

Upper Inangahua Valley.—This authority was also granted to the Inangahua County Council. No work done.

Tophouse-Wairau Gorge.—The department has expended a portion of the vote on removal of large slips in the Gorge, and general repairs where needed, and the bridle-road is now open again for traffic.

Hauptiri-Hot Springs Track.—A report on the springs has been obtained, and the waters submitted for analysis, but nothing further done yet.

Motupipi River Bridge.—The Collingwood County Council has recently let a contract for this work, and twenty-four piles and 5,000 superficial feet of timber delivered at the site to date.

Lines Bridge, Upper Moutere (£1 for £1).—This grant was offered to the Upper Moutere Road Board, but, as its funds are insufficient to enable it to contribute, and the settlers interested decline to contribute, the offer cannot be availed of.

Maitai Valley Bridges.—The department undertook the supervision of this work, which consisted in the erection of two bridges over the Maitai River—one of 107 ft. long at a point known as Sunday Hole Ford, and another of 91 ft. long at Pole Ford.

Wairoa-Brightwater Bridge (£1 for £1).—The Waimea County Council has invited tenders for the supply of timber for the renewal of this bridge, which is situated on the main trunk road, and is in a very bad state of repair.

Wairoa River Bridge (£1 for £1).—This has been intrusted to the Waimea County Council, and the repairs effected to date have cost £210 9s., half of which the local body provided.

Motueka River Protection.—Authority granted to the Waimea County Council for the purpose of protecting the river-banks above the bridge on the Riwaka side of the river. Works have not yet been started.

Blackball Cemetery (Clearing and Fencing).—This work was carried out by the Grey County Council.

Purchase of Land for Roads.—Land for roads through freehold properties, to give access to back lands, has been purchased during the year.

Wangapeka-Kiwi Track (Mines).—The old bridle-track up the Kiwi Creek for a distance of three miles has been improved, and about two miles of deviations made. From the Taylor Saddle two miles of bridle-track has been constructed, and beyond this seven miles and a half of swag-track made down the Taylor and Crow Creeks, enabling miners to prospect the country in that direction, which is known to be auriferous. A continuation of this track for another eleven miles down the Crow and then up the Karamea would connect with the track formed last year down the Karamea from the Wangapeka-Wanganui Road.

Wangapeka-Little Wanganui Road (Mines).—A length of 1 mile 50 chains of this road was constructed early in the year, the bush cleared $\frac{1}{2}$ chain wide, and a 6 ft. track formed; all loose rocks removed, rocky points cut away, &c. Horses can now be taken from Wangapeka to within a short distance of the source of the Little Wanganui River.

Mokihinui-Little Wanganui (Mines).—1 mile 66 chains of a 15 ft. road has been let in twenty-one contracts, and works carried out by co-operative labour. Engineering survey of a further length of this road has been made, and additional contracts are in progress.

Mr. F. Wither reports as follows upon the undermentioned works:—

Belgrove-Westport-Reefton Road.—The road from Reefton to Inangahua Junction, and from Westport to Hope Junction, has been well maintained during the year, and the expenditure has been kept as low as possible. From the Reefton Railway-station to the Reefton Bridge the road has been widened about 6 ft., which has greatly improved the road. Two bridges, which had been in use for a number of years, and had become too bad to repair, have been replaced by new bridges, built alongside of the old structures, and the road has been deviated to suit. These bridges are both between the Inangahua Punt and the Inangahua Junction. Between Reefton and Cronadun the road, bridges, and culverts have been severely tested by reason of a traction-engine drawing timber from Mr. Lockington's sawmill to different parts of the district.

The Waitahu Bridge, which is a fairly old structure, is in urgent need of repairs; and doubtless this has been hastened by the traction-engine being driven over it.

There has been trouble during the year at Larry's Creek Bridge, where the set of the current has shifted from the north to the south approach. Some protective work has been done to try and keep the river within defined limits.

During a portion of the year there was very little rain, and in consequence the Inangahua River was so low that for several weeks at a time the Inangahua Punt was practically useless, and coaches and wagons had to ford the river. At other times again the river is so high, with timber coming down, that the punt cannot be used for a couple of days at a time. A good traffic-bridge is much needed at this place, so that the punt can be done away with.

At the Inangahua Junction several slips have come down during the year, but traffic has not been interrupted.

Between the Inangahua Junction and the Nine-mile Punt several of the old crib-loggings have given way, and slips have come down which have slightly interfered with heavy traffic, but repairs were effected as soon as possible.

At the Big Ohika during a flood one of the piers of the bridge was seriously damaged, and the bridge narrowly escaped being wrecked. The damaged pier has been repaired, but the superstructure is getting in a bad state, and a new bridge will soon be required.

The Nine-mile Punt, which was owned by and controlled by the Buller County Council, was handed over to this department by that body on the 1st February last. A contract which was entered into between the Buller County Council and Mr. George Grooby for working the punt has not been interfered with, and Mr. Grooby still leases the punt, paying the rental (£11 1s. per