

*Ratanui-Whitehead Road.*—This road has been formed for another 70 chains, there still being about 50 chains of bushfelling and formation to do to give access to Block II., Woodland. There has also been a considerable amount of work done from the Big Mill towards Ratanui in laying swampy patches, which helps to give better access to the local dairy factory.

*Rimu, Block XIII.*—This road has been surfaced and gravelled for a distance of 40 chains, which will be a benefit to the settlers in that locality, as they propose erecting a dairy factory in the near future.

*Rimu, Block XIV.*—Bushfelling, formation, and culverting have been carried out on this road (Caberfeidh), making a length of 105 chains of formation completed. A contract for an additional 30 chains is now in progress, which, when finished, will still leave 97 chains to be formed when funds are available.

*Woodlands, Blocks I., V., VII., VIII.*—This vote was expended on two roads known as Ratanui-Whitehead Road and Maitland Road. The formation done during the year was 70 chains on the former and 19 chains on the latter road.

*Woodland.*—The work done with this vote was let in one contract and was for the formation of about 20 chains of road.

*Woodland, Blocks VII., VIII., X., and XI.*—This vote was expended on two roads, known as Maitland and Pillan's Roads. Maitland Road has been formed for 19 chains, which taps the most remote section on the coast in Block VIII. Pillan's Road, in Block X., branches off from the main Waikawa Road towards the coast, and has been formed for a distance of 40 chains from the ocean beach, and a contract is now in progress for its continuation.

*Woodlands to Tahakopa.*—This amount was spent with next Item in surfacing part of the Main Catlin's-Waikawa Road.

*Waikawa-Catlin's Main Road.*—An extension of works of a permanent character has been effected on this road during the past year, in the way of re-forming and metalling, covering a length of 3 miles 20 chains; surfacing, 6 miles 20 chains; widening and bushfelling, 4 miles 17 chains; also putting in extra culverts and repairing bridges. The works connected with these improvements have been distributed over a distance of thirty miles, and have made a very appreciable difference to the settlers in transporting their goods and material to and from a railway-station.

*Tautuku, Block VIII.*—The amount charged to this vote up to the 31st March was for timber, grass-seed, spikes, and ironwork. No formation had been done.

*Tautuku.*—This vote was spent on the Main Catlin's-Waikawa Road between the seventeenth and thirty-second mile, and was spent in conjunction with the vote for the main road. The work consisted of re-forming and metalling, surfacing, widening the bushfelling, putting in extra culverts, and repairing bridges.

*Village Settlements.*—This vote was spent in finishing the formation of 40 chains of road through the Village Settlement in Block VIII., Glenomaru.

*Maerewhenua Bridge, Button's.*—Plans and specifications have been prepared for the construction of this bridge. The only amounts yet charged to this vote is for advertising for tenders.

*Kakanui Bridge (£1 for £1).*—Subsidy granted to the Waitaki County Council. This bridge was opened for traffic on the 11th October, 1899. Its total length is 546 ft., and its width inside handrails is 16 ft. There are sixteen spans, each 34 ft., carried on 17 piers, each consisting of four piles, with caps, walings, and bracing. The superstructure consists of four understrutted stringers, with posts and longitudinal planking, and gravelled roadway. The handrail is black-pine and all other timber is Australian ironbark. The bridge is designed to carry the heaviest traction-engines in use. The total cost was £2,962, of which £1,472 was granted by the Government. The work was carried out under Mr. Charles Banks, the county engineer.

*Pomahaka Bridge (Clydevale).*—A site has been selected by Mr. Langmuir for the erection of the bridge, and a section taken in order that plans may be prepared. The amount charged to vote is for the surveyor's expenses.

*Taieri Bridge-Pukeura Road.*—This road has been formed a distance of 51 chains along the river-bank, for an average width of 10 ft., and 128 ft. of box and pipe culverts were put in. The road was formed to give access to sections in the Taieri Native Reserve, and the work was carried out under the supervision of Foreman P. Fitzpatrick.

*Matau Bridge, Stirling.*—£150 was spent under the Bruce County Council in renewing some of the girders and effecting general repairs to the structure. The works consisted of putting in a new girder on each of the spans and effecting general repairs. The bridge consists of five spans of 60 ft. each, and a drawbridge of 30 ft. span. The drawbridge has been removed, and a new span put in its place. The upper and lower chords of the trusses were originally of Oregon timber, and they were completely rotten. They have been replaced by ironbark girders, and the bridge is now stronger than when it was erected in 1876. The piles, which were of jarrah, are in good condition; no decay is visible on them.

*Waipahi Bridge (Pomahaka Road).*—The engineer to the Clutha County Council reports that the work for this vote has been completed, although no vouchers have yet been passed. The work consisted of building a new centre pier of concrete, and a new superstructure, 70 ft. by 14 ft., of two spans. The girders are of ironbark, and the other timber used is black-pine and totara.

*Waiwera Bridge (Dunedin-Invercargill).*—£1 for £1 subsidy granted to the Clutha County Council. The county engineer reports that the bridge is practically completed. It is a timber structure of four spans, and has a total length of 80 ft. by 14 ft. in width. The piles are of ironbark, and the superstructure of black-pine. The bridge has been open for traffic since May last, but the only money yet paid the county was for timber on the ground.

*Tahakopa Bridge.*—This bridge, which was let by ordinary tender, is of three spans of a total length of 95 ft. by 14 ft. wide. The piers consist of piles driven in, with the exception of one