

spurs a sideling formed, specially wide, to allow swagmen to pass along in safety. It is reported that numerous, and in some cases moderately sized, flats, with good agricultural land, can now be reached by this track, and miners will now be able to get provisions into the gold-bearing country. At the Wanganui end 67 chains of metalled horse-track was done by contract and by co-operative contracts; 50 chains of dray-road was formed (40 chains of it being gravelled); 27 chains of horse-track formed; and 1 mile 53 chains of bushfelling, 1 chain wide, with centre cleared, was done.

THOMAS HUMPHRIES, Chief Surveyor.

WESTLAND.

Reconstruction of Road around Slips on the Old Nelson Road (Belgrove-Tophouse-Tarndale).—£150 has been authorised for making the road round the slips safe, and keeping the Buller River away from the foot of the hill where the slips occur. This money has been expended, but the work is not quite completed, and a further sum of about £15 will finish it.

Belgrove-Westport-Reefton Road.—During the year the ordinary maintenance has been well attended to. The damage caused by floods in March, 1897, has been repaired, and the road has been remade through the slip on the Matiri Hill. The Dee Hill has given a lot of trouble too, by continually slipping. The maintenance of this road is a very heavy item, and it is necessary to keep one experienced bridge-carpenter and a party of four or five men doing nothing besides repairing and renewing bridges and culverts and crib-logging. So many of the smaller bridges have needed attention during the year that nothing has been done to the Inangahua Bridge or the Waitahu, both of which are in need of repairs. The works done during the year comprise the repairs to the Newton Bridge, Whale's Creek Bridge and approaches, bridge at Goddard's, bridge at Fern Flat and approaches, Husband's Creek Bridge and approaches, bridge and approaches at Hunter's sawmill, piers of Matiri Bridge, new bridge at Eight-mile and a deviation of the road, new bridge at O'Rourke's (near the Eight-mile), and a new bridge close to Junker's; repairs to the Flaxbush Creek Bridge, and ford at Paved Creek; new culvert at the Rotoroa Bank, and improvement and widening of road there. Many old log and box culverts have been replaced by new box culverts, and many new box culverts have been put in where it was found they were required. Several foot-bridges have been built. At the Inangahua Junction a new piece of crib-logging has been put in, and a new box culvert, and the road has been raised and widened. At Hawk's Crag a new piece of crib-logging has been put in a little higher up the valley, a dry stonewall has been built, and the road has been widened. At Batty's Creek the ford has been crib-logged and raised, but after every heavy rain there is considerable scour. At both sides of the tunnels the road has been improved and several new culverts have been put in. The Nine-mile Bridge has been redecked, and one end pier has been temporarily repaired, pending the construction of a new pier. Between the Nine-mile Punt and Westport two new bridges have been built. At Berlin's a deviation about 13 chains long has been put in hand, in order to get the road on the high ground away from the river, which is encroaching here. Near the Hope Junction the Buller threatened to wash away the road, so a short deviation has been made there to prevent the stoppage of traffic. Boatman's Creek has been troublesome at every fresh, and a good deal of time and labour have been expended there in trying to protect the northern bank. Larry's Creek has also needed much attention. The creek-bed is being raised very fast by the amount of shingle brought down in flood-time, and I am afraid it will leave its present channel, and then the bridge will be useless. I therefore recommend that a bridge be provided for at Boatman's, and that provision be made for protective works at Larry's. The Landing Creek has not caused so much trouble since the crate was repaired and the channel cleared of the accumulation of logs and rubbish. Generally the road throughout has been well maintained.

Hampden Cemetery-Murchison Road.—£50 was voted for this work, but as yet nothing has been done.

Ahaura-Haupiri Road.—£200 was voted for the continuation of this road, and the authority for its construction has been issued to the Grey County Council.

Clarke River Road.—£150 was granted for this, but no work has as yet been done.

Repairing Bridges, Grey County.—£500 has been granted to the Grey County Council for repairing several bridges on the Main Road, between Greymouth and Reefton. A contract has been let, but no work has as yet been done, unless it is the getting of timber.

Construction of Track from Lyell towards Victoria Range.—£100 was granted to make a prospecting track from Lyell towards Victoria Range. About three miles of this track was cleared the previous year, and about four miles more has been cleared. The country is very rugged, and great difficulty has been experienced in getting a line that would be good enough for a pack-track.

Landing Creek Bridge.—A survey of the site for this bridge has been made, plans have been prepared, and the contract is now being advertised.

Walker's Creek Bridge.—A survey of the site for this bridge has been made, plans have been prepared, and the contract is now being advertised.

Granity Creek Bridge.—A survey of the site for this bridge has been made, but it has been decided not to proceed with its construction at present.

Dee Creek Bridge.—A survey of the site for this bridge has been made, and the plan and longitudinal section were prepared.