

plored and graded by the department, and a bridle-track is now in course of formation by the County Council. The completion of this work will open out a direct line of communication between Upper Hutt and Waikanae on the projected main lines of road and railway from Wellington to Manawatu.

J. W. A. MARCHANT,
Chief Surveyor.

MARLBOROUGH.

During the year no roads for opening up Crown or other lands have been laid out by the staff. The Awatere Road Board, however, as you are aware, has surveyed and graded a portion of the main line of road up the Awatere Valley, about 7 miles in length, through the Awatere Shearing Reserve. Subject to my approval, specifications and plans have been prepared, and thirteen contracts for forming this portion of the road accepted by the Board. The supervision and final passing of these contracts will be carried out by myself, and the work will probably be completed in about five months.

H. G. CLARK,
Chief Surveyor.

WESTLAND.

1. *Wataroa to Waitangi Road*.—Length, $5\frac{1}{2}$ miles. This work was placed into the hands of the Westland County Council in 1879, but was not completed until beginning of present year. It was let in two contracts: the first for felling and clearing, 33 feet and 20 feet wide respectively; and the second for forming, 9 feet wide, inclusive of construction of culverts, crossings, &c.

2. *Stoney Creek to Totara River* (being part of road named "Mapourika to Waiho" in the last estimates).—Length, $1\frac{1}{4}$ miles. This also was a work carried out by the Westland County Council—authorized in 1879, but only completed during the past year; it, like the preceding one, comprises—felling, 33 feet; clearing, 20 feet; forming, 9 feet; with culverts, &c.

3. *Road round Mapourika Lake*.—Length, about $4\frac{1}{2}$ miles. The felling, 33 feet, and clearing, 20 feet, of about $3\frac{1}{2}$ miles of this road were done and paid for last year by the County Council of Westland out of county revenue, and a sum of £400 (*vide* your telegram of 23rd May, 1881) has been granted by General Government for forming, 9 feet wide, and metalling, 5 feet wide, where necessary, to make the road available for horse-traffic. A deviation, to avoid some bad ground and steep grades, I found, on inspection, to be absolutely necessary; and, owing to this, some delay in the carrying-out of the work has taken place; plans and specifications, however, will be ready for calling for tenders in a week or two.

4. *Mahitahi to Haast Road*.—Total length, 29 miles. The construction of this road Government kept in their own hands. Sections Nos. 4 to 12 inclusive—length, 9 miles—were finished last year; section No. 13—length, 1 mile—will be completed before the end of the present month, and the remaining 19 miles have still to be constructed. The work comprises—felling, 33 feet; clearing, 20 feet; forming, 9 feet; and metalling, 5 feet wide; with bridges, culverts, pitched crossings, &c., where necessary. At the mouth of the Waita River, two little contracts of $\frac{1}{2}$ -mile each for rough bush-clearing, &c., to enable horses to pack up that river, were also completed during the year; but if my recommendations contained in my report upon main road through Westland, dated 8th June, 1881, are acted upon, this last mile of Mahitahi to Haast Road, at mouth of the Waita River, requires to be properly constructed. The survey of the whole of this road-line has been completed, and tenders for any part of it can be called for at a week's notice.

6. *Smoothwater Valley to Cascade River*.—Length, 12 miles. This road has been surveyed, graded, &c., ready for preparation of specifications.

GERHARD MUELLER,
Chief Surveyor.

SOUTHLAND.

Seaward Moss Road.—For about $1\frac{3}{4}$ miles from the Invercargill—Bluff main road the newly-formed road has been in the hands of the Invercargill Road Board, under the supervision of whose engineer it has been formed. The work of gravelling it is only at present in progress. Owing to a portion of the road passing over heavy swamp it will be absolutely necessary to gravel it. The work of gravelling has lately been temporarily suspended, owing to the wet weather, &c. The portion of the road at the end of this section has been constructed for a distance of $2\frac{1}{2}$ miles into the heart of the Seaward Moss. It was ditched on either side, and formed under the supervision of the Public Works Department a year or so ago. A good portion of this section will, I fear, require regular gravelling ere it will stand traffic. Meanwhile the completion of the section which is in the hands of the Road Board is most urgently required. I might state that all the sections belonging to the deferred-payment block, some time ago laid off on the margin of Seaward Moss, have been taken up, and settlement and drainage improvements, &c.,