

APPENDIX No. 3.

ROADS TO OPEN CROWN LANDS FOR SALE.

Extracts from Reports and Statements by Supervising Officers and Local Authorities, on the Work done from 1st July, 1883, to 30th June, 1884.

AUCKLAND.

Kaihu to Kaiakohe.—No work has been done on this road, for the reason stated in last year's report, viz., that the lands it immediately affects are withheld from sale pending the making of the Kaihu Valley Railway.

Homestead Blocks, Mangonui.—Prior to last year's report a grade survey had been made of $4\frac{1}{2}$ miles. This is now under contract, and $2\frac{1}{2}$ miles of 4ft. in the solid road have so far been completed, under Mr. Garsed's inspection. The vote will not be exceeded.

Pakiri Block.—Bridge built by Rodney County Council. See last year's report.

Wairua to Sandy Bay.—Works on this line were in hand at date of last report, and were completed shortly afterwards to $8\frac{3}{4}$ miles as a bridle-road of 12ft. and 8ft. width, and 3 miles further have been graded; but works are delayed owing to want of funds, and to the difficulty of getting a title through a block of Native land where it runs. Mr. E. J. Fairburn has been in charge. The vote is expended.

Wairua to Helena Bay.—At the date of last report Mr. E. J. Fairburn had completed five miles of 8ft. and 5ft. road. Since then he has added $4\frac{1}{2}$ miles of road of the same character, which brings it out to Mimiwhangata, a convenient landing-place on the coast. The vote is all but expended. Two groups of sections are now being laid out on this line for sale.

Whangarei through Taheke.—Mr. J. C. Blythe was sent up to explore for this road about four months ago, and found a good road into and through the Crown lands, but, on account of the compensation asked by persons whose lands were affected, we had to abandon the first-proposed line and seek for another, which Mr. Blythe succeeded in finding. He has $11\frac{1}{2}$ miles graded and about 3 miles under contract as a bridle-road. The vote taken for this line will not carry it through, but it will open a good deal of country described as being of very good quality.

Purua and Mangakahia.—On this line a bridge of 169ft. in length and 65 chains of cart-road have been completed, opening a through communication to a large district. The works have been well and cheaply done, the bridge plans having been prepared by Mr. E. Fairburn, who has also inspected the works occasionally. This is a very useful work to the public generally, as well as opening up some good land. The vote is not quite expended.

Tangihua No. 3.—Nothing further than the purchase of a piece of road through private property has been done on this line; but I propose getting Mr. Blythe to improve an old road, to render access to our former works easier.

Maunganui Bluff to Kaihu.—The remaining gap of $2\frac{1}{2}$ miles on this line was in hand at date of last report, and Mr. J. C. Blythe completed it in October last, thus making a continuous line from the Wairoa River to the beach north of Maunganui Bluff. Heavy timber and the number of swamps and culverts has made this an expensive work, and, as the Crown lands it was to open are all tied up for the Kaihu Railway, the Government do not derive the advantage from the works they otherwise would have done.

Takahue to Mangonui-o-vae.—Completed last year.

Okaihau to Victoria Valley.—At the date of last year's report we had five contracts in operation. Up to the present time 10 miles have been completed, out of which $3\frac{1}{2}$ miles have been finished this year. It is a cart-road of from 16ft. to 22ft. in width, and has cost about £280 per mile, including inspection, surveys, &c., the bridging being a large item. The end of the work is at the Waihou River, about the bridge for which you will lately have received reports, &c. Beyond the Waihou a grade survey has been carried for $11\frac{1}{2}$ miles, and plans prepared for works; then comes a gap of 3 miles of unsurveyed line before a junction is effected with Mr. Garsed's survey from the northern end, which has been graded for 16 miles, but no works have been done on it. Everything is in abeyance at present owing to difficulties with the Natives. There is a balance of £2,195 to credit of vote. Mr. Fairburn has had the general inspection of these works, Mr. Blundell being the local Inspector.

Helensville to Kaipatiki.—Mr. J. C. Blyth was just commencing the extension of this work at the date of last report. He cleared, drained, and bridged an additional 3 miles as a cart road, but did not complete the road to the deferred-payment settlers' land on account of the money running short.

Waiuku Road District.—Mr. Mellsoy, Inspector of Works, reports: "The road from the end of the Hermitage Road to the Akaaka Creek, a distance of 60 chains, was drained by making two drains 24ft. apart, 7ft. wide on top, 3ft. 6in. deep, and 4ft. wide at the bottom, the earth being thrown into the centre of the road. After the swamp had sunk, the drains were deepened 1ft. 6in. and widened 1ft. The Akaaka Creek was cleared of all logs and other obstructions for a width of 12ft. and a distance of about 2 miles, and a narrow temporary bridge thrown across it. The drains have dried the swamp to a distance of about 10 chains on each side since the Akaaka has been sufficiently lowered to let the drains act to their full depth."

Waikato River to Block XVI., Awaroa.—Beyond building one 30ft. bridge, three 15ft. bridges, and a 5ft. culvert, no work has been done. The vote is expended. In view of the large amount of good though broken land this line opens up it would be advantageous to improve some parts of it. Some sections for sale will be surveyed along the road during the ensuing season. The road is open for $23\frac{1}{2}$ miles.

Waikato River to Block VII., Awaroa.—No further works have been done on this road, 18 miles having been completed just prior to last report.