

keeping along the east bank of the Otira Stream, and without crossing as at present, the object in view being to avoid having to rebuild new bridges of a much heavier and more expensive class than the present ones, which have been up now nineteen years, and will not stand, even with the sundry repairs now and again made to them, more than three or four years with the present traffic; and should the Midland Railway works be put in hand through the gorge, they will be quite unequal to the traffic, for although nice bridges, and of excellent design and construction, they are too light for heavy traffic; they are each a single span of 120ft. The cost of the rockwork will, I have no doubt, be considerably more in the first instance than renewing the bridges, although, taking into consideration the fact that temporary ones would have to be erected to carry the traffic while the new ones were being built (which would have to be on exactly the same sites as now occupied), the difference might be very small; or possibly even on the other side; communication could not be stopped, and there is no other way to pass. I propose spreading the completion of rockwork over two or three years, and the work once done would be everlasting.

Paroa-Teremakau Road.—The completion of culverts, formation, and gravelling of this road will proceed as funds are available.

Kumara to Lake Brunner Road.—The groins and protective works now in progress near Westbrook, and also the bridge over the Three-mile Creek, with its approaches, will be continued and completed. Plans and specifications are approved.

Cook's River Southward Road.—To complete formation and metalling as far as Havelock Creek. Plans and specifications ready.

Hunt's Beach to Makawiho.—To form and gravel new road up south-west side of Manakiaiu River, from beach to present ford; also to re-form and metal portion of present road from thence to ford in Makawiho River. This is a very urgent and important work, as the road is now in a dangerous state, and every rider and packer going to or coming from the south has to pass over it. Plans and specifications for new work are ready.

Makawiho to Mahitahi.—To raise, re-form, and metal one mile, from Makawiho ford to where the new road from Jacob's River to Bruce Bay begins; also an important work.

Jacob's River to Bruce Bay.—To clear, construct, and metal this very important and much-wanted road from end of above mile to beach near Bruce Bay schoolhouse. Plans and specifications ready.

Haast Pass Road.—General maintenance, clearing scrub, &c., and, should funds permit, to commence benching out a horse-track round the rock at Clarke Bluff. Plans made.

Jackson's Bay to Cascade and Gorge River Districts.—Should funds be available, it is proposed to construct two miles of road, beginning at end of present formation, near Arawata Settlement, and going in the direction of Cascade River. Any money remaining, to be used in completing the felling and clearing of the one mile and a quarter of road untouched near Barn Bay last year, and towards formation of track between the five-mile peg (end of present formation) and the Barn Bay Beach, at 8m. 25ch. Plans and specifications ready.

JOHN STRAUCHON, Chief Surveyor.

CANTERBURY.

Summit Road.—All the contracts for this work were let under pound-for-pound subsidy from Government to the amount of £300, and are now completed at a cost of £552 8s. 6d., leaving a balance of £47 11s. 6d., which amount the county propose to expend in improving some of the steep gradients at the old Pigeon Bay saddle, near Section 16982.

Waikerakikari Road.—This road is of a similar character to the before-mentioned one, and is being carried out by the Akaroa and Wainui Road Board under a pound-for-pound subsidy from Government to the amount of £200. The whole length—273 chains—was let in five contracts, three of which were completed on the 20th September last, at a cost of £204 2s. The other two, which are estimated to absorb the balance of subsidy, are still in progress.

Gough's Bay Road.—This work is also being carried out by the Akaroa and Wainui Road Board under pound-for-pound subsidy to the amount of £300 from Government. The whole length—191 chains—was let in two contracts, the first 120 chains in length, and I expect daily to receive a report advising its completion.

Le Bons Bay Road.—The plans and specification for improving this road under Government grant of £375, made the 8th February, supplemented with a further sum of £125 by the Le Bons Bay Road Board, have not yet been submitted to me for approval. I am therefore unable to report any progress with the work.

Alford Forest Village Settlement Road.—This work comprised 81 chains forming, shingling, and draining of roads within the settlement, and was carried out by the villagers under the supervision of the Mount Somers Road Board by a grant from Government of £50, supplemented by a further sum of £16 by the said Board. After inspection of the works by the Ranger, if reported satisfactory, I will certify for the amount due.

Adair Village Settlement.—This work comprised 86 chains formation, of an average width of 21ft., 69 chains of shingling, 24 yards rock-cutting, seven culverts, and a ford over Pig-hunting Creek, and was carried out by the Levels Road Board under a Government grant of £120, supplemented by a further sum of £30 by the said Board. I inspected the works, and found them carried out in a satisfactory manner.

Water-supply to the Rosedale and Chertsey Village Settlements.—These works comprised about 120 chains of race-cutting, to give a water-supply to the above settlements, and were carried out under the supervision of the Ashburton County Engineer in a satisfactory manner, at a total cost of £41, which was granted by Government in two votes of £18 and £23 respectively.