

for heavy traffic. The cost of the work is estimated at £750, of which amount a subsidy to the extent of £375 has been authorised, and a payment made on this subsidy to the extent of £57 1s.

*Road, Puriri to Mines.*—A dray-road has been made from the Ngawhakapoupou Claim to the crushing-battery on the flat. It has cost £50; of this amount a subsidy has been paid to the extent of £25.

*Road, Rocky Point.*—This road is within the boundary of the Thames Borough. A subsidy of £200 on the £2 to £1 principle was given in 1885 towards the construction of the road; in 1889 a subsidy of £175 on the pound-for-pound principle was authorised to construct sea-walls and metal the road; and in 1890 a further subsidy of £39 15s. 11d. on the pound-for-pound principle was given to complete the work; thus making the total cost of the work £729 11s. 10d., on which subsidies amounting to £414 15s. 11d. have been paid.

#### OHINEMURI COUNTY.

*Road, Karangahake Gorge.*—A new road was constructed through the Karangahake Gorge to the Rahu Crossing, for which a grant of £1,000 was given. A further subsidy of £100 on the pound-for-pound principle was also authorised to complete the work, of which £23 has been paid.

*Road, Karangahake to Mines.*—A track was constructed several years ago from the flat up to the old Hauraki Claim, and thence round the side of the range. This track requires to be widened in places, which is estimated to cost £200; of this amount a subsidy has been authorised to the extent of £100.

*Road to Waitekauri, via Gorge, to Mines.*—A considerable amount of work is now being carried on at Waitekauri, and the present road is very bad. The County Council wishes to construct a new road with better grades, which is estimated to cost £360, on which amount a subsidy to the extent of £180 has been authorised.

#### PIAKO COUNTY.

*Track, Premier Mine to Katikati.*—This track was to commence from the end of the road leading from Waiorongomai to the mines through the country towards Katikati, so as to open it up, with the view of being prospected. It was estimated to cost £500, and a subsidy was authorised for this work to the extent of £250 about two years ago; but there has been no work yet done towards constructing the track.

#### MIDDLE ISLAND.

#### MARLBOROUGH COUNTY.

*Road to Cullensville.*—This is a road leading from the main road between the Grove and the head of Mahakipawa Sound to the diggings at Mahakipawa. The cost of the work has been £217 4s., and £108 12s. has been paid as a subsidy.

#### WAIMEA COUNTY.

*Track, Baton to Karamea Bend.*—It has been strongly urged that the track between the Baton River and Karamea Bend required considerable repairs, which were estimated to cost £100. On representation being made to the Hon. the Minister of Mines to this effect he authorised a subsidy of £50 about two years ago, but no work has yet been done.

#### INANGAHUA COUNTY.

*Track, Globe Hill to Merrijigs.*—This is a sledge- and trolly-track across the country along the range, where a number of quartz-mines has been opened. It was estimated to cost £1,560; of this amount a subsidy was authorised to the extent of £780, of which £698 13s. has been paid. This track has proved to be of immense value to miners, and been the means of ground being prospected and worked which otherwise would not have been.

*Track up Mangles River to McGregor's Station.*—This is a track about 6ft. wide, where trollies could be worked if necessary. It is partially constructed, and when completed will join on to the track leading to Hunter's station and the Matakita. It is estimated to cost £1,200, of which amount a subsidy of £600 was authorised. Payments have been made to the extent of £300.

*Track, Horse Terrace, via Hunter's Station, to Saddle.*—This is a track to open up the country for mining, and will connect with the track now being constructed up the Mangles River. It is estimated to cost £1,280; of this amount a subsidy has been authorised to the extent of £640.

#### BULLER COUNTY.

*Road, Waimangaroa to Sea-beach.*—This road is to give facilities to the miners working on the sea-beach to get their supplies from the Waimangaroa Township. It is estimated to cost £240, of which amount a subsidy was authorised to the extent of £120, and £87 of this amount has been paid.

*Road, Addison's Flat to Wilson's Lead.*—This road was to give facilities to the miners working on the lead to get their supplies and timber, &c., for their claims. It was estimated to cost £400, of which £200 was authorised as a subsidy; but there has been no work yet done.

*Track, Cedar Creek to Coalbrookdale.*—This is a track for the use of the coal-miners going to and returning from their work. It is estimated to cost £100; of this amount a subsidy has been authorised to the extent of £50.

*Road, Addison's Flat to Caroline Terrace.*—A dray-road was constructed for the purpose of getting cement-crushing machinery on the ground, but unfortunately, after the machinery was at work, the ground was found too poor to work. The cost of the work was £200; of this amount a subsidy was paid to the extent of £100.

*Road to United Alpine Mine.*—This road is to give facility to the United Alpine Company to get materials up from the county road to the mouth of their adit-level. It is estimated to cost £100, and a subsidy has been authorised to the extent of £50.