

No. 3, Wyndham via Mimihaui to Otarua.—This work consists of a bridge, 18ft. span, over Fortification Creek.

No. 4, Boundary Creek Bridge to Makarata.—This work consists of a bridge, 26ft. 6in. span, resting on masonry piers, with approaches formed and metalled.

No. 5 Road, Waikawa.—Mileage formed, &c., $2\frac{1}{2}$ miles dray and 5 miles track; acreage rendered better accessible, 10,000 acres. This work consists of $88\frac{1}{2}$ chains heavy formation, $74\frac{1}{2}$ chains fascining and clay blinding, $27\frac{1}{2}$ chains bush-clearing, $23\frac{1}{2}$ chains ditching, one 8ft. bridge, and eighteen culverts. The work extends from the head of Waikawa Harbour some 6 miles north, to near the north boundary of Waikawa Survey District. The road is part of the main road from Fortrose to Waikawa via Tokonui Gorge. In addition to the above work the track from Fortrose to Waikawa via the beach (for a distance of some 5 miles) was either made or improved in places. The track previously in existence was almost impassable in one or two places. The work done has remedied this, and, the track being shorter than the dray-road via Tokonui, besides traversing auriferous country, the recent improvements will be of great service for packhorse-and passenger-traffic.

No. 6, Horse-bridge, Wairaki River.—£1 for £1; acreage rendered better accessible, 20,000 acres. This bridge, which is being constructed for horse-traffic only, is 168ft. long and 4ft. wide. It is being built across the Wairaki River near the junction of that river with the Waiau. The cost of bridge, including approaches, will be over £200. The work will be finished in about three weeks, the contract now being in force. The work is being done by the Wallace County, the Government giving the county a £1-for-£1 subsidy. The bridge will be of great utility for horse- and passenger-traffic, the Wairaki being an awkward river, subject to occasional floods.

No. 7 Road, Centre Bush.—Mileage bush-felled, &c., three-quarters of a mile; acreage rendered better accessible, 300 acres. This work consists of 60 chains of bush-felling and clearing. It begins on the road running east from Central Bush Railway-station, and goes due north into the unsold Crown bush, the sections having been made a village settlement.

No. 8, Woodend to Bushy Point.—Mileage formed, &c., $3\frac{1}{2}$ miles; acreage rendered better accessible, 1,500 acres. This work consists of 20 chains formation, fascining, and gravelling, 230 chains of clearing, and 500 cubic yards of gravel laid down in places for repair. This road gives the nearest access to the Bushy Point Goldfield. Dredging operations are proposed on the beach, and should they be successful, as seems more than probable, the utility of this road will every day become more apparent. As it is, the road is of considerable use for through traffic. It skirts the moss, taps the beach, and leads without interruption to the mouth of Maitara River, thus connecting two parts of the district that were formerly inaccessible the one from the other.

No. 9 Road, Appleby to Tisbury.—Mileage formed, &c., three-tenths of a mile; acreage rendered better accessible, 1,100 acres. The work done upon this road consists of 24 chains formation and 23 chains gravelling. This work is in continuation of the work upon the same road that was done last year. The road runs along the south side of the Seaward Bush Railway from near Appleby Railway-station towards Tisbury Station. The road, while of great service to present settlers in the vicinity, will also materially help to open up Crown lands at and around Tisbury.

No. 10, Seaward Forest to Deferred Payment Block.—Mileage formed, &c., $1\frac{1}{2}$ miles; acreage rendered better accessible, 2,000 acres. The work done upon this road consists of 69 chains formation, double ditching and fascining, 900 yards gravel, 5 log bridges, and 7 culverts. This work is in continuation of work done upon the same road during last and previous years. The road will, I think, yet prove a useful one; and even now it has induced settlement in a locality which a few years ago was absolutely shut out from all possible communication by horse or dray. When it has been extended to the beach it will open a line of through communication to Fortrose on the one hand, and to Bushy Point, Bluff, and Woodend on the other, that will be of great service to the district.

J. SPENCE, Chief Surveyor.

STATEMENT showing MONEYS paid to LOCAL BODIES in the SOUTHLAND LAND DISTRICT on account of Thirds of Deferred-payment and Perpetual-lease Lands, and Fourths of Small-grazing Runs, during the Year ended the 30th June, 1890.

Local Body.	Deferred-payment.	Perpetual-lease.	Small-grazing Runs.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Southland County	1,174 10 6	118 7 2	3 6 8	1,296 4 4
Wallace County	798 13 0	164 9 4	..	963 2 4
Invercargill Road Board (per Southland County) ..	11 8 0	12 18 5	..	24 6 5
Toetoes Road Board (per Southland County) ..	0 19 8	4 13 0	..	5 12 8
Oteramika Road Board	182 16 5	13 8 6	..	196 4 11
South Invercargill Borough	44 8 2	..	..	44 8 2
Lake County	49 14 0	23 14 9	..	73 8 9
Borough of Riverton	2 0 0	..	..	2 0 0
Wyndham Road Board	52 0 11	..	..	52 0 11
Knapdale Road Board	53 5 1	40 19 5	..	94 4 6
Tuturau Road Board	16 7 8	..	..	16 7 8
Maitara Town Board	18 5 6	..	..	18 5 6
Lindhurst Road Board	139 2 6	1 1 2	..	140 3 8
Gordon Town Board	37 8 11	..	..	37 8 11
Borough of Gore	1 17 5	..	..	1 17 5
Totals	2,582 17 9	379 11 9	3 6 8	2,965 16 2