

*Ardgowan Estate.*—On this estate twenty-four co-operative contracts were completed, including the following works: 8 miles 42 chains of road-formation to standard widths, 40 chains of bush-felling, clearing, and stumping, and 84 chains of metalling. Also the following works: Three fords; drains, 27 chains; bridges, 52 lineal feet; pipes, 2,090 lineal feet; culverts, 124 lineal feet. These works were carried out under the co-operative system, and have given an outlet to every allotment on the estate.

JOHN HAY, Chief Surveyor.

## SOUTHLAND.

Mr. N. L. Falkiner, Road Surveyor, reports:—

*Forest Plantation, Seaward Bush* (Section 34, Block XXIV., Invercargill Hundred).—The average rate of wages has been 6s. 2½d. per day. The property has been surrounded with a rabbit-proof fence.

*Block I., Longwood Main Road.*—It is proposed to build a stone culvert, with old railroad iron on top, at Deep Creek, and raise the road about 10 ft.; also to make a deviation through Sections 4 and 5. These works, along with gravelling and cutting on some steep hills, will absorb all the vote.

*Waikawa-Catlin's Road.*—The greater portion of the expenditure has been for metal. Co-operative labour was employed as far as possible; average wage, 7s. 11½d. per day. The portion of this road in the Southland District is in good order now. The worst portion of the road has been metalled, and if a surfaceman is employed during the winter the road will stand well, as the banks are becoming consolidated. I would ask for another £500 to spend on this road during the ensuing summer. That amount will put the road into first-rate condition. A considerable portion of the work on this road has been done by the Heathfield settlers, who have made very good wages.

*Waikawa Goods-shed and Jetty.*—These premises have been relet at a reduced rental this year.

*Scrubby Hill Road.*—This work was done by adjoining settlers. The average wage could not be ascertained, as no time was kept, but the men seemed satisfied with the prices. The road is open for dray-traffic up to the end of the settlement. It will be necessary to build a timber bridge, 25 ft. span, to allow the settlers to cross the last branch of the Waikawa River, as they are sometimes prevented from crossing the ford for three or four days; and, as they send milk to the creamery, it will injure them considerably if they are stopped.

*Coster's Road through Sections 12, 13, 14, Block IV., Waikawa.*—Two contracts were let on this road to the adjoining settlers, but there is not sufficient money to complete the work. It will be necessary to ask for another £70 to take the road through to the open country. The same remarks with regard to the dairy factory apply to this road.

*Ford across Waikawa River* (Section 20, Block VI., Waikawa).—This work was carried out by the settler who was most interested, and gives him an outlet from his farm.

*Waikawa-Otara Road.*—All the work was done by co-operative labour, the average wage being 6s. 6½d. per day. This is a good summer road from Fortrose to the Six-mile Beach, but it cuts up badly in the winter, as the greater portion of it is still unmetalled. The bush is fallen and logged up from Haldane improved farms to Waikawa. It will take about £600 to complete the road-formation. It will be a great boon to the settlement when this road is formed, as it will considerably lessen the cost of provisions to the settlers, and will open up a timber trade between a sawmill and the settlement. A considerable portion of the work has been performed by the Haldane settlers.

*Wallace Rock Road.*—The expenditure on this road has been used in making a half-tide road between Waikawa Jetty and the spit. This work has been marked off with guide-posts, so that traffic can be carried on at high water. The work was partly co-operative and partly day-labour; the average wages was 8s. 5d. per day. This was tidal work, making the average hours worked about ten hours per day.

*Road through Blocks XV. and I., Longwood.*—Balance of vote to be spent improving the present formation between sections 8 and 9, Block XVI., and the south boundary of the block. The settlers in the district have petitioned that the money for the Longwood district be handed over to the Wallace County Council.

*Lower Waiau Ferry Road.*—This work was done by the Papatotara settlers, on the co-operative principle. The road is now open for dray-traffic from the ferry to the Clifden Road. Average wages, 3s. 8½d. The traffic on the ferry is carried by a small boat worked by Robert Drummond, and is found sufficient for the present requirements of the place.

*Orepuki-Wairuarahiri Road.*—This road is open for dray-traffic from Orepuki as far as Camp Creek, in Sections 12 and 13, Block XVII., Longwood, a distance of about nine miles and a half. From this on to the Ferry Reserve the road has been fallen, logged up, and stumped. It will be necessary to form and culvert this road, so as to give the settlers to the west of the Waiau an outlet. Length of unformed road, about two miles and a half.

*Roads in Blocks XV., XVI., and XVII., Longwood.*—The average wage was 4s. 6d. per day. The principal work done on these roads was falling and logging up. There is a 6 ft. bridle-track to the back sections. It will be necessary to spend about £500 on the roads in these blocks before all the sections are opened up.

*Waiau Mouth.*—There is a considerable amount of traffic at the Waiau Mouth just now, owing to the gold-rush about two miles west of the Waiau. It will be necessary to make some provision to facilitate this traffic, as at the present time there are only two crazy old boats, without any ferryman to look after them. I would suggest that the Government put on a couple of boats, and appoint a trustworthy man to look after them, and put people across, giving him the fees and some small remuneration, holding him responsible for the boats.