

The clay roads in the district were all graded, and the road along west side of Piako River from Puhanga Canal to Ngarua Wharf was considerably raised by plough-and-scoop work in order to prevent any encroachment on the soldiers' sections by the river in flood-time. From Kerepeehi northwards the Piako River has been cleared of willows along its banks where these were a menace to navigation.

#### PATETONGA DISTRICT.

The carting of spoil for the construction of the Ngarua Road was continued and the peat portion linked up, thus completing the formed clay road from Ngatea to Patetonga. Owing to the settlement of the clay filling put down the previous year on the Ngarua Road it was necessary to lay down another skin from the end of the Ngarua Canal to the western boundary of Section 30. The clay construction of the Mangawhero Road was also continued, and 80 chains completed, while 85 chains received another coating of clay. On the Patetonga Road 75 chains was recoated, and on all of these roads a solid bed of clay has now been laid down. Several new drains were constructed, and the usual maintenance work carried out. The relaying of the tram-line was completed, and a start made with the oil locomotive in hauling the trucks, although some alterations will have to be made before the locomotive takes up full running. The freights received during the year amounted to £542 13s. 6d.

#### TAHUNA DISTRICT.

The roads in this district have received special attention during the year, new spoil formation for a distance of 65 chains being completed, while 310 chains received another coat. The drains have all been kept in good order, while the main drain along the Whakahoro Road to the Piako River was considerably widened and deepened, and new concrete flood-gate arranged for same. This drain should now deal with the water from the Waitoa district and cut off same from the Crown block.

#### PIPIROA DISTRICT.

The metalling of the Horahia Road was carried out from the 37-chain mark, and completed to the eastern end of road—a distance of 53 chains, or a total for the road of 90 chains. The metalling was carried on from Horahia Road along the Kerepeehi-Kopuarahi Road to the north and south respectively for a distance of 90 chains. This road will shortly be completed, completing the through metalled road from Kerepeehi to Kopuarahi. The Turua-Kopuarahi Road was scarified and freshened up with new metal and rolled. The stop-bank along Piako River was raised in several places and repaired, and the general maintenance of roads and drains attended to.

#### WAITAKARURU DISTRICT.

The construction of new drains in the above district was considerable, these being principally in connection with the soldiers' settlements, and general development work. A temporary road leading to the soldiers' sections was formed alongside the canal. Twenty-five chains of footpath was laid down to the Waitakaruru School. The formation of the access road to the soldiers' sections at Torehape was completed. With the exception of a gap of about a mile in the Pipiroa-Ngatea Road, Waitakaruru is now linked up by metalled road with Wharepoa Ferry and the Thames-Paeroa Road.

Motor traffic has been exceptionally heavy on the plains roads during the past year, and the road through Waitakaruru and Maramarua Valley to Auckland was constantly in use by motorists.

#### METALLING ROADS.

A considerably increased supply of metal was received during the past year, 7 miles 55 chains of roads being metalled. Repairs to several metalled roads were effected, a fairly large amount of metal being used for this purpose. A White "Good Roads" truck was purchased during the year for use in connection with the metalling of roads. Reports indicate that the truck is working satisfactorily, and the saving of time and labour in delivering metal will fully justify the initial expenditure. During one month alone it covered a distance of 358 miles.

The total length of roads metalled or gravelled is now 48 miles.

The following is a schedule of roads metalled and remetalled during the year:—

	Metalled.	Remetalled.
	M. ch.	M. ch.
Waitakaruru-Pipiroa Road .. .. .	1 0	1 75
Horahia Road .. .. .	0 47	..
Netherton-Awaiti Road .. .. .	1 47	..
Kerepeehi-Wharepoa Road (remetalling) .. .. .	.. ..	1 0
Kerepeehi-Kopuarahi Road .. .. .	1 13	..
Patetonga Road .. .. .	0 33	..

The roads which it is proposed to metal during the year 1921-22 are Kerepeehi-Kopuarahi (continuation); stop-bank road, Ngatea; completion Pipiroa-Ngatea Road and Orchard East Road.

#### BUILDINGS.

The foreman's cottage at Awaiti was remodelled, and the four-roomed cottage at Pipiroa was transferred and re-erected at Kerepeehi. A 30 ft. by 21 ft. building was purchased at Ngatea, and turned into workers' quarters. Several sheds and huts had roofs renewed with corrugated iron, while all buildings were painted and overhauled generally. Two overhead stagings were constructed at Kerepeehi, and one each at Ngatea and Netherton, for the unloading of metal-carriers. A wheeled hut was built to accommodate the men working the boring plant.

The number of buildings (excluding wharf-sheds) is now—Houses and small cottages, 15; quarters (staff and workmen), 2; double huts, 13; single huts, 18; sheds, 22; total, 70.