

The vote of £150 which the Waikouaiti County Council refused to accept was spent by the department in forming the worst parts of the roads in the Waikouaiti Native Reserve. I arranged with Mr. Pratt what works should be carried out, and Mr. McKenzie, late county inspector, supervised them.

*Waikawa-Catlin's Road.*—The formation of this road as worked from the Catlin's end has been completed to thirteen miles and a half from the Waikawa end, joining the road at this point as formed from Waikawa, so that the whole of the road from Owaka to Waikawa is now open for wheel-traffic. A bridge has been erected over Isa Creek and one over the Fleming River. The road has been formed to standard widths, but no metal has been put on.

The formation of the Fleming Road is now in hand. It commences at the north end of the bridge, and for 37 chains runs through the bush, and continues along the river-bank for a further distance of 73 chains, until it joins the beach; total distance, 110 chains. In the future this road will be much used by settlers in connection with steamer-traffic to Tautuku Bay.

*Glenomaru* (Tuck's Road, Blocks VIII. and IX., Glenomaru).—The formation of this road has now been completed through Mr. Brown's property (Section 24, Block VIII., Glenomaru District). A bridge has been constructed over the Owaka River, but still requires the approaches to be formed before the road will be of any use to the settlers. The approaches will cost £80 when completed. This road will be a great boon to the settlers, giving them access to the dairy factory.

*Woodlands District.*—Out of the vote authorised for roads in the Woodlands District the following works have been carried out: Warnock's Road (road from main Catlin's-Waikawa Road to junction with Kaler's Road, through Blocks VII. and IV., Woodland District). The length of this road is 1 mile 65 chains. Contracts to fell the bush 66ft. wide and log up 30ft. were let during the current year. On completion of these contracts, a sledge- or pack-track was formed to give the settlers access to their sections. This road was levelled and plans drawn to permanent grades; and the track was cut so that the work done will form part of the road when ultimately made. As it stands at present it is a good horse- and pack-track, and is quite suitable for all requirements for some time to come.

*Shaw's Road.*—Road from main road at Section 44 to Section 27, Block VII., Woodlands District. On this road the bush has been felled and logged up similarly to Warnock's Road, and gives access to Sections 27, 26, and other village-settlement sections. The total distance is 48 chains.

*Waikoata Road.*—This road branches off Kaler's Road about two miles and a quarter from its junction with the Catlin's River Road. Three bushfelling and logging contracts have been let on this road—felling 66ft., logging 33ft. When the bushfelling contracts are completed, a pack-track will be formed, as on Warnock's Road.

*Gordon's Track.*—Two contracts have been let for bushfelling, logging, and forming a pack-track to top of Section 22, Block X., Woodlands District. The total length of the road is 62 chains.

*Ratanui Road.*—Two contracts have been let, which, when completed, will give the owner of Section 11, Block III., Woodlands, access to the main road. I might state that the first 57 chains of this road was formed by the department, the next 23 chains by the Clutha County Council; and the present contracts will complete the road to 1 mile 53 chains.

*Long Point Road.*—The formation on this road was formerly only 6ft. wide. The present vote has been expended on making approaches to the Purakanui Bridge, and making the road 10ft. wide. When the contracts are completed the 10ft. formation will extend for a distance of three miles from the junction with the main road.

*Hunt's Road.*—The present vote has been expended on continuing the formation, and the road is now open for traffic up to the fourth mile, leaving about one mile and three-quarters to do to meet the road formed by the Clutha County Council, at the other end. When this portion is formed the settlers will have access to the railway-station and dairy factory.

*Cannibal Bay Road.*—In December last, contracts were let (mostly to Oamaru men) for the formation of this road—the bush having been felled previously. When the present contracts are completed the total distance formed will be 2 miles 40 chains from the main road, leaving fully as much more to do before the beach is reached.

*Catlin's Roads.*—The first vote (£200) for this road was spent in bushfelling 66ft. and logging 33ft. The felling started from the junction of roads at Sections 12 and 13, Block V., Woodlands District, and terminated about 10 chains past the west boundary of Section 8, same block; the total distance felled and logged being three miles. The further authority of £750 was spent on forming the road from its then terminus (block-line 4 and 5) for a distance of 1 mile 60 chains.

*Moncur's Swamp.*—The claying of this swamp is now complete, and should stand the winter well.

*Tahakopa Valley.*—This road was completed up to the fifth mile shortly after the close of the last financial year, and, with the exception of about 2 chains of corduroy, no further work has been let.

*Houipapa Village Settlement.*—With this vote a road has been formed from the Catlin's River ford to Section 1, Block XIII., Catlin's District, a distance of about one mile. This road was formed for the benefit of the village settlers in the block, and, being directly interested, they did the work much cheaper than it otherwise would have been done.

*Lauder and Tiger Hill Runs.*—The sum of £300 was granted to the Vincent County Council for the purpose of opening up the Tiger Hill runs. It was decided to spend the money equally on the road from Clyde to Lauder and on the road Springvale to Roughridge. On the former road 68 chains formation, culverts, gravelling, &c., was carried out, and on the latter 65 chains.

*Tuapeka West Block* (Beaumont to Rankleburn).—This road commences at Tyson's sawmill, Rankleburn, and runs along the west bank of the Clutha River towards Beaumont. During the