

block. As in the case of the branch road to Forest Hill, the construction of this road has been an incalculable boon to settlers alongside, many of whose holdings were previously almost inaccessible.

*Bush Land East of Makarewa.*—This road extends from the Main North Road, where it passes through the Makarewa Township, running due eastward through the Bush Reserve, now included within the boundaries of the surveyed township, for a distance of over one and a half miles. The work done on this road consists of ditching, bushfelling, clearing, and formation, including also the construction of seven culverts. The completion of the work so as to absorb the full Government vote has been delayed till the winter is over. I think there can be little doubt, from the population of the present township and the demand for land in this locality, that, after the difficult parts of the road have been made fit for traffic, the suburban township sections will be gradually taken up and settled upon.

*Port William to Half-moon Bay, &c. (Stewart Island).*—Some two miles of bush-clearing, forming, and metalling in places have been executed, partly along Half-moon Bay and partly between Half-moon and Horse-shoe Bays. In addition to this, tracks have been cut through the bush to the extent of eight miles, one track extending from Half-moon Bay to Port William, another extending from Half-moon Bay to Kaipipi Bay, two other smaller tracks having been cut from Half-moon Bay southward to the shores of Paterson's Inlet at Deep Bay and Ringaringa Point respectively.

The roads constructed during the last year to open up Crown lands (including Branch Road to Forest Hill, Tomogalak Creek to Deferred-payment Block, Bay Road to Otatara Bush, and Bush land east of Makarewa) were under the supervision of the engineer to the Southland County Council, and in all cases the work was very efficiently executed. The other works were mostly executed during the previous year, and were referred to in last year's report.

*Forest Hill Tramway.*—The constructed portion of this tramway extends from the Town of Winton, where it branches from the Invercargill-Kingston line and runs in a generally easterly direction for a distance of five and a quarter miles, meanwhile terminating at the Gap, on the eastern boundary of Winton Hundred. This portion of the tramway has been finished for the last year and a half. It has been constructed of light timbers and iron rails, suited for horse traffic, the gauge, however, being similar to that on the railway-line from which it branches. The extension of the tramway for a further distance of some five miles was begun six or seven months ago. At the present time five-eighths of the formation has been finished, all the iron and about one-fifth of the timber for permanent way being on the ground. The work is expected to be completed about the end of May next year. The constructed part of the tramway I understand was handed over to the County Council some considerable time ago, but, pending the extension of the line, I presume the Council thought it desirable to lease the same to the extension contractor. The public, however, seem to have the full use of the line when required.

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