

TRUNK ROAD—GREYMOUTH TO ROSS.

1st Sub-division—Greymouth to Omotomoto.

The length of this sub-division is 2 miles and 11 chains. Its course is generally parallel to the Grey river, and for the greater part of the distance the formation width is cut out of a steep hill side which constitutes the river bank. It was surveyed during the months of February and March last, and a contract was entered into for its construction on 8th April.

The specification provides for 14½ feet width of formation, and 10 feet width of metal 9 inches thick. There are also to be turnouts 6 feet wide at all sharp bends. The total quantities and amount of each class done to date are as given in table below.

DESCRIPTION.	TOTAL QUANTITY.	QUANTITY COMPLETED.
Bush clearing (medium) ... ..	171 chains ...	111
Excavation in rock, to be carted 14 chains...	3,900 cubic yards	500
"    in clay and stones ... ..	16,500 " ...	8,400
Retaining walls ... ..	240 " ...	None
Drains ... ..	2 chains ...	None
Culverts (34 in all) ... ..	124 lineal feet ...	None
Metalling ... ..	171 chains ...	None
Turnouts ... ..	21 ...	None

The total amount of the contract is £3,350, equal to £1,567 per mile.  
The quantity of work done as above is equivalent to 41 chains of the road completed.

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2nd Sub-division—Omotomoto to Marsden, and alternative line—Greymouth to Marsden direct.

The first of these routes was surveyed and the plans and specifications prepared for contract between the months of September and December, 1871. It is at an average distance of 4 miles from the sea beach, traversing almost unexplored country throughout the greater part of its course. For 3 miles the inclination averages 1 in 10, and along that part of the road would be cut out of steep sidling. The distance by it from Greymouth Post Office to Marsden would be 11 miles and 3 chains, and a 12 feet metalled road from the present termination of the Omotomoto Road before described is estimated to cost £15,900.

The second route was simply blazed through with rough barometer levels. It traverses country already partly opened up by tramway communication, &c. The average distance of the explored line from the sea being 1½ miles. The grades throughout are easy. By it the distance from Post Office, Greymouth, to Marsden, would be 9 miles 51 chains, and the cost of a 12 feet metalled road would be £11,100.

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3rd Sub-division—Marsden to Hohonu.

This sub-division is 7 miles 17 chains in length. Close to the township of Marsden it crosses the New River, and from thence to the Hohonu, or Greenstone Creek; its course is up one side of the intervening ridge and down the other. The maximum height reached is 650 feet above the level at either end. It was surveyed during the months of June, July, and August, 1871, and has since been contracted for in six separate sections. The last of these was let on the 2nd March.

The formation is to be 17 feet wide, and the metal 12 feet wide and 12 inches thick. The work involved, and the amount of it done to date, is shown in the table below.

DESCRIPTION OF WORK.	TOTAL QUANTITY.	QUANTITY COMPLETED.
Clearing heavy timber ... ..	490 chains ...	473
"    scrub ... ..	77 " ...	77
Earthwork ... ..	51,422 cubic yards	42,100
Retaining walls ... ..	290 " ...	50
Drains ... ..	311 chains ...	270
Culverts (48 in all) ... ..	246 lineal feet ...	220
Bridges, one 108 feet lattice, and 3 plain—20 feet, 113 feet, and 50 feet ... ..	291 " ...	130
Metalling ... ..	577 chains ...	370
Turnouts ... ..	45 ...	40

The total amount of the contracts, together with £250 authorised by day labour, comes to £9,752 17s. 8d., equal to £1,352 per mile.  
The quantity of work at present completed is equivalent to 450 chains finished road.