

remaining eight miles, under the direction of the writer, includes a grade a little over a mile in length, rising to the summit at Dansey's Pass, at a height of 3,100 ft. above sea-level, and another grade of three miles falling into the Valley of the Kyeburn. Fortunately the greater part of the formation is in side-cutting, but it should also be mentioned that by far the greater part of it was rock, and sometimes of a character very hard to deal with. On the Kyeburn side of the summit two considerable side creeks required heavy embankments, in addition to large culverts (13 ft. span). These were constructed of old railway-iron, with blue-gum planking on top. One bridge across the Maerewhenua River, with span of 46 ft., was also built of the same material, with concrete abutments. The wages paid for ordinary labourers varied from 3s. 3d. to 10s. 10d., the average being 6s. 7d. The works executed were not continuous over the whole lengths above stated, but all parts which in their natural condition were impassable or dangerous for wheeled traffic were improved so that when the works were completed drays or buggies could be taken with ease between the Waitaki-Oamaru County and the Maniototo County; and, as the former is a large producer of agricultural goods, and the latter has an extensive population of consumers, the facilities now given for the carriage of commodities, and generally also for travelling between the two districts, should be of immense advantage to both communities."

*Lower Hawea and Lower Wanaka.*—Out of this vote a well was sunk 60 ft. The water will be used by settlers on the village settlement. A punt was also erected on Clutha River, above Hawea Junction, for the use of settlers on the Fork Run. These works were under the supervision of the Vincent County Council.

*Rough Ridge, Poolburn.*—The Maniototo County Council re-formed and gravelled 1 mile 45 chains of the main road up Ida Valley.

*Run 206A.*—The Maniototo County Council formed 1 mile 35 chains of road to give access to the subdivisions of this run. In addition to the formation and culverts, 15 chains were gravelled.

*Run 206F.*—Contracts have been completed, under the supervision of Maniototo County Council, for gravelling 4 miles 69 chains of the main road through the subdivision of this run; also the formation of 74 chains in Block XII., Maniototo.

*Hamilton Bridge.*—The Maniototo County Council replaced the old superstructure by two iron-arched ribbed girders, similar to those on the Ohau Bridge.

*Capburn Bridge.*—This work was carried out by the Waihemo County Council, to the entire satisfaction of the Public Works Department. It is a horse- and stock-traffic suspension-bridge of 271 ft. The total cost of the bridge was £541.

*Dart River Road.*—This vote was spent by the Lake County Council in improving the track for a distance of sixteen miles, and thus opening up a large extent of good pastoral country.

*Beaumont and Rankleburn.*—From Rankleburn Punt towards Beaumont the road has been formed for a distance of 266 chains. Then there is a block on the road of 202 chains on which nothing has been done. At the end of this, the Tuapeka County Council have let two contracts of 105 chains, and join the main road from the Beaumont—distance, 360 chains. From the above you will see that the total distance from Rankleburn to the Beaumont is 11 miles 53 chains, of which 202 chains have still to be formed. The road is through heavy bush, and will cost £4 per chain, or a total cost of £800. This road would open up the Rankleburn bush, as well as complete the road up the Clutha River. All the above works have been carried out by the Tuapeka County Council, partly by ordinary contract and partly by co-operative labour. I would strongly recommend that this road be completed.

*Glenomaru.*—Kennedy's Road, Block II., Glenomaru: This road has been formed for a distance of 1 mile 40 chains from the railway-line to the village settlement. A further vote will be required to give all the sections an outlet.

*Woodlands.*—The following roads have been formed in the Woodland district—viz.: (1.) On Shaw's Road, 40 chains of formation, with necessary culverts. To make this road of much service it will require a bridge over the Purakanui Stream. (2.) Three contracts for felling and formation, extending over 88 chains, were completed on Table Hill Road. (3.) Four contracts for bushfelling and formation, 10 ft. wide, extending over 83 chains, have been completed on Waikoata Road. A further expenditure will be required on this road. (4.) In addition to these works, 1 mile 23 chains of bush was felled in Blocks VII. and X., but no formation has been done.

*Long Point Road.*—This road has now been widened from 6 ft. to 10 ft. for its entire length. The small balance in hand will be required for felling bush on road-line and repairs.

*Hunt's Road.*—This road has now been completed through to the clear, a distance of 143 chains, and has thus given an outlet to all the sections. A contract for the erection of a bridge over Tuck's Creek is now being prepared.

*Barr's Road.*—This road has been continued for a distance of 67 chains; formation, 10 ft. wide. A good deal of hard rock was met with in making this road, and a deep gully had to be crossed, materially adding to the cost of the road. This road requires to be continued for about 80 chains to be of service to all the settlers.

*Cannibal Bay.*—A contract was let for surfacing the first mile and a half of this road, timber cartage having cut it up very much. Seven contracts were let for the completion of this road to the ocean. This road crosses a swamp over 20 chains in length, and the material to cover it has to be run out on trolleys. There only remains now some few chains of light formation to complete this road to the bay.

*Catlin's Road.*—This vote was expended on felling 105 chains of bush on road leading into Block VIII. The contracts also included 40 chains of formation. A small vote would complete this road to the Catlin's River, and would be a great benefit to settlers up Catlin's Valley, this being a short way to Owaka.

*Catlin's and Tautuku.*—The road down the Fleming River was made out of this vote. It is now open for traffic from the Main Waikawa Road to the beach, and will be used and appreciated by the Tautuku settlers in carting their goods from the boat-landing in Tautuku Bay.