

the track from Lake Howden to Pyke Creek, and included 50 chains of deviation to avoid swampy places. A good flat-bottomed boat was built on Pyke Creek, to facilitate the crossing of stock, repairing the chair, &c., and fencing in, clearing, burning, and sowing down in grass two paddocks of about two acres each at Sunny Creek and Pyke Creek.

*Albert Burn Track.*—This track was continued for a further distance of 60 chains, and has now opened up some good pastoral country, and will be of great service to tourists. Work carried out by Lake County Council.

*Otago Peninsula, Block II.*—This road has been re-formed for a distance of 72 chains. The work included very heavy rock-cutting and culverts. The metalling of this road is now being proceeded with.

*Taieri Mouth Punt.*—A new punt on the Taieri River has been erected at Taieri mouth, under the supervision of the Bruce County Council. The approaches were very expensive. The total cost of the work was £520.

*Blackhill-Dunedin Road.*—Owing to the heavy traffic this road was very badly cut up, and the ruts had to be filled up with rotten rock. All the worst portions of the road were then metalled.

*Beaumont-Rankleburn.*—The formation of this road has been continued down the west bank of the Clutha River from Beaumont towards Rankleburn. During the year two contracts were completed, extending over 1 mile 25 chains.

*Matau Bridge.*—A new truss has been put in the Matau Bridge, on the Inch-Clutha side: span, 60 ft.; superstructure made of black-pine. This work was carried out by the Bruce County Council.

*Long Point Road.*—A 6 ft. track 70 chains long was made to tap Section 14, Block XI., Woodland District; also various repairs have been made extending over the whole road.

*Hunt's Road.*—A few repairs have been effected on this road during the year.

*Barr's Road.*—This road has been completed to the Saddle, and a contract is now in progress for a further length of 40 chains formation.

*Cannibal Bay Road.*—This road has now been formed down to the Bay, but owing to the heavy wheeled traffic it is cutting up badly and needs repairing.

*Catlin's Roads.*—This vote has been expended principally on Scadden's Road, Block VIII., Catlin's, the formation of which has been continued for upwards of a mile, owing to very hard rock being met with. The present vote will not be sufficient to complete the work in hand.

*Block I., Catlin's Road.*—The road between Sections 50 and 59 and 51 and 61 has been completed for a mile and a half. The work included bushfelling, formation, and culverts.

*Tahakopa Valley Road.*—Beyond some few repairs, nothing was done on this road during the year, but quarries have now been opened up, and the metalling will be proceeded with at once.

*Glenomaru (Block IV.).*—On Christie's Road the bush has been felled for 96 chains and logged up 63 chains, and the road formed for 56 chains. This road still requires to be formed for a further distance of 50 chains. On Ward's Road a contract has been let for formation and culverts, in order to give access to Section 41. This road will require to be formed for a further distance of 34 chains.

*Glenomaru (Block V.).*—Goldsbery's Road has been partly formed for 40 chains, there being several outcrops of rock to blast to complete the half-mile. A contract has been let for an additional 30 chains of formation, culverts, &c., which will about absorb the vote. A further expenditure of about £200 is required for the road.

*Catherwood's Road.*—This road has been formed for a distance of 100 chains, and culverts put in, and a bridge erected over Tuck's Creek. The bush has been felled and logged for a further distance of 70 chains, but the present vote will not be sufficient to complete the formation.

*Glenomaru.*—As this vote was limited, only the most urgent works could be undertaken. Kennedy's Road has been extended for a distance of 20 chains. The works included bushfelling and formation. It will be necessary to continue the formation for a further distance of 20 or 30 chains. A contract has been let on Freston Hill Road for bushfelling and logging, and is now in progress; the balance of the vote will be spent on formation. Tuck's Road has been repaired over that portion formed; there still remain about 60 chains to form, which is urgently required to give access to the dairy factory.

*Woodland Improved-farm Settlement.*—A road 70 chains in length has been formed to give an outlet to Sections 22, 24, and 25, Block IX. A road is also being made to avoid the Tahakopa Ford; this road will also give an outlet to Sections 2, 3, 4, and 7.

*Rimu, Block XV., Improved-farm Settlement.*—A road has been formed along the north-west boundary of this block between the McLennan and Tahakopa Rivers, a distance of two miles. There has also been felled on road-lines in this block 156 chains of bush. A pile-bridge 65 ft. long was erected over the McLennan River; but co-operative work has been at a standstill on this block since the end of last year for the want of funds, which has been a serious drawback to the settlement.

*Block II., Woodland District.*—The roads leading to this block have not yet been formed, and the selectors cannot get to their sections; settlement is therefore at a standstill.

*Woodland.*—The following roads in the Woodland district have been carried out with this vote:—Papatapu Road: This road branches off the Upper Catlin's Road, and has been formed for a distance of 69 chains. In order to give all the settlers an outlet a further vote will be necessary. Avery's Road: This road has been formed for a distance of 26 chains off Table Hill Road, to give access to Sections 1 and 2, Block VI. Shaw's Road has been formed for a distance of 50 chains from Waikoata Road, towards the main road. A further vote is urgently wanted to complete this road. McDonald's Road has been formed for a distance of 28 chains, to give an outlet to Section 32, Block VII. Taylor's Road has been formed for 20 chains, so as to give an outlet to Section 30, Block VI.