

Whatawhata Swamp (Drainage and Road).—The Waipa County Council have formed 1 mile 45 chains of dray-road out of the grant, and are still going on with the work.

Tunnel, Taumarunui.—Nothing has been done to this road during the year by this department, but the Public Works Department has repaired it in several places near the tunnel, where it had been cut up by the heavy traffic for railway purposes.

Mokau River Bridle-track.—The £100 voted for this is not nearly sufficient, as it will run through very rough country, and the engineering survey is not yet made.

Ohura Main Road.—There has been 3 miles 6 chains of logging done, and repairs have been made extending over twenty-seven miles of the road. Several small temporary bridges have been repaired between the Mangaroa Stream and the Heao. The construction of the Mangaroa Bridge is well in hand. It consists of one span of 97 ft. and an end span of 18 ft., and all the timber and ironwork is on the ground. There is still about seven miles of this road to be constructed, including several small bridges in my district.

Mokau Ferry-service.—Mr. Robinson, Road Surveyor in the Taranaki District, called for tenders and had a new punt built, as it has been thought more convenient, at present, to supervise the work from the Taranaki end than from this.

Miscellaneous Roads and Bridges in Native Districts.—The Native tracks throughout the district have been kept open for horse traffic, and thirteen miles of road has been improved.

Kawhia Block.—There has been 2 miles 73½ chains of 10 ft. road constructed to give access to settlers who have lately taken up land on the eastern slope of Pirongia.

Pakeho Block.—About four miles of bridle-track has been constructed through the centre of this block, being a portion of the main road from the Te Rauamo Improved-farm Settlement, on the Pirongia-Kawhia Road, to the Miroahuiao, on the Te Kuiti-Awakino Road.

Hauturu and Part Kinohaku Block.—There has been 4 miles 65 chains of dray-road and 44 miles 25 chains of bridle-track constructed on this road since the middle of June, and it opens up and gives access to about 80,000 acres of Crown lands, which will very shortly be open for selection. It is nearly all forest country through which this road runs, the land being of good quality, and the formation principally limestone and papa, with here and there a little clay-slate.

Kinohaku West Blocks.—Out of this grant 12 miles 58 chains of bridle-track has been formed, continuing the formation of roads towards the block, though not actually in the block itself. The land in this block is almost all covered with forest, but here and there where a clearing is met with the grass is growing most luxuriantly. The road from Maboenui, on the Te Kuiti-Awakino Road, to Kawhia South will run through the centre of this block, and will in the near future be one of the most important in the whole district, as all the stock from lands adjacent to the road will go over it to Kawhia South as soon as there is a township there, which must necessarily be very soon.

The bush has been felled from 3 to 5 chains wide on all roads throughout the district that have been constructed through forest country within the past twelve months. This is a great advantage, as it lets the sun and wind on to the formation, and keeps the roads much drier than they otherwise would be. The cleared and burnt bush land along each road will be sown with grass-seed.

Engineering Surveys of Roads.—There has been 104 miles 9 chains of engineering surveys made, and quantities taken out ready for letting contracts.

Contingencies and Engineering.—Under this heading £281 13s. 2d. has been expended, the chief items being salaries of office assistants, office rent, fuel, &c., and travelling-expenses while inspecting local bodies' works.

T. BURD, Road Surveyor.

ROTORUA.

Arahivi and Mamaku Railway-station.—Bushfelling to the extent of 52 chains has been done; 24 chains of formation, and two culverts 40 ft. in length; surveys for 4 miles 6 chains; engineering plans, three miles; quantities, two miles. More money should be granted for this road at once, as the settlers have no road into their sections, and have great difficulty in getting in stores, and getting their produce or stock to market.

Okoheriki Id.—Twenty chains surveys, graded two miles, explored three miles, and bush felled 1 mile 79 chains, done on this road.

Rotorua-Nyongotaha Mount.—This road or bridle-road has been maintained eight miles in length during the year, and 3 miles 15 chains light clearing completed. It is very necessary that this track should be widened out into a proper buggy-road; it would not cost much, and many people who cannot ride or walk would be able to drive up the hill.

Rotorua-Wairoa.—This road, which was destroyed by the Tarawera eruption, has now been opened up again, enabling visitors to drive right to Wairoa. Improved, 8 miles 42 chains; cleared fern, &c., 9 miles 19 chains; two culverts, 12 ft.; nine mile-posts placed in position; 79 chains drains; and the road maintained.

Maraeroa-Aturoa.—The authority construction of this road has been received. Surveys will be made shortly.

Rotorua-Te Teko.—This road is now open for wheeled traffic, nearly all the culverts being in. Engineering, surveys, plans, and quantities, 8 miles 61 chains; formation, 9 miles 70 chains improved, cleared 9 miles 47 chains; thirty-one culverts, 656 ft.; drains, 2 miles 65 chains; road made, 1 mile 19 chains; four bridges rebuilt, length 56 ft.; fillings and slips, 910 cubic yards; fascines, 1,530. A new bridge-site has been chosen in a more suitable place, a mile and three-quarters down the river, and a deviation surveyed to it. This bridge-site is 130 ft. across, and the deviation only lengthens the old surveyed road by a few chains. Plans, speci-