

*Clifton*.—The formation of the Makaranui Road has been completed, 126 chains and 40 lineal feet culverts being done during the present year, and the whole of the Makaranui-Rangataua Road is being metalled (see item "Pipiriki-Waiouru"). 21 chains dray-road formation has been done through the clearing on the Rangataua South Road. On the Lower Cross Road, in Clifton No. 2, 58 chains of 8 ft. formation and 89 lineal feet culverts has been done. On the Mangahouwhi Road 50 chains scrubbing was done.

*Mangawhero-Murimotu*.—Forty miles of bridle-track in fairly good order, but only maintenance has been done during the year. The traffic returns are as follows: Travellers on horseback, 3,557; pack-horses, 1,616; cattle, 446; sheep, 4,425; pigs, 40.

*Mangawhero-Mangateitei (Metalling)*.—No work has yet been done under this item, but if the weather permits the work will be completed during April.

*Pipiriki-Waiouru*.—A large amount of work has already been done on this road during the year, and much is still in hand. Last autumn 90 chains of metalling with shell-rock was done from the Huikumu metal-pits, taking the end of the metal up to 35 miles 43 chains. 70 chains of patching was done on the Mangaetoroa, Mangoihe, and Huikumu portions. During the winter, at Huikumu and Mangoihe pits, chiefly at the former, 5,948 cubic yards stripping was done, and 1,066 cubic yards shell-rock was broken, besides 143 cubic yards shell-rock at Makokako, this latter being spread over 14 chains above Tarariki Bridge. 85 cubic yards of boulders has been delivered over the four-mile section between Waipuna and Raetihi. A 22 ft. span bridge, with approaches, has been constructed over the Makaranui Stream. 20 chains of fascines had to be laid down in the Mangawhero Flats last winter in order to allow of traffic being carried on. At Pipiriki 20 chains of service road has been constructed from the wharf to the Paparoa gravel beach; 28 lineal feet 3 ft. by 3 ft. culvert was also constructed at the Paparoa Creek. From this beach the Natives at first were disinclined to allow the metal to be taken without royalty, but opposition ceased when it was announced that the Crown had a right to half the width of the river. Tenders were called for the metalling of the Pipiriki-Kaukore section, 208 chains, but no satisfactory tenders being received, and the season being far advanced, it was decided to do as much as possible of the worst parts on this section this season by co-operative cartage. About 70 chains has already been done up to the 31st March, and about 60 chains on the Pipiriki-Kaukore section is still to be metalled with river-gravel, and about 70 chains on the Touipapa section with shell-rock, if weather permits, this season. During the coming winter about a mile and a half of dray-road leading up to a large seam of shell-rock up the Makokako Stream should be formed, and sufficient shell-rock broken there to complete the metalling of the gap between Torupapa and Kaukore, a length of 185 chains. A contract was let on the 30th December to C. G. Cameron, for £854 12s. 10d., for metalling with grit 304 chains of the Rangataua-Makaranui Road at Toanui, and main road at Ohakune. This contract is almost completed. By this road the frequently flooded and swampy Mangawhero flats will be avoided, as well as the dairy and other settlement traffic much benefited. The telephone has been laid along this road, so that rapid communication with the coastal districts *via* Mangaweka is now possible. There are numerous complaints about the state of the Karioi-Waitangi section (six miles) under the care of the Upper Wangaehu Road Board.

*Raetihi Township Roads*.—There has been 121 chains of back roads felled, and 70 chains of street-lines cleared 41 ft. wide, but no stumps over 2 ft. in diameter have been grubbed out.

*Raetihi-Ohura*.—A portion of this road down the Orautoha Creek and over the ridge to Manganui-a-te-ao River is being done. The work comprises 117 chains of clearing for bridle-track, 4 chains ditching, 7 chains dray-road formation, and 182 lineal feet culverts. On the siding across the Orautoha Creek 50 chains of bridle-track has been completed, and 36 chains additional nearly so. The metalling of the road between Makotuku Valley and Pipipi junctions, a length of 155 chains, has been completed. The material used is grit. The work was mostly done by bullock-drays at prices per cubic yard per mile of lead. On unmetalled roads, where horse-feed is so expensive, bullocks are very suitable for the work.

*Raetihi-Parapara*.—On this road an engineering survey of 247 chains has been done to the south of the Ararua Creek, in order to make a more suitable junction with the proposed road to the Wanganui River. The work done for the year comprises 169 chains bridle-track formation, 120 lineal feet culverts, and extensive repairs and widening at most dangerous parts on the southern seven miles of opened track. A further length of 114 chains is in hand. When this is completed the track will be completed throughout, except from the Tuhiariki Creek to the Mangawhero Bridge, a distance of five miles; but this part is fairly good travelling, with the exception of two very steep grades on the present track.

*Taumararui-Ohakune*.—The principal work beyond maintenance which has been done during the year out of this vote is the additional clearing of 73 chains on the Pukerimu-Taumararui section, but at several bad places 10 chains has been formed from ditching and 75 lineal feet of culverts has been constructed, taking the work up to 6 miles 47 chains below Pukerimu. A contract is at present in hand at hauling out timber for the renewal of the Pukerimu and other bridges, which are now very unsafe. Considerable deviations of the original road will be required near Oio Station, owing to encroachments of the final route of the railway-line. The clearing of the bush will shortly be recommenced from Otapouri southwards.

*Rangiwaea*.—Operations were commenced on this block during the year. A considerable length of road-lines has been felled along with the settlers' adjoining ground and burnt together, but when Crown land adjoins the roads the latter have been felled mostly 2 chains, and where flat or swampy 3 chains wide. The work done comprises 356 chains engineering surveys, 77 chains bridle-track formation on Turakina Valley Road, 124 lineal feet culverts, 32 chains underscrubbing, 41 chains clearing through burnt bush, 140 chains felled 2 chains wide and 60 chains felled 3 chains wide on Wangaehu Valley Road, besides 238 chains of road-line felled by settlers but paid for by the department.