).*—Plans were prepared and tenders called for a pile bridge with ten 125 ft., two 122 ft. 6 in., three 20 ft., one 10 ft., and one 5 ft. spans, total 1,570 ft., on a site a few chains above that of the original bridge, but no tenders have been accepted, and fresh tenders are now invited. At the lower site a temporary bridge of white-pine, consisting of twenty-five spans of 25 ft. each, total length 625 ft., has been erected, height of decking above summer level being 15 ft.

*Tongariro National Park.*—The bridle-track to the summit of Tongariro was included in last year's returns, but several outstanding accounts are included in this year's expenditure. The proposed shelter-shed at Ketetahi has not yet been erected. There have been several tourist parties up the track this season.

*Wanganui River Trust.*—Mr. J. T. Stewart, Secretary to the Trust, is submitting a special report on the operations carried out under his charge. The traffic, especially in passengers, has largely increased on the river. The steamers have succeeded in reaching Pipiriki within the day during the season, though the river has been exceptionally low for three months. The steamers belonging to Messrs. Hatrick and Co. have made 123 trips to Pipiriki during the season. A new company is putting together a light-draught steamer in Wanganui. The material was manufactured and forwarded from Yarrow's yards. The dimensions of the new river-boat are—Length, 100 ft.; width, 16 ft.; draught, 14 in.; and speed, twelve miles. She will be capable of carrying about 150 passengers.

*Makohine Village Settlement and Clifton Block (Flood-damages).*—Under this item 50 chains of dray-road formation was formed on the Makuranui Road, and 3.1 acres felled alongside of it to allow the sun and wind to act on the road.

*Mangaweka Township (Drainage).*—Out of this item 14 chains on the Cage Road was rounded up and metalled, and 24 lineal feet of culverts constructed.

*Wanganui Lands and Survey Office.*—The designs for the proposed new offices for the Lands and Survey and Stock Department Offices have been finally approved of, and tenders will shortly be called for the same. The site adjoins the present Customhouse Office.

*Momahaki Village-settlement Block.*—The only expenditure has been on maintenance. In March, 1899, the last of the roads in the block were handed over to the local bodies.

*Kaitieke.*—On the Taumaranui Road 264 chains of road was cleared out of this vote. This part of the road is now good travelling, though several bridges require renewal. On the Upper Retaruke Valley 296 chains of engineering survey has been executed, and two contracts are now in progress covering 280 chains of this distance. A large amount of timber is being sawn for bridges and culverts. On the Kaitieke Valley Road 20 chains of dray-road formation with 50 lineal feet culverts has been done. Owing to the small demand for land in this district hitherto the roads are not being pushed on so rapidly as they otherwise might be. The best means of opening up this block is to form a good bridle-track to the Wanganui River, and also form the untouched fifteen miles or thereby of the Raetihi-Ohura Road. The opening-out of the Kawautahi Road would very much shorten distance for supplies.

*Marton No. 3.*—On the Manganui-a-te-ao Road 33 chains of clearing has been done, giving access to Section 22. On the Pukekaha Road 189 chains engineering survey and 44 chains of bridle-track have been completed. Three other contracts are nearly so, and one more being