

started. The work done on the Raetihi-Ohura Road in passing through this block is included under that road.

Mangawhi and Ruapehu.—In this block 13 chains of ditching and bridle-track formation has been done at a very swampy place on the Makotuku Valley Road. As the balance of the loading is now available it is intended to clear the Middle Road throughout.

Makotuku, Block III.—No expenditure as yet, but work is being started on the cross-roads in Clifton No. 2.

Orankura Block.—There has been 245 chains engineering survey done on the Kaiangaroa Road towards Otuairei, and two contracts dray-road formation covering 87 chains are now well advanced. The block was only opened last August. On the Papaki Road beyond the improved farm there has also been 116 chains engineering survey executed.

Ohinewairua.—On the Moawhango Valley Road 124·5 chains of bridle-track has been cleared down to the Otuairei flats from the Torere-Pukeokahu Road. The formation of this road past the two bad cliffs, about one mile, is urgently required. A bridge across the Otuaireiawa will also soon be necessary. On the Hiwera and Valley Roads 249 chains of road-lines has been felled by the settlers adjacent to their own burns, also 21 chains on the Hotukuraeroa Road. On the Torere-Pukeokahu Road, 63·6 chains of bridle-track with 48 lineal feet culverts and 24 lineal feet bridge has been completed. 34·7 chains bridle-track has been finished on the Karangaroa Road across the Otuaireiawa, and the four contracts taking this road to the open country are now in progress.

Upper Makohine Block.—A large amount of work has been performed in this block during the year, especially on the Mataroa Road, which has now been completed to the boundary of the block. On the Mangaweka-Te Kapu Road 28 chains of heavy dray-road has been formed on the eastern approach to the Makohine Bridge, besides 41 lineal feet culverts. On the Creek Road one contract consisting of 31·6 chains of bridle-track has been completed, and the last one is now in hand. The Makohine Valley Road is now completed throughout as a bridle-track. Under this item the following work has been done during the year: 87·1 chains bridle-track, 57 chains felling road-lines, and 80 lineal feet culverts. On the Mataroa Road 313·8 chains of bridle-track has been completed. The men who have been working on this road are those who were sent up as unemployed in August, 1898. They have been continuously employed here since then. All the sections in this block have now got bridle-track access. The only road now requiring opening out is the Kaweka Road, of which the engineering survey has been done. Over the whole block during the year 536 chains of engineering survey has been completed.

Pohomiatane Block.—Out of this item expenditure has been incurred in forming 72 chains of bridle-track, with 40 lineal feet culverts on the Okaka Road, and in felling 35 chains of frontage on the Karetu North Road.

Tiriraukawa Block.—This is one of last year's items, but a separate authority number was available at the beginning of this year, and has been expended in forming 113 chains bridle-track on the Karetu North Road.

Office-work.—The office-work in connection with the year's operations has consisted of the following: 81 miles 57 chains engineering surveys plotted, with quantities; 39 chains traverses plotted, and plans drawn; 1,025 vouchers dealt with and forwarded. Miscellaneous correspondence—Inwards, 1,528; outwards, 1,523.

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WELLINGTON.

Oporae Road.—This road has been maintained for a length of two miles, and the work of widening it from 6 ft. to 15 ft. has been done for 83 chains. Before it can be of any real benefit to the settlers as a dray-road two bridges require to be built.

Awarua.—Included in this, which is also known as Hautapu-Ruahine No. 2, are the Potaka, Upper Kawatau, Mangakokeke, and Makopua Roads. On the Potaka Road 97 chains of bush has been felled and cleared, a distance of 2 miles 4 chains of horse-road has been formed, and the road has been maintained for its length of 5 miles 62 chains. Portions of this road, where the sides are very precipitous, require widening to make it safer; this I propose to do. The Upper Kawatau, a horse-road of 1 mile 60 chains, has been maintained for its full length, and a distance of 52 chains has been formed. On the Mangakokeke Road 42 chains of bush has been felled. This is not yet cleared, and consequently not available for traffic. A length of 1 mile 40 chains of horse-road has been formed, and the road has been maintained for a distance of two miles. On the Makopua Road a distance of 1 mile 49 chains of bushfelling only has been done. This is not yet cleared nor open for horse traffic. It is proposed to extend all these roads as soon as the necessary engineering surveys can be done.

Fitzherbert-Tokomaru.—This grant of £200 to the Fitzherbert Road Board was issued on the 14th March, 1900. No work has been done on it yet.

Pahiatua-Palmerston.—The work of widening out to a dray-road has been progressing during the winter months and up to recently. A few men are at work putting in culverts, for which a good supply of timber has been sawn and laid on the ground. A considerable amount of metalling has been done with the rock excavated by the contractors for construction, but there is still a considerable amount to do. Before even the lower part of the road (the Pahiatua end) is available for dray traffic a bridge will require to be built, plans for which have been prepared. During the greater part of the year an average number of forty-one men have been employed on this road; 4 miles 62 chains has been widened from 6 ft. to 16 ft. and 18 ft.; 7 chains of metalling has been done; and 1,082 ft. of culverts has been constructed. This road forms an important line of communication between two thriving and important districts, and I would strongly urge the necessity of its completion as a metalled road at an early date.