

Whenuakura Stream, and being on steep sidings of papa rock, the work, especially the excavation of bridle-road, was exceptionally heavy. In addition to the above vote, a large portion of the cost of the work was taken from the vote for Rangiwihakaoma Block, Nukuhau Road being one of the principal outlets from the block.

*Mataimoana.*—This is an extension of Okahutiria Road, and work done is shown under the latter heading.

*Motoroa.*—Part of this vote has been spent by the Department in extending the formation of Motoroa Road, and in opening up Omahini Bridle-road; and part was spent by Momohaki Road Board in widening portions of Motoroa and Omahini roads as dray-roads. On Omahini Road we formed 72 chains as bridle-road, and made four culverts=56 lineal feet. On Motoroa Road we felled, stumped, and cleared 23 chains, and formation-works are in progress. The Momohaki Road Board widened 62 chains to dray-road width.

*Okahutiria.*—There has been 1 mile 22 chains of dray-road formed; eleven culverts, 199 lineal feet, made and fixed in position; 412 cubic yards of slips removed; and six miles and a half of road has been maintained. Formation of dray-road is in progress. As large clearings and a fair amount of settlement is being made on upper end of Mataimoana Road, and the roads leading into it, it is very desirable the road should be opened as a dray-road to its intersection with Ridge Road; this would also open up unsold Crown lands, which would then be readily selected and occupied.

*Okotuku.*—This road, when opened through, will give shorter and better access between Mataimoana Road and Waverley, and will probably become the main road, thus relieving Okahutiria and Kohi Roads. During the year we have felled, stumped, and cleared 30 chains, formed as bridle-road 1 mile 3 chains, including making and fixing nine culverts, 108 lineal feet; removed 180 cubic yards of slips, and maintained the length of road opened. Contracts are now in progress, and we hope to open up the remaining two miles and a quarter to Mataimoana Road this season. The four miles should then be widened as a dray-road, so as to give shorter access to Waverley.

*Central Patea Valley (Maben Road).*—The settlers interested in obtaining an outlet from their lands decided that Maben Road would serve them as a better outlet than Ball Road, and signed a memorial asking that Maben Road be formed. During the year 5 miles 5 chains has been formed as an 8 ft. bridle-road (about two miles of it, in parts, being along steep sidings in heavy papa or sandstone rock). Seventy-five culverts=1,625 lineal feet, have been made and fixed; three tunnels in rock, 212 lineal feet, have been pierced; 81 chains of road was felled, stumped, and cleared; over 2,200 cubic yards of slips were removed; and the five miles of road has been maintained.

*Mohakatino Bridge.*—The north bank of stream both above and below the bridge was scoured away to a considerable extent by the rush of incoming tide during heavy storms, and the outgoing water in floods and ebbs, necessitating wings and groins being constructed for the security of north end of bridge. The necessary work has been done, and the bridge is now secure, but the erosion of north bank above the bridge still continues, and may in the future necessitate a series of double groins to divert the scour.

*Tongaporutu Bridge.*—Plans and specifications for a dray-bridge over Tongaporutu River have been prepared. The bridge will be in length about 330 ft., and consists of two spans of 120 ft. each and one span of 70 ft., with usual ends, &c. When this bridge is erected there will be a good main road without a break between New Plymouth and Mokau.

*Waitara River Bridge (£1 for £1).*—The bridge over Waitara River in Township of Waitara, which was erected by Government about 1872, has for the past eighteen years been under control of Waitara Harbour Board, who have expended, at various times, a total sum of about £1,400 in repairs and renewals. They also proposed expending this vote in a similar manner. The bridge in the first instance was badly designed, and cannot be kept in a satisfactory condition. I have therefore reported that ordinary repairs only should be made for about another four years, and then an entirely new bridge—preferably of iron—be built. I believe this course will be much cheaper, and certainly better, than to be continually spending money on the present structure.

*Tikorangi Bridge Approaches.*—When the erection of Tikorangi Suspension-bridge was decided upon the settlers interested agreed to make proper approaches to it, and on the west side to build a rough stone retaining-wall. This was not, however, done, but planking was placed against the piles on which the cable-tower rested, and the approach made with sandy gravel and loam. This did not set, but was continually pressing against the piles, and would in time have endangered the safety of the bridge. A grant of £50 was made to improve the approaches. I had the planking, sand, &c., removed, and a short stringer-span of 30 ft. in length added to the bridge. This reached solid ground, and dispensed with an earth-approach against the bridge.

*Purangi Bridge.*—This bridge, consisting of one span 121 ft., one of 60 ft., one of 40 ft., and one of 20 ft.—total length about 245 ft.—has been built during the year, and has been a great boon to Milson and Tanner Settlers, who now have uninterrupted dray-road communication with Inglewood. The bridge has been built high enough to be clear of extreme floods, which rise over 40 ft., and should last with but ordinary repairs from twenty-five to thirty years. Beyond screwing up and painting it should require no expenditure for many years. As piles had to be driven over 30 ft. in soft papa mud to obtain a foundation for the main piers, and as double piers over 40 ft. high had to be built upon the lower piles, there was a total length of about 70 ft. of pier timber, thus making the bridge a costly structure. The timbers used are the best ironbark, totara, and kauri.

*Mangaehu Bridge.*—To be erected over Mangaehu Stream at lower end of Puniwhakau Road, giving access from Taihore Road to Puniwhakau Road. Plans and specifications for the bridge—main span 80 ft., and two end spans of 30 ft. and 21 ft. respectively—have been prepared, and the timber is now being cut near the site. The erection will be proceeded with as soon as the material is ready.