

the roadside. It is a great pity that small sections of land could not be got alongside these main roads, for then the surface-men could make themselves homes, and the cost of maintenance would be less. From Tarawera to foot of Kaiwaka, at the rivers, five surface-men are constantly employed owing to the difficulty of maintaining this portion. In wet weather the rain scours out the roadway, and in dry weather the wind blows it away. One new bridge 22ft. span, and two frame-culverts, one 4ft. in clear, 24ft. long, and the other 5ft. in clear, 32ft. long, have been constructed, besides eight smaller ones renewed, and many others repaired. The Mohaka Bridge requires redecking, and two frame-culverts are being prepared to replace two small bridges, which are rotten. The grades between Mohaka and rivers are very steep, even 1 in 5 in many places for chains at a stretch, and this a main road. Two new roadmen shelter-huts have been built. Over fifty thousand sheep passed along this road to Waikato last season.

Maketu-Rotorua.—This road has stood very well, although the volcanic mud still prevents the rain sinking through it. As the portion beyond Tikitere turn-off is not much used, nothing has been done on it since March last. The most troublesome place is at Waiwhakareto Stream. The portion between Rotorua and Tikitere is very much used owing to the tourist-traffic, and needs a man constantly upon it, as the rain does so much damage on the flats near Owkata. One new culvert 6ft. wide, 33ft. long, has been built at the Waiohewa mill-race, and repairs were done to turn the stream again under Te Ngae Bridge.

Miscellaneous Works.—The principal item under this heading has been the closing of the new channel outlet to Lake Rotorua. This work was done owing to the lake being so low, and thereby interfering with the baths at the pavilion, also to allow of the steamer to pass through from Rotorua to Rotoiti. The work was completed last October, but owing to the lake again rising and frightening the Native owners—their land being flooded 1ft. deep—the embankment was tapped, and the whole of the centre portion carried away to the level of the fascines, so that now the embankment acts as a sluice to drain all the surplus water from the lake. Tenders are let for supplying materials to protect the works as they are, so as the lake will keep about the present level, which does no one any harm. The approach to the Puarenga Bridge—which was carried away after the eruption—has also been repaired, and the bridge raised 42in. higher. A contract, too, has been let to the Natives living at Matawera to make the road again in its old place, as the ravines were scouring out so far to the east of the road, thereby causing considerable detouring to avoid them. Willows, too, were planted at entrance to Ohau Channel to protect the Native land from scouring away, owing to reopening old channel; also the Rotoiti end of Ohau Channel was staked to deepen it, which proved so successful that the steamer was able to get through at the time of the Governor's visit to the Uriwera.

Turangarere-Tokaanu.—The grade survey was commenced in September last, and the first four miles were let to the Ngatituwharetoa Natives on 4th June, and they are making very fair headway with their sections. The bridge over the Tongariro River was commenced last October, and completed on the 31st May, and is well and faithfully built. The whole of the road ought to be open for traffic by the 31st December next, as tenders are invited for the heaviest of the works. Sundry repairs have also been done to the road between Tokaanu and Pouto Bridge. Eight chains of double ditching, with formation and culvert lengthened, at a cost of £30 in all.

Rotoaira-Waimarino.—Under this heading is included the maintenance of the road from Taupo to Tokaanu, 36 miles. The principal works have been removing landslips and making road to Tongariro Bridge. This portion of the road (Taupo to Tokaanu) will require considerable expenditure upon it before it is a safe coaching-road, owing to the side-cuttings being so narrow, especially around the lake, particularly the rocky ones; also the Tauranga-Taupo River is often in flood, besides the smaller streams at Waiotaka and Waimarino, between Tauranga-Taupo and Tongariro Bridge. Between junction of Karioi Road and Papamanuka eight new culverts have been placed, containing a little over 3,800ft. of timber, with 2,000 cubic yards of earthworks, besides chipping 40 chains of tussocks. A maintenance-man was employed for five months repairing about 12 miles of the road between Pouto Bridge and Otoukou—this being the first labour upon it for over two years. Twenty-six thousand feet of totara is also cut and lying at the bridge sites. When these four bridges are built the road-way will be opened as far as Papamanuka Stream. As the culverts and fillings before mentioned have opened up about five miles of road, no further works will be started till these four bridges are finished—Wanganui, Mangapate, Mangatepopo, and Whakatauriraringa.

ROADS TO OPEN LANDS BEFORE SALE.

Rotorua-Waiotapu.—One and a half miles of new road has been formed as a cart-road from Rotowherowhero Lake towards Galatea, but another mile requires forming to allow of the half-mile east of Mangakokomuka being used. Mr. Troutbeck, of Galatea, has improved the road across the Kaingaroa Plains at his own expense, and, as he has kept close to the surveyed road-line, his work will be a considerable saving on my first estimate. Several portions of this roadway between Waikorua and Kakaramea have been widened to allow of bullock-teams using it with safety, but, owing to a want of funds, has not been properly completed. A short deviation—costing about £10—was made to allow of tourists being driven round by Pareheru and viewing the “ash-fields” en route for Waiotapu Valley. This is much used, as the Waiotapu Valley is a great attraction, for, although the distance from Rotorua to Waiotapu Stream is 23 miles, the journey is easily driven in three hours. It is to be hoped that sufficient money will be available to complete the road to Galatea eastward, and particularly to finish the portion on to Wairakei, thereby giving an easier, more pleasant, and perhaps shorter route to Taupo, as, owing to the country being so easy for road-making, tourists could, if this route were opened, go on their journey and get to Wairakei in the same time as it now takes to return to Rotorua, besides the road would cost less to maintain than the present one. Some repairs have been done to the extent of £10 on the old Wairoa Road, and I