1895.

NEW ZEALAND.

DEPARTMENT OF LANDS AND SURVEY

(ANNUAL REPORT ON).

Presented to both Houses of the General Assembly by command of His Excellency.

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1895.

NEW ZEALAND.

DEPARTMENT OF LANDS AND SURVEY

(ANNUAL REPORT ON).

Presented to both Houses of the General Assembly by Command of His Excellency.

The SECRETARY of CROWN LANDS and SURVEYOR-GENERAL to the Hon. the MINISTER of LANDS.

SIR,— Department of Lands and Survey, Wellington, 15th July, 1895.

I have the honour to transmit herewith the annual reports on the operations of the Lands and Survey Department for the twelve months ending the 31st March, 1895.

I have, &c.,

S. PERCY SMITH,

Secretary for Crown Lands and Surveyor-General.

The Hon. John McKenzie, Minister of Lands.

LANDS.

THE changes in the laws relating to dealings with Crown lands since the date of last annual report are those embodied in the following Acts: "The Lands Improvement and Native Lands Acquisition Act, 1894," under which power was given to form and regulate settlements on conditions of occupation, with assistance given to the selectors in the way of paying them for the clearing of their lands, &c., regulations for which purpose were published in the *New Zealand Gazette*, 13th December, 1894. "The Mining Districts Land Occupation Act, 1894," provides for a better system of occupation of lands within mining districts. Under this Act a selector can select land up to 100 acres, at a rental of not less than 6d. per acre, the term being twenty-one years, with right of renewal; residence is compulsory. The Act has not been taken advantage of to any great extent at present. Amendments of "The Land for Settlements Act, 1892," were also made, which are more particularly referred to under a special report dealing with that Act, already forwarded (see C.–5, 1895).

The operation of "The Land Act Amendment Act, 1893," under which deposits with application for land were done away with until the successful applicant was known, has worked well on the whole, and has greatly decreased the clerical work and account-keeping in the Receivers' branches of the department. This, together with the vigorous action of the Auditor of Land Revenue, has been the means of reducing the various deposit accounts to a smaller amount than has prevailed for some years.

There have been no very prominent features in the dealings with Crown lands during the period under consideration, but settlement has gone on steadily. The following table will give at a glance a summary of the year's transactions, full particulars of which will be found in the tables attached:—

Nature and Tenure of Lands selected.	No. of Purchasers or Selectors.	Area.	Cash received on Past and Current Transactions.
		A. R. P.	£ s. d.
Town lands	144	66 0 9	20,593 17 2
Suburban lands	24	123 3 1	
Rural lands	174	33,323 0 23	
Deferred payment	47	5,453 3 15	48,626 0 8
Perpetual lease and small areas	3	1,263 1 38	67,076 18 8
Lease in perpetuity	336	87,374 0 22	6,152 3 4
Occupation with right of purchase	398	75,477 3 1	6,441 8 7
Agricultural lease	2	44 2 5	204 0 0
Village settlement, cash	23	23 3 38	190 10 0
" deferred payment	..	..	975 13 5
" perpetual lease	..	..	819 6 2
" occupation with right of purchase	30	23 1 26	8 5 0
" lease in perpetuity	232	4,050 1 6	787 6 7
Village-homestead special settlement (lease in perpetuity)	30	1,692 1 34	2,388 10 11
Special settlement associations	262	51,345 2 22	11,723 15 1
Small grazing-runs	48	100,240 3 28	20,003 0 7
Pastoral runs	63	468,053 3 11	101,938 1 7
Improved-farm selections	107	9,730 2 18	..
Miscellaneous leases and licenses	440	147,056 0 37	15,484 10 2
Cheviot Estate—			
Cash	50	5,182 0 39	26,613 16 7
Lease in perpetuity	10	694 0 2	4,879 5 2
Village-homestead special settlements (lease in perpetuity)	30	1,050 3 15	763 3 2
Grazing-farms	12	17,605 2 0	3,636 1 1
Miscellaneous leases and licenses	57	1,907 2 19	572 9 0
Land for Settlements Act—			
Lease in perpetuity	25	3,630 3 19	423 3 10

The principle of the present Land Act and of the Land for Settlements Act is the lease-in-perpetuity system, and consequently the greatest number of selections take place on that tenure. A very considerable portion of the lands now offered to the public—whatever difference in detail there may be—must by law be selected under that system, hence it is seen that selections under that heading exceed the others. The various systems given in the tables above may be further classified under a few headings, which, whilst differing in detail, are in the main the same. Excluding the miscellaneous and temporary leases, and including Cheviot and other estates purchased under the Land for Settlements Act, we get the following summary, which at the same time allows of comparison with the results of previous years since the Land Act of 1892 came into force. It will be remembered, however, that the figures for 1893 include transactions under the previous Act up to November, 1892, at which date the Act of 1892 came into force:—

Tenure.	1893.		1894.		1895.	
	No.	Area.	No.	Area.	No.	Area.
		Acres.		Acres.		Acres.
Cash	627	36,882	500	34,999	415	38,719
Deferred payment	198	21,474	96	12,668	49	5,497
Perpetual lease	549	125,192	17	3,854	3	1,263
Occupation with right of purchase	161	54,271	471	108,499	428	75,500
Lease in perpetuity	964	212,701	1,228	255,348	1,032	166,037
Pastoral runs	119	1,104,226	227	898,945	123	568,293

The deferred-payment and perpetual-lease tenures are practically obsolete, but there are a few uncompleted transactions under these headings which will appear from time to time for a few years yet—especially as the 114th section of the Land Act still allows of selections under those tenures in cases where the selectors hold lands adjacent under those systems.

In order to arrive at some idea of the most popular system under the present Act, the figures relating to lands selected on the "optional system" must be referred to, with this qualification, however, that the cash sales include rural lands sold at auction; they are not very many, and generally consist of small areas on which valuable timber is growing. Taking ordinary Crown rural lands, the figures are as follow:—

Cash selections, 174, 33,323 acres, from 8s. 2d. to £1 12s. 5d. cash price per acre.
Occupation with right of purchase, 398, 75,477 acres, rent 8d. per acre.
Lease in perpetuity, 336, 87,374 acres, rent 7·7d. per acre.

It will thus be seen, so far as this method of testing the popular feeling is concerned, that the desire to obtain leases with a purchasing clause preponderates slightly over that for a lease in perpetuity.

A reference to Table B will show that up to the 31st March last there were 2,547 selectors or purchasers of Crown lands under all systems during the year, to which may be added 68 selectors of endowment lands dealt with by the department, and 16 under the Mining Districts Land Occupation Act; making 2,631 in all. The total number the previous year was 2,876, showing a decrease of 245 selectors; but 491 selectors in ten association blocks, whose lands were not finally allotted on the 31st March, are not included in the figures 2,547. For the same reason some 86 selectors under the improved-farm system are omitted. All of these properly belong to next year's returns. In order to arrive at the number of people who may be considered as having taken up lands for the purpose of making homes thereon, and residing within a short time, it will be necessary to deduct from the above figures the selectors of pastoral runs, town sections, and miscellaneous leases, which number 704. This leaves the number of selectors 1984. The decrease in the number of selectors is due in a great measure to the want of accessible lands—settlement having in most districts extended beyond the roads—and also to the scarcity of really good lands. The recent acquisition by the Crown, however, of some good lands, and the extension of roads to them, will enable the department to offer during the coming season some desirable blocks, which it is believed many people are waiting for.

The following table shows in brief form the land selected, the number of selectors, and the revenue received each year for the seven years from 1st April, 1888, to 31st March, 1895. It includes Cheviot and other estates:—

Selectors during Year.	Area selected during Year.	Territorial Revenue.	Territorial Revenue collected.	Number of Crown Tenants.
	A. R. P.	£ s. d.	£ s. d.	
1888-89—2,529 ...	2,313,611 3 8	310,061 16 0	Not given.	Not given.
1889-90—2,653 ...	4,155,472 1 32	304,842 4 3	322,885 12 2	12,164
1890-91—2,420 ...	2,154,138 3 37	352,417 19 5	364,938 2 5	11,995
1891-92—2,519 ...	1,453,082 0 21	320,483 10 1	324,470 1 1	12,735
1892-93—3,071 ...	1,663,339 2 20	274,399 12 2	310,523 15 3	14,261
1893-94—2,876 ...	1,393,918 3 24	282,067 9 3	347,343 11 8	15,080
1894-95—2,547 ...	1,015,577 2 28	338,166 13 9	375,879 13 6	15,326

The average size of farm allotments taken up during the year is 161 acres, town, pastoral, and miscellaneous leases being excluded, which is 31 acres less than the average for last year.

The following table shows the area opened for sale, selection, and lease during the year:—

	Acres.
Optional selection	314,812
Lease in perpetuity	18,472
Village homesteads	6,918
Village allotments	303
Cash, offered at auction	9,638
Leases of reserves and Crown lands, for auction and application ...	4,254
Small grazing-runs	152,741
Pastoral runs	625,795
	1,132,933

In the above figures are included the Cheviot and other estates, and both surveyed and unsurveyed lands, and also such forfeited sections as were re-offered within the year. Much of this land remains unselected, the best and most accessible being selected first; but the unselected land remains open to application, and can be taken up at any time without being re-advertised. During the coming year some considerable areas of good land will be offered in Awarua, Waikopiro, King-country, along the Stratford–Ongaruhe Road, in Hangaroa District, Hawke's Bay, Waimarino, &c. A good deal of this land is unsuited for small holdings or for agricultural purposes, but is good pastoral country, fit for holdings up to 2,000 acres.

It was pointed out in last year's report that the agricultural land remaining in the colony such as is suited for small holdings is very small indeed: at the present time the Crown owns scarcely any, and the considerable area of lands still held by the Maoris, after providing for their own wants, will furnish but little level first-class land.

At the date of last report the lands selected by the Midland Railway Company under the contract were 282,329 acres, besides 84,262 acres held in trust under the 28th clause of the contract. No lands have actually been granted since then, but a provisional title was issued for 7,347 acres on the 25th February last. The change which has taken place recently with regard to the contract will probably have the effect of releasing for settlement some considerable areas in Westland and Nelson, in both of which districts lands are very much wanted to meet an unsatisfied demand.

Special Settlement Associations.

During the period under consideration ten new settlements under the above system were completed so far as survey and balloting for the allotments were concerned. These ten associations are composed of 262 members, and the area selected was 51,345 acres, all of which is held under lease in perpetuity. In addition, however, to the ten associations mentioned, there are twelve others, numbering 491 members, who have selected their blocks, but in which the individual selections have not yet been made, the surveys, &c., not having been completed by the 31st March last. These will all be finally completed before the end of the coming year. Table O gives the particulars of this class of settlement from its first inception under the 163rd section of "The Land Act, 1885," down to the 31st March, 1895. The system has been the means of settling a considerable area of country, and is so far successful where the position and character of the lands admits of a living being made off small areas; but it is to be feared that some of the more recent selections have not been made with wisdom, and it may be found that the mean area of 200 acres is too small to allow of profitable occupation when the rough nature of the country, the expense of road-making, and inaccessibility of the lands are considered. The selection of the blocks is left to the associations themselves, and they are supposed to send out delegates to make a choice of suitable land. Those sections within the association blocks which have been forfeited and reoffered have been in nearly all cases selected again.

Village Settlements.

There are a variety of tenures under which this particular class of settlement is held, including sales for cash, deferred payment, perpetual lease, occupation with the right of purchase, and lease in perpetuity, for full particulars of which reference should be made to the tables appended hereto, and to the special report of the Superintendent. During the year twenty-four new village-homestead settlements were formed, and ninety-five selectors took up an average of 25¾ acres each. At the 31st March there were 1,395 selectors, who with their families number a total of 4,561 souls. The settlements are scattered in different parts of the colony. The majority of the settlers are residing on their allotments, but many are prevented from so doing by want of means to build. Some of the land acquired under the Land for Settlements Act has been settled under the village-settlement system, and the progress made seems very fair, looking to the short time since the lands were selected.

From Mr. March's report it will be seen that the value of the improvements on the lands included within these settlements amounts to £92,834, or about £66 to each holder. Up to the 31st March the Government had advanced to the village-homestead selectors a sum of £25,778, on which they pay interest at the rate of 5 per cent.

It would seem necessary to the full success of the village-settlement scheme that in many cases help should be given for some years, to enable the settlers to get a good start. There is little doubt that such settlements can be made a success if the sites are judiciously chosen with respect to soil, access, and the chance of employment in the neighbourhood.

"The Mining Districts Land Occupation Act, 1894."

The passing of the above Act last session introduced another system of landholding, intended to meet the wants of miners and others who are desirous of making permanent homes for them-

selves within mining districts. Under the Regulations of the 21st December last a few transactions have taken place, which are shown below; but so far the Act has not been taken advantage of to any great extent. It is stated that the applicants consider it a hardship to have to make a survey of their holdings, but, without such, both public and private rights are likely to be lost sight of; and, as the survey-fees go towards payment of the rent until exhausted, the hardship is more apparent than real. One hundred acres is the limit which can be selected under the Act, and the rental may be anything above 6d. per acre, to be determined by the Land Board. The leases are for terms of twenty-one years, with provisions for renewal, and also for resumption, if required for mining, and occupation is compulsory.

District.	No. of Applications.	Area.	Granted.	Not granted.	Rental.	Total Cash received for Fees, Survey, &c.	Remarks.
		A. R. P.			£ s. d.	£ s. d.	
Auckland ...	Nil	...	...	...	...	...	Application dealt with since 31st March.
Nelson ...	16	379 0 35	14	2	13 0 0	40 2 6	Two cases not yet decided by Board.
Westland ...	26	1,732 0 0	Nil	Nil	...	...	Within Midland Railway area.
Otago ...	30	1,449 0 0	Nil	Nil	...	...	Not yet finally decided by Board.
Southland ...	3	212 0 0	2	1	...	21 2 0	Rental awaits completion of survey and report.
Totals ...	75	3,772 0 35	16	3	13 0 0	61 4 6	

IMPROVED-FARM SETTLEMENTS.

This system of settlement was authorised by "The Lands Improvement and Native Lands Acquisition Act, 1894." It is a modification of the village-homestead system of "The Land Act, 1885," and is intended to provide for a class of selectors who are unable to take advantage of the ordinary tenures under the Land Act; it is, in point of fact, a system of settlement whereby those with small means are enabled to make homes for themselves, and to obtain assistance from the State in clearing their lands. Judging from the number of applications, the provisions of the Act, and Regulations made thereunder, will be taken advantage of to an extent limited only by the land suitable, and the funds which can be applied. Full reports will be found in the Appendix attached hereto, but the results up to the 31st March are summarised below. The main features of the system are, the formation of small associations from whom the Commissioner of Crown Lands of any district may select those who are to form the settlement, being guided by inquiries he makes as to the suitability of the applicants and their inability to acquire land otherwise. The blocks of land set apart are divided into areas of from 10 to 200 acres in accordance with the suitability of the country. The felling of the bush is let to the selectors either by parties or individuals as may be found best, and either on individual sections or on any part of the block, at rates to be fixed by the Chief Surveyor, who is guided in such cases by the ruling rates. Payments are made monthly, so far as practicable. The clearing of not more than 100 acres will be paid for by Government; so far this limit has not nearly been approached. Grass-seed will be provided if required, and also, if necessary, £10 will be advanced towards the erection of a house. Occupation for ten years is essential, and must commence not later than three months after the first burn. The lands are let on lease in perpetuity at a 4-per-cent. rental, or on occupation with right of purchase at a 5-per-cent. rental, both being based on the value of the land, together with the cost of clearing, roading, grassing, or other expenses advanced by the Government added.

Up to the date of this report eighteen settlements have already been formed under these provisions, the area set aside being 21,202 acres, which has been allotted to 193 settlers. The area felled is 4,048 acres, and area grassed is 1,469 acres. The amount paid to selectors to the 31st March was £5,698 4s. 11d., and the value of the improvements on the land (including Government advances) was £6,964 19s. 3d. The eighteen new settlements proclaimed are as follows: In Auckland, 4; in Taranaki, 5; in Hawke's Bay, 1; in Wellington, 3; in Otago, 3; and in Southland, 2. Total area, 21,202 acres.

Ballots for choice of sections have been held as follows: In Auckland, three blocks containing about 3,000 acres have been allotted to twenty-nine settlers, of whom twenty-seven have actually settled.

In Hawke's Bay one block of 1,880 acres has been allotted to sixteen selectors, of whom five are now settled.

In Taranaki five blocks, containing 2,143 acres have been allotted to settlers, of whom thirty-three are at work on roads and drains, and in felling and preparing their lands for occupation and use. The total area felled and grassed is 344 acres.

In Wellington three farms are in operation, and two had been allotted to twenty-five settlers, all of whom were at work, and 1,288 acres have been felled and burned, of which 1,090 are grassed.

In Otago two new farms containing 2,518 acres have been set aside during the year, and others are now being arranged. These two farms have been alloted to sixteen settlers, who are now engaged in clearing the land and forming roads of access preparatory to settling.

The Heathfield Settlement on the Chasland River was settled last year, and is now occupied by twenty-seven settlers who hold 2,254 acres, of which 639 acres have been felled, burned, and grassed, and when stocked there will be grass enough to feed cows sufficient to supply a dairy factory. Twenty houses have been built in this settlement.

In Southland two farms are in operation, and others are being arranged; one is situated on the Waikawa River, the other on the Waiau. Thirty-eight settlers have been located and have felled, burned, and sown 376 acres out of their aggregate holdings of 3,164 acres.

When not engaged on work connected with their sections, the settlers are employed, so far as possible, on co-operative roadworks in their neighbourhood. The system of employing the men for part of their time on road or other works, leaving them free to devote the rest of it to their own sections, is being introduced wherever possible, and will become the rule.

It is quite too early to draw any conclusions as to the success of this class of settlement, but if the selectors can be found in partial employment to enable them to tide over the first few years, there seems no reason why a large number of people, who otherwise would have no chance of securing homes for themselves, should not do so under this system. Very much depends on the class of selector; those without previous experience to guide them are likely to have a hard struggle, but to men who are accustomed to bush farming, if they can manage to stock their lands, the system seems to open for them a chance of becoming settlers of a useful class.

Reserves.

Table V shows the total area reserved in the several land districts during the year, and the following figures classify them under different headings:—

	A.	R.	P.
Recreation	1,861	2	14
Primary and secondary education	5,145	2	6
Forest reserves, plantations, &c.	12,729	1	8
Miscellaneous	1,342	3	19
Total	21,079	1	7

The attention of Commissioners of Crown Lands has been drawn by circular to the advisability of recommending for reservation all places where there is attractive scenery, or places of historical interest connected both with the European occupancy of the country and that of the Maoris who preceded us. Something has been done in this direction already, and it may be noticed that under the Tongariro National Park Act of last session, power was given to set aside a considerable area as a special "playground" for the people, and a Board appointed to have charge of the same. Up to the present time there has been no reason to call the Board together. The total area included in the Park is 62,300 acres, most of which the Crown has acquired to date. Under the Little Barrier Island Purchase Act of last session, power was given to acquire that island, which contains about 7,000 acres, for the purpose of making it a reserve for defence, and for the preservation of the native fauna and flora. The Australasian Association for the Advancement of Science recommended this course some time ago, and it has been strongly supported also by the Auckland Institute, and many individuals who have the preservation of the native fauna at heart. The title of the Crown to the island is now complete, and the preliminary notice of reservation has been gazetted. Reports on this island, and on Resolution Island, in Fiord County, will be found in the Appendix. On both islands there are resident caretakers.

Settlement Conditions, etc.

The Commissioners of Crown Lands report that the conditions as to improvement of Crown lands held under lease are generally well carried out, and are usually in excess of the requirements of law. The Crown Lands Rangers have their hands very full now, so many of the systems under which lands are alienated requiring periodical inspection, and, moreover, they are required to perform other duties in addition. In Canterbury especially, the preliminary reports required under the Land for Settlements Act has added very materially to their duties. Attached to some of the Commissioners' reports, to be found in the Appendix hereto, will be found some interesting details as to the amount of improvements made. Whilst the improvement of the land is well up to date, the residential conditions are not so fully complied with. In many cases this arises through the want of good access to the lands, and therefore settlers are inclined to take advantage of the extreme limit of time allowed before removing their families, an operation which is expensive in itself, and usually implies increased household expenditure until good communications are established with the centres of population.

Pastoral Runs.

Including pastoral runs properly so called, small grazing-runs, and grazing-farms in Cheviot, there were 123 runs, covering an area of 585,898 acres, taken up during the year. These are spread fairly over the colony, but most of the pastoral runs are in Otago and Westland. Table R contains full particulars as to this class of settlement.

In view of the fact that the leases of a large number of runs in Marlborough and Nelson will fall in in 1896, preparations are now making to arrange the new runs on a better basis as to boundaries. Four survey parties are at work making a topographical survey of this large extent of country, and obtaining detail information to guide the department in dealing with the cases. Much alteration is wanted in the boundaries of the runs as they exist at present, for, through want of information when the country was let in 1867, they were arranged on lines which are generally incapable of being fenced. These leases contained clauses giving the lessees the right of purchase, and this right will probably be taken advantage of to a certain extent during the current year.

The small grazing-runs and grazing-farms of Cheviot do not call for any special remark. The particulars of the selections are: Small grazing-runs selected, 48; area, 100,240 acres. Grazing-farms, 12; area, 17,605 acres.

Arrears.

The total amount of arrears due to the Crown on all classes of land shows this year an increase of £3,788 5s. 11d., but it is not common to the whole of the colony. In Auckland, Taranaki, and Southland they have been decreased by a sum of £3,547 0s. 8d., and increased in the rest of the districts by £7,335 5s. 7d. The following summary will show at a glance how the arrears stood on the 31st March of each of the years quoted:—

			£
31st March, 1889	... ...	3,862 selectors, owing ...	44,533
" 1890	... ...	3,755 " " ...	52,891
" 1891	... ...	3,548 " " ...	37,341
" 1892	... ...	2,612 " " ...	25,256
" 1893	... ...	3,382 " " ...	28,875
" 1894	... ...	3,104 " " ...	32,205
" 1895	... ...	3,594 " " ...	37,514

In the figures for 1895 all classes of arrears are shown, whilst in the previous year the miscellaneous and temporary leases or licenses were excluded. This tends to make the last year's arrears appear greater when compared with the previous years. When compared with the amounts owing in some of the other colonies these figures show favourably. There can be little doubt that the low prices ruling for most of our staple products derived from the land are the principal causes of the increase of arrears this year. But there is also another factor which influences them—namely, the fact that the operations of "The Selectors' Lands Revaluation Act, 1892," under which payments to date of revaluation were credited to the selectors as so much rent in advance, is gradually working out, and fresh payments are becoming due again. It is also a well-known fact that many selectors do not consider themselves in arrear if their rents are paid within the six months after they become due, which—in the greater number of tenures—terminates three months after the returns are made up.

Revaluations.

The operations under "The Selectors' Land Revaluation Act, 1892," have practically ceased; the few cases shown in the table below were some standing over from the previous year. The table explains itself.

District.	Deferred Payment.			Perpetual Lease.			Agricultural Lease.			Small Grazing-run.		
	No.	Area.	Loss in Capital Value.	No.	Area.	Loss in Rent.	No.	Area.	Loss in Rent.	No.	Area.	Loss in Rent.
		Acres.	£		Acres.	£ s. d.		Acres.	£		Acres.	£
Previous years 1894–95. ..	1,384	215,784	155,890	582	73,043	1,838 0 0	15	2,096	117	17	32,128	266
Marlborough ..	1	10	4	..	..	..	..	..	..	..	..	..
Westland	..	..	..	1	40	2 0 0	..	..	..	..	..	..
Otago	8	1,640	408	6	542	15 0 0	5	416	17	10	24,406	192
Totals ..	1,393	217,434	156,302	589	73,625	1,855 0 0	20	2,512	134	27	56,534	458
Endowments, from last year's report	51	13,179	13,195	33	7,477	228 0 0	..	..	..	..	..	..
Total to date ..	1,444	230,613	169,497	622	81,102	2,083 0 0	20	2,512	134	27	56,534	458

Total loss in capital value	£169,497
Total loss in rentals value	2,558

State Forests.

Including all classes of timber—climatic, plantation, and other—reserves, there were 1,141,778 acres set aside for those purposes on the 31st March, 1894. Up to the 31st March last some timbered country in Southland had been resumed for settlement amounting to 3,589 acres, and during the same period 6,900 acres had been reserved in Taranaki, and 5,829 acres in other parts, so that at the end of the period the total area under forest reserve stood at 1,150,918 acres. The reserves made in Taranaki are on top of the Matemateonge Range, and at the White Cliffs, the first to preserve the sources of many streams rising in those ranges, the other to preserve some pretty woodland scenery. The rest of the area consists of small reserves in various parts. Since the 31st March a further reservation of 8,300 acres has been made along the shores of Lake Waikaremoana, to preserve the beautiful scenery to be found there, for this lake, though seldom visited, is by far the most lovely of any in the North Island.

No fires have been reported during the year. Mention was made in last year's report that a good deal of kauri timber had been burnt in the Tairua State Forest some years ago. This was submitted to auction during the past year, and 21,710,000ft., as estimated, was sold for £6,047, half of which amount appears in this year's accounts. Nothing has yet been done with respect to the burnt timber in the Puhipuhi Forest, and until the railway has advanced further it is little use trying to dispose of it. The recent advance in the price of timber should cause our settlers to preserve as much as possible the valuable timber growing on their lands, which in many cases is

the most valuable crop the land will ever produce. A considerable area of land in the Pelorus district has been withheld from settlement for some time with the idea of utilising the fine timber growing thereon, which, as timber gets scarce in the southern part of the North Island, especially round Wellington, will command a price that will well repay its conversion.

"The Land for Settlements Act, 1894."

Full details of the operations under this Act have already been supplied (see C.–5, 1895), so that nothing but a summary of results will be given here.

	Number.	Area. A. R. P.	Cost to Date. £ s. d.
Up to the 31st March, 1894, there had been purchased	5 estates	9,113 0 14	39,966 6 7
" 1895, "	3 "	5,991 1 1	25,290 15 9
Total to 31st March, 1895	8 "	15,104 1 15	65,257 2 4
At the 31st March, 1895, arrangements had been made to purchase ..	5 "	28,819 0 0	102,515 0 0
Since that date offers have been accepted for	5 "	7,778 0 0	27,789 0 0
Total area and estimated cost to date	18 "	53,701 1 15	195,561 2 4

A considerable amount of settlement has taken place on the six estates which had been cut up and offered for selection up to the 31st March last, and ninety-six selectors have taken the place of six owners to whom the lands formerly belonged. Not all of these are resident at present, but preparations were in nearly all cases being made to occupy the lands at that date.

The lands which were let up to the 31st March last were paying a return of 4·14 per cent. on the capital invested.

The Cheviot Estate.

From the return appended hereto it will be seen that during the year the cash sales brought to account were of 5,181 acres 3 roods, and the amount received £26,613 16s. 7d. Leases in perpetuity were granted for 1,744 acres 3 roods 17 perches, the annual rent of which is £355 19s. 10d.

Grazing leases of twenty-one years' tenure were granted over 17,605 acres 2 roods, the yearly rent of which comes to £2,581 17s. 2d. Licenses for grazing, for generally short periods, were issued for 1,970 acres 2 roods 19 perches, yielding £464 17s. 11d. per annum; and the receipts from the landing and shipping service and other minor sources amount to £1,767 4s. 11d.

The balance-sheet of the estate, which is given on Table A.B., shows the actual cost of the portion of the estate which is still owned by the State to be £274,107. For this the annual rental is about £14,140.

It will probably require a further sum to put the roads and bridges into fairly good condition. If this be added to the present cost as above, the rent-roll is 5 per cent. per annum.

The rents of the estate are payable half-yearly in advance, and it is pleasant to state that, although at the 31st March there were £1,345 of rents in technical arrear, yet at the time of writing this there is only one tenant—a village settler—whose rent of £11 5s. has not been paid. This tells well for the high class of Crown tenantry who occupy the Cheviot lands.

The works which have been carried out to improve the value of the property consist of 64¼ miles of dray-road, about sixteen miles of which have been gravelled; the building of eight bridges (total, 380ft.); and the strengthening and improvement of the landing-slip and boat-service at Port Robinson. The construction of the road to the port was a heavy undertaking, but its value is now proved by a comparison of the cost of carriage by the old roundabout road with the cost by this new direct way to the middle of the property at the Township of McKenzie.

The table of imports and exports show partially the trade of the place; but it should also be considered that there is a first-class road for forty miles to the Waipara Railway-station, on which coaches run almost daily, and several large wagons are constantly employed.

Thermal Springs, etc.

During the year nothing of particular moment has occurred with respect to the districts in charge of the department where thermal springs are situated. A further sale of leases of town and suburban lands has taken place at Rotorua, with the following result: Forty-seven town lots, eight suburban and two rural sections were disposed of, for an annual rental of £233 5s.

The town of Rotorua is increasing fast in size and in the character of the buildings erected there; whilst the trees planted under the direction of the Town Board and by private individuals have grown so much as to make a very great improvement in the appearance of the place. A very large and first-class hotel, containing seventy rooms, is now in process of erection by Nathan and Co., which will supply accommodation, and, being close to the Sanatorium and the railway-station, it will be found very convenient for the class of people who desire to test the efficacy of the thermal waters. Considerable improvements have been made in the bathing accommodation, so that a large number of people can now enjoy the benefit of the baths without waiting so long, as has been the case heretofore. But even now the accommodation requires extending. The opening of the railway from Auckland has had the effect of materially increasing the number of visitors, and it should have the effect of reducing the cost of living, besides giving invalids the advantage of more comfortable travelling.

The Hanmer Springs, in Northern Canterbury, continue to be visited by a considerable number of persons, a large number of whom were suffering from various affections, which the springs had the effect of much ameliorating. A ladies' concrete swimming-bath has been added to the establishment, besides other improvements, during the year.

The following table shows particulars as to baths taken, &c., and the reports of the officers in charge of each establishment will be found in the Appendix:—

	1892.		1893.		1894.		1895.	
	No. of Baths.	Fees.	No. of Baths.	Fees.	No. of Baths.	Fees.	No. of Baths.	Fees.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Rotorua ...	17,521	277 13 0	17,838	288 7 0	17,032	313 4 6	23,196	434 11 3
Hanmer ...	7,311	258 17 8	7,530	242 19 2	6,923	217 18 5	6,306	202 17 6

Territorial Revenue.

In Table T will be found particulars of the revenue from Crown lands properly so called, which excludes the sums derived from endowments managed by the department, as well as the Cheviot Estate and lands acquired under the Land for Settlements Act. The total is shown to be £338,188 0s. 3d., in which, however, are included some items not classified by the Treasury as territorial revenue, hence the figures, as supplied by the Auditor of Land Revenue, differ from the above. The audited account gives £316,166 11s. 9d., being an increase on the revenue of the previous year of £3,107 4s. 10d., and an increase over the estimate of £26,166 11s. 9d, which is due to the impossibility of accurately estimating the areas which may be made freehold under those systems of tenure which contain that right. There has been an increase of revenue in Auckland, Taranaki, Wellington, Marlborough, Westland, and Southland, and a decrease in Hawke's Bay, Nelson, Canterbury, and Otago; the total amounts being: decrease, £17,237 0s. 9d.; increase, £20,344 5s. 7d. The Auditor states that "the gross revenue passed through the Receivers' cash-books during the year 1894–95 amounted to £370,222 12s. 11d., being an increase of £1,403 10s. 9d. upon the gross receipts for 1893–94." In this sum are included items which are paid out to several other special accounts, such as "thirds" to local bodies, refunds on moneys borrowed under the Loans to Local Bodies Act, the Cheviot Estate, and Land for Settlements Act, &c. Mr. O'Hara Smith further reports, as the result of his inspection, that, "generally speaking, the accounts were found to be well kept, and the officers were performing their duties energetically and well, and although in some instances the work was in arrear, the cause was almost invariably traceable to the pressure of work caused by the large increase in settlement."

The number of selectors on the books of the department was, at the 31st March last, 15,326. This means that separate accounts to that number have to be kept against as many properties, most of which have also to be inspected by the Rangers during the year.

SURVEYS.

The following summary shows the nature and extent of the surveys carried on by the department during the year ended the 31st March, 1895, and details will be found in the tables given in the Appendix:—

	Area.	Average Cost per Acre.	Total Cost.
		£ s. d.	£ s. d.
Minor triangulation	348,426 acres	0 0 1·23	1,789 0 1
Topographical surveys	103,395 "	0 0 2·38	1,026 14 9
Topographical surveys, for selection	131,897 "	0 0 4·11	2,257 10 0
Rural and suburban section surveys (3,178 sections) ...	716,615 "	0 1 3·24	45,630 12 7
Town section surveys (774 sections)	1,141 "	1 5 2·76*	976 6 0
Native Land Court surveys (299 divisions)	217,271 "	0 0 0·49	5,349 6 7
Mining surveys (126 sections)	4,959 "	0 6 6	1,614 5 8
Roads, &c. (542·2 miles), per mile	...	13 13 0	7,264 19 3
Miscellaneous surveys, inspection, reports, &c. ...	...	...	6,891 1 0
Total cost of field-work completed during twelve months ...			72,799 15 11

* Per section.

The total cost of field surveys, and the preparation of original plans by the field staff shown above, amount to about £8,466 over the cost for the previous year, which is due to the larger number of surveyors employed in order to overtake the numerous applications for association blocks, many of which remained over from the previous year. The most important surveys conducted by the department are those connected with rural and suburban sections; the cost per acre of this class of survey comes out for the last six years at an average of 1s. 2·82d. per acre. It varies very little from year to year; and cannot be looked on as heavy when the character of the work performed, and the generally very rough forest-clad nature of the country in which the bulk of the surveys now lies, is taken into consideration. The cost is increased to a considerable extent by the necessity of keeping the staff in the field during the winter months, when the weather materially affects the output of work, as well as, in many cases, laying the foundation of rheumatic troubles in the officers who are engaged in it.

Trigonometrical and Topographical Surveys.

The output of work under this heading, which, combined, amounts to 451,821 acres, shows a considerable diminution in area when compared with that of last year, and the price per acre is somewhat higher. A considerable portion of this work lay in the East Cape district, where the Native Land Court surveys required its extension. That part of the colony is now complete, so far as this kind of survey is concerned. Mr. Lowe has in hand a large area of country in the Umutoi and other districts lying to the west of the Ruahine Range, which is much wanted for topographical and section work. The country is generally rough and forest clad, and, owing to breaks in his work through having to attend to other duties, the maps of this large area will not be finished till next year. Some extensive trigonometrical and topographical surveys have been commenced in the southern part of Marlborough and Nelson in order to furnish information on which to scheme out the boundaries of runs, which fall in next year. The work is a very necessary and important one, for no proper plans of those parts exist. The country being subject to much snow in the winter, the four survey parties engaged have been withdrawn to lower lands for the present, but will probably complete the whole by the end of next summer. During the progress of the survey Mr. Morgan Carkeek placed a station on the highest peak of Tapuaenuku (Inland Kaikoura Mountains), which is the highest station in the colony, viz., 9,460ft. The work shown in the returns is generally scattered through many districts. A considerable area of Stewart Island is under survey now, but was not completed at the 31st March last. A trigonometrical survey of the Urewera country had been commenced just before the close of the year, and after many difficulties with the Maoris is just on the point of completion.

Some explorations, resulting in the addition of a good deal of topographical work to our maps, have been undertaken on the western side of the Southern Alps during the year, by Messrs. Douglas and Harper, and a report by the latter will be found in the appendix. Mr. Harper does not speak hopefully of finding an available pass over the Southern Alps in the vicinity of Mount Cook. It will be remembered that an exploration was made by Messrs. T. McKenzie, Pillans, and Earnshaw last year, from Lake Manipouri towards the head of Dusky Sound, during which they discovered a river—named Seaforth—which those gentlemen supposed to fall into the sound. It seems probable, from a report sent in by Mr. Henry, the caretaker at Resolution Island, that this will turn out to be the case, as he had found a considerable stream at the head of the sound, which he followed up for some distance, but, through want of appliances, was not able to connect his explorations with those of Mr. McKenzie of the previous year.

An account will be found amongst the appendices of an ascent of Ruapehu Mountain by Mr. Dunnage, of the Survey Department, which took place very shortly after the outburst from the crater-lake on the 10th March last. His visit dispels the ideas current at the time of a volcanic outburst having occurred: the eruption appears to have been of a thermal character, though the action was much greater than has ever been known before; nor is there any tradition amongst the Maoris of anything of the kind. The cloud of steam arising from the crater-lake was seen over a considerable portion of the North Island.

The Chief Surveyor of Westland has explored the route from Westland to Canterbury *viâ* the Whitcombe Pass, with the idea of testing its practicability as a road for cattle-driving and for tourist traffic; but he does not speak hopefully of it as a road for vehicles. He describes the scenery as some of the finest he has ever seen, and it might therefore be advisable to spend sufficient money in making a track that will allow of easy foot traffic through.

Settlement Surveys.

The output of section surveys during the past year has been larger than usual, 3,178 sections, containing 716,615 acres, having been completely surveyed and mapped. A great deal of this is work which was nearly completed in the field last year, but the maps of which could not be finished in time for the returns. The large number of association blocks completed, especially in the Wellington District, go to swell this total. As nearly the whole of the lands surveyed for settlement purposes is in rough forest-clad country, the difficulties the surveyors experience in securing roads on practicable grades are very great; and, as small sections are the rule, the mileage of road is much increased, and with it the burden on the land of forming these roads. The permanent staff of the department is not strong enough to meet all the surveys now required, and therefore, in the last year, as in previous ones, a considerable number of gentlemen have been engaged in addition, some paid by yearly salaries, others at what are termed schedule rates, derived from the fees deposited with applications for unsurveyed lands.

For the coming year we have a large amount of work on hand in several of the districts, in order to prepare lands for selection. By the end of the year the surveys should be sufficiently advanced on the main road from Stratford towards Auckland to extend the chain of settlement which is already gradually progressing from the south end. With the completion of this road in the near future, there are hopes of seeing a considerable development of settlement all along its course. The late acquisitions of land in southern Auckland will in several cases be put under survey for settlement. Part of the Awarua Block, on the North Island Trunk Railway, will also be ready for further selections during the year; an area of over 60,000 acres in that locality is now in hand. In the neighbourhood of Waimarino also a considerable area will be ready for selection. In the South Island the survey of lands for settlement will continue, but it will generally be in smaller areas. In southern Marlborough it is hoped that the falling-in of the runs next year will release a certain amount of land for closer settlement, where it is much wanted.

Native Land Court Surveys.

The total area surveyed, either by the staff surveyors, or of which the costs were advanced by the Government, during the year, amounted to 217,271 acres, in 299 divisions or blocks, the larger portion of which is in the Auckland, Hawke's Bay, and Wellington Districts, and much of it is land that is under negotiation for purchase by the Crown. A great deal of this area lies near the East Cape; the land is fair, and suitable for moderate-sized holdings. If in the hands of the Crown a good deal of settlement could be carried on there at once. In connection with this matter—surveys for Natives—it is possible that the surveys to carry out awards to landless Natives in the South Island may be commenced this year. Arrangements are not yet complete, but the compiling of the necessary data on which the awards will rest is nearly finished, after which a month's work by the Commission should finish it up. The carrying-out of the proposals will remove from the minds of the Maoris of the South Island a sense of injustice under which they have laboured for many years.

Road Surveys, etc.

The total length of roads surveyed was 542·2 miles, at a cost of £13 13s. per mile, which represents those roads that do not form part of the section surveys. The greater part of these surveys were in the North Island, where—on account of the Native lands—the rights of road that have to be exercised mostly lie. The cost is moderate considering the rough nature of the country in which much of it lies.

Miscellaneous Work.

A sum of £6,889 was spent in miscellaneous surveys, and duties which cannot be classified under any of the usual headings. This amount covers inspection in the field, explorations, various reports, definition of boundaries, reports in cases where the Rangers could not do the work, measurement of bush-clearing, and items of a similar character.

ROADS, BRIDGES, ETC.

The appropriations for last year contain over 550 items, consisting of votes for roads, bridges, and miscellaneous public works, and the total sum that is administered by the Lands and Survey Department included in those items was £352,050. The greater part of these votes are expended directly under the supervision of officers of the department, in addition to their other duties, a few officers being told off specially to attend to them. The balance is expended by the local bodies, under agreement with the Minister, and generally under the supervision of the Chief Surveyor of each district, so far as the preliminary plans and specifications are concerned. The reports given in the Appendix hereto show details of progress made on each road, &c., during the year, and the following table summarises them in brief form:—

	Miles.	Chains.
Dray-roads constructed	367	70
Dray-roads improved	218	71
Dray-roads maintained	1,183	6
Bridle-roads constructed	309	17
Bridle-roads improved	171	41
Bridle-roads maintained	408	50
Engineering Surveys	293	
Total cost of works	£219,815.	

Nearly all the road-works are carried on by co-operative contracts, and the following table shows the number of men employed each month. Wherever possible, endeavours are now being made to settle these men on land near where work may be obtained.

April, 1894	852	October, 1894	1,181
May, „	854	November, „	1,178
June, „	985	December, „	1,222
July, „	937	January, 1895	1,138
August, „	1,059	February, „	1,384
Sept., „	1,125	March, „	1,317

Roads.

The Province of Wellington heads the colony in having the greatest mileage of purely settlement-roads operated on, the length being 653 miles; Auckland follows with 502 miles; Canterbury with 160 miles; Taranaki with 142 miles; Hawkes' Bay with 115 miles; Otago with 98 miles; Southland, 83 miles; Marlborough, 41 miles; Westland, 28 miles; Nelson, 4¾ miles. The main roads constructed, improved, and maintained have been: In Auckland, 394 miles of dray-road and 1 mile bridle-road; in Hawke's Bay, 3 miles of dray-road and 85 miles bridle-road; in Nelson and Marlborough, 207 miles of dray-road; in Westland, 91 miles of dray-road; in Canterbury, 50 miles of dray-road.

Many of the votes for roads in the northern part of the Auckland District were entrusted to the County Councils and Road Boards for expenditure, subject to a general inspection and approval by the Chief Surveyor of the district. Some complaints were made because the money available was not more quickly placed at the disposal of these bodies, and some misapprehension occurred as to the actual amount available. It was not clear to Councils that the liabilities of the previous year were included in the votes of the current year, and their expectations were in consequence disappointed. These have been gradually convinced that votes were not intended for expenditure in a few months following the close of the Assembly, and also that the law did not permit of liabilities of a year being paid without further appropriation.

Elsewhere most of the votes were expended under the immediate supervision of departmental officers. This has been found on the whole to give greater satisfaction to the public.

In the Taranaki, Wellington, and the Hawke's Bay Districts there has been a very large extent of road constructed, mainly to give access to lands already disposed of. These are essential to the success of settlement in this forest-clad and generally uneven country.

In Nelson a beginning has been made in the construction of a new road, which will lead from the present terminus of the railway out of the Motupiko, up the Wangapeka River, and down the Karamea and Little Wanganui to the West Coast. In this country good gold has been found, but the cost of carrying provisions to it has almost barred its profitable working.

The Government has been obliged to take over the charge of the maintenance of the main mail road in the Buller Valley to Westport, and in the Inangahua Valley to Reefton, connecting with the railway there. The main road from Kumara southward has been resumed for maintenance, and considerable improvements have been made on it, and on the road *viâ* the Bealey to Springfield.

In Canterbury, on the Cheviot Estate, the road-works have been almost completed, there remaining only a few miles of gravelling to be done, and it is expected the new county will take over the rest of the work, aided by a contribution from a vote or from the Estate Account.

In Otago the Catlin's–Waikawa Road was completed, and occupation-roads are being pushed forward in the Tautuku Forest, on which a great extent of settlement is taking place, requiring the construction of many roads to give reasonable access. These roads advance much more slowly than the wishes of the settlers require, but on the whole a full share of attention has been given to their wants. At the present time forty-one men are employed in this forest from Catlin's to Waikawa.

In Southland the opening of the Waikawa district has been begun on the coast, south of the river, and the main road from Fortrose to Waikawa is being gradually metalled. Some works have been undertaken in Seaward Bush, and on both banks of the Waiau, especially on the right bank, roads have been made to most of the lands disposed of a few years ago.

There is still much to be done to meet the wants of settlers, but this must proceed gradually day by day. During the past year the expenditure on road-works have exceeded £16,000 per month, and at the present time it is not less than £20,000 per month.

The chief road-works in new country now in hand are: The road from Dargaville to Hokianga, on which 16 men are employed, and of which 7 miles yet remain to construct; the road from Stratford to the railway at Porotaoroa *viâ* Ohura, on which 75 men are engaged, and 65 miles yet are unfinished; the road from Awakino to Te Kuiti, on which 22 men are employed, and of which 30 miles are yet to be constructed. In connection with the Awakino–Te Kuiti road, a road is being constructed from Urenui, in Taranaki, up the valley of the Mimi River, across the Tongaporutu to Mokau and Awakino; and as the Mokau and Awakino are accessible by small vessels, the settlement of this part of the West Coast will receive a great impetus.

In Wellington, in the Waimaimo country, roads are being constructed to render available that extensive district, and the Awarua country to the eastward is being rapidly opened up. The district on both sides of the Puketois, eastward of Pahiatua, is being gradually settled upon, and the settlers are employed intermittently on the formation of roads and tracks. The main road from Alfredton towards Weber is being pushed forward at both ends, 137 men being employed on it at present.

In Otago and Southland there are about two hundred and six men employed, chiefly on the Maerewhenua Estate, and in the Waikawa, Seaward, and Longwood districts, and shortly some works will have to be done to make the recently-acquired Merrivale Estate accessible to small holders.

Co-operative Contract Works.

The number of co-operative contracts completed has been 1,555, the average number of men employed on every contract was about four; and the average wage earned per day was 6s. 6½d., with a maximum of 12s. 6d., and a minimum of 2s. 2d.

The work executed was the formation of about 175 miles of dray-road, and the metalling of 12 miles of the same, the construction of 222 miles of horse-road, including the felling and clearing of 333 miles of road through forest, besides the construction of 16,720 lineal feet of culverts, 1,993 feet of bridges, and 22¼ miles of drains.

The working of the system is fully exemplified in the report of the supervising officers given in Appendix.

On the 30th April, the department was required to increase the number of men employed, and to do this it was necessary to reduce the working-time by one-sixth. It was also decided to give employment to new settlers intermittently—that is to say, young unmarried men were employed on Government works for one-eighth of their time, married men who were not resident were employed one-half of their time, and resident married settlers were employed two-thirds of their time; the rest of the time these settlers were required to work on their own lands in felling bush and otherwise bringing their sections into cultivation. As the existing contracts work out the system is being applied gradually. It is not practicable to carry it out strictly, for there are men who are unable to earn more than a living, working full time; and there are men who come to the works in debt. Such cases are dealt with on their merits, some discretion being given to the supervising officers.

Departmental and General.

No changes have taken place during the year which call for remark; the work has gone on smoothly and well, and much has been accomplished in the way of survey, roading, and settling people on the land, besides other innumerable duties, which the Lands and Survey Department performs. Much of this work is shown in the accompanying tables, but the operations in connection

with the settlement and opening-up of the lands, and other work that constantly arises in connection therewith, and the general advance of the colony, calls for unvaried attention to detail, and are matters that cannot be shown, and are entirely unknown outside the department. Thanks are due to all for the energetic performance of their duties.

The total net cost of the department, charged to consolidated revenue (exclusive of the miscellaneous vote, which has nothing to do with administration) to the 31st March last, was £111,122 17s. 2d.

HEAD OFFICE.

Maps.

Mr. F. W. Flanagan, Chief Draughtsman, reports as under on the work done in the draughting and litho. printing branches of the Land and Survey Department during the year ended 31st March, 1895 :—

The feature of the year under review has been the miscellaneous nature and urgency of the duties of the draughtsmen, which, with the general increase of work in the department, considerably delayed the publication of new maps, and the correcting to date and republication of old maps, no less necessary. The routine work has been, however, well and diligently attended to, there being little, if any, arrears to make up.

The new 80-chain district maps published during the year were Kidnappers, Matapouri, Halswell, Linkwater, Hororata, Orieri, Rock and Pillar, Waihemo, Dunback, Hawksbury, and Catlins. Second editions of the districts of Hawera, Kaupokonui, Egmont, Alford, Lothian and Mataura, Eyre and Hokonui, with necessary corrections, were also published. Ten maps of the same class are in advanced stages of progress, and a few of this number have been completed in a preliminary form to meet departmental requirements.

Among the miscellaneous maps printed may be mentioned the Towns of Papatowai, Taihape, Mangaweka, Naseby, Invercargill, Wallacetown, Riverton, Brooklands, and Frasertown, and the special settlements of Eltham, Hunterville No. 1, Hunterville No. 2, Marton No. 4, Gladstone, Rising Sun, Malton, and Onslow—the eight last mentioned being sectional plans for purposes of ballot. Besides the above, 40-chain and 80-chain reductions of each map, photo-lithographed, have been forwarded to the Chief Surveyors for illustrating reports and compiling county sheets, &c. New editions of sheets 2, 3, and 4, Auckland, in the 4- and 8-miles scales, showing the hill-ranges, and embodying the latest information, have been put to stone, and will shortly be ready for issue. During the current year the geographical map of Wellington, Hawke's Bay, and Taranaki, to which reference was made last year, will be out of the draughtman's hands. On the accomplishment of this the 4- and 8-mile series of maps covering the North Island will have been completed.

During the year 196 land-sale poster maps, showing lands opened for disposal, were drawn or compiled, and 110,970 copies printed and distributed. Of these plans, 52 were for Auckland, 14 for Taranaki, 22 for Wellington, 12 for Hawke's Bay, 16 for Marlborough, 5 for Nelson, 4 for Westland, 19 for Canterbury, 23 for Otago, and 29 for Southland.

Standard drawings (isometrical) of 24 culverts, varying in size from 6in. by 6in. to 7ft. by 7ft., and sections of road-formation and -metalling, have been made and lithographed, the specification being printed on the back of each sheet. Copies of these drawings have been sent to the Road Surveyors. Excellent maps of Wairarapa North, Wairarapa South, and Pahiatua Counties have been compiled wholly in the head office, and during the next few months they will be lithographed and published in sheets, in preliminary form, to meet the growing demands of the public for sectional information. A commencement has been made with new county maps of Selwyn, Waikouaiti, and Waihemo.

A political map of a complex nature, showing the local-government divisions of the colony in different colours, and the area of each, has been compiled for the Cabinet.

Advantage has been taken of every opportunity to publish and distribute matter for the encouragement of tourist traffic. To that end, 18,000 copies of the "Grand Tour" were printed and supplied to the travelling-public, by the Agent-General and Cook and Sons principally. Additional copies have been printed for the Imperial Parliament and the London and New York clubs. One draughtsman has been almost continuously engaged for some months designing and drawing two large coloured posters, in five printings, of New Zealand scenery. These will be available before the commencement of the next tourist season. Data has been collected for a new tourist guide, which will be published before the end of the year.

Among maps and miscellaneous work done for other departments, the following may be specially noted: Railway Time-table map, in three printings; Illustrated Railway Guide for Tourists; statistical maps and diagrams for Year-book; electoral maps, in five colours; map of projected cable routes for Postal Conference, in five colours; map of Pacific Islands, in five colours; New Zealand Institute plates; illustrations for "Maori Reader"; and 39 illustrations for Manual of Garrison Artillery.

Two hundred and sixteen descriptions of boundaries for Proclamation purposes were written, mapped, and recorded during the year. This work was principally extra-departmental.

Ninety-six descriptions and plans relating to Proclamations under Public Works and Native Land Acts were examined and recorded on maps.

Twenty-one descriptions of areas proclaimed under the Loans to Local Bodies Act were written and recorded.

Fifteen Schedules of local Bills were examined for the Local Bills Committee of the House of Representatives.

Seven hundred and eleven maps, tracings, and photographs were mounted.

Thirty-two drawings in wash or line of landscape scenery, and one crayon drawing on stone, were made.

For tinting, etching, sets-off, correcting, &c., 334 stones were used.

The demand on the litho. machines and presses has been very severe throughout the year, as may be seen from the table showing the output on the following page. Printing was done for fourteen departments of the Service. The number of impressions taken was 1,220,823, as against 1,069,504 last year. The number of subjects dealt with was 1,013, of which 834,504 complete copies were taken, the hand-presses contributing 51,895.

The number of plates taken in the photo. gallery was 873. 15 silver prints and 48 bromide prints were made.

The extra-departmental calls on photo-lithography are now so great that until the staff is housed in the new building there will not be spare time for Mr. Ross to practically experiment and keep pace with the developments which are speedily taking place in scientific processes in Europe. It is just being discovered in England what special advantages lithography offers for the printing high-class process pictures. The production of good illustrations at a minimum of cost has been accomplished already in this department under adverse circumstances, and improvements can be easily effected under improved conditions.

Lithographic Printing and Photographing from 1st April, 1894, to 31st March, 1895.

Department.	Number of Separate Printings.	Number of Impressions taken.		Photographing.		
		By Machine.	By Hand.	Number of Plates.	Bromide Prints.	Silver Prints.
Land and Survey	1,081	723,385	43,300	534	48	15
Public Works	87	33,560	4,039	168	...	...
Railways	59	164,544	35	5	...	...
Mines	41	59,500	124	17	...	...
New Zealand Institute	50	29,930	204	37	...	...
Marine	55	33,800	2,080	19	...	...
Postal and Telegraph	20	31,700	791	43	...	...
Registrar-General	24	67,500	9	9	...	...
Defence	11	12,000	7	3	...	...
Premier's	11	8,850	709	4	...	...
Education	14	1,800	43	19	...	...
Legislative	1	1,200	...	3	...	...
Agriculture and Stock	5	1,100	112	12	...	...
Customs	2	...	501	...	...	...
Totals	1,461	1,168,869	51,954	873	48	15

Abstract of lithographs printed during the twelve months :—

Head Office	1,220,823	impressions.
Auckland	6,900	"
Otago	4,250	"
Southland	200	"
Total	1,232,173	"

Maps mounted: At Head Office, 711; at Wellington District Office, 890; at Auckland, 425; at Napier, 95; at New Plymouth, 46; at Blenheim, 20; at Nelson, 20; at Christchurch, 60; at Dunedin, 353; at Invercargill, 39: total, 2,659.

Correspondence.

Mr. W. S. Short, Chief Clerk, reports :—

The work of the Head Office, apart from matters of account, for the year ended 31st March last may be summarised as follows :—

Inwards correspondence	16,500	letters and telegrams
Outwards "	14,500	"
Total	31,000	"

These figures show an increase over those for 1893–94 of 500 inwards and 1,900 outwards letters.

The warrants, Proclamations, Orders in Council, &c., prepared and issued under various Acts were :—

1. Dealing with Land: Land Act, 235; Cemeteries Act, 30; Public Domains Act, 43; Land for Settlements Act, 3; Public Reserves Act, 37; setting apart land for special settlements, 22; regulations, special settlement associations, 52; Native Land Improvement and Acquisition Act, 1.

2. Roads, Bridges, Ferries, &c.: Land Act, 11; Public Works Act—Proclamations 32, warrants 6; Proclamations (various Acts), 14; Notices (various Acts), 18; Commissions issued, 6; Public Works Acts (Orders in Council taking Native land), 7; By-laws regulating traffic, 7; warrants of Governor and Surveyor-General taking roads, 41: total, 565.

The claims under the Naval and Military Settlers' and Volunteers' Land Acts were as follows: A voluminous return (46 folios) was prepared of all claims remaining unsatisfied, and presented to Parliament last session (H.–23, 1894). In each case the report was carefully revised, and the return

prepared in alphabetical order, giving names, corps, addresses, and reasons for present position of each claim. The total number of cases thus dealt with was 1,579. Three hundred and twenty new cases were also added to the return as received on and up to 6th October, 1894. These cases brought up the total of the return to 1,899 cases. Since the preparation of this return 34 new applications have been received. The correpondence and necessary searches involved a great deal of work.

The number of remission certificates exercised during the year ending 31st March, 1895, has necessarily been small, as the date of limit for the exercise of scrip issued under the Act of 1891 was reached on 31st March of the previous financial year, and there remained only a few outstanding cases under the Act of 1892, which are limited by 31st March, 1895.

The position is as follows for the year 1894–95 :—

	£
Scrip exercised in the purchase of land, 14	600
Scrip exchanged for debentures, 29	1,190
Scrip lapsed, 6	185

Final position under the Naval and Military Settlers' and Volunteers' Land Acts on 31st March, 1895 :—

	£
Total value of scrip	44,096
Total number of scrip exercised	43,166
Total number of scrip lapsed	930

The number of Crown grants, warrants, certificates, leases, &c., passed and issued from 1st April, 1894, to 31st March, 1895, was as under :—

District.	Number of Grants.	Area in Grants.	Number of Warrants.	Area in Warrants.	Total Area in Grants and Warrants.	Area Granted to Natives.	Number of Leases.	Number of Land Transfer Certificates.	Duplicate Grants.	Corrected Grants.
		Acres.		Acres.	Acres.	Acres.				
Auckland ...	25	1,743	40	53,334	55,077	54,075	70	300	4	3
Hawke's Bay ...	25	32,240	12	49,255	81,495	42,530	...	170	...	...
Taranaki ...	...	...	8	48,844	48,844	35,830	15	200	...	1
Wellington ...	12	12,225	30	275,294	287,519	158,927	5	400	...	2
Nelson	1	1	9	11,014	11,015	124	22	100	...	...
Marlborough ...	...	...	1	1,791	1,791	...	2	6	...	...
Canterbury ...	4	38	17	14,604	14,642	577	5	180	...	1
Westland ...	...	...	...	...	...	...	4	...	...	...
Otago	4	148	7	6,017	6,165	...	16	150	...	...
Southland ...	3	57	3	6,000	6,057	...	6	370	...	1
Total ...	74	46,452	127	466,153	512,605	292,063	145	1,876	4	8

The loans applied for under the Government Loans to Local Bodies Act amounted to £43,941, and comprised 41 different blocks; the loans granted amounted to £28,591, and comprised 24 different blocks. A table showing all particulars has been prepared for this report. This Act entails much correspondence and book-keeping.

Under the Land for Settlements Act 208 new offers were recorded. A table giving full particulars of this matter has also been prepared for the annual report. The work under this Act is steadily increasing, and is now assuming large dimensions.

In addition to these details, many statements were prepared and many duties were undertaken inseparable from the Head Office of a large department, dealing, as this one does, with several Acts of a widely different character, and having the administration of the expenditure of large sums of public money.

Accounts.

Mr. H. J. Knowles, the Chief Accountant, reports :—

The number of vouchers authorised for payment or credit was :—

		£	s.	d.
5,837	charged to Consolidated Fund, covering gross expenditure of	134,583	17	2
574	charged to deposits in hands of Receivers, covering gross expenditure of	12,716	16	5
6,485	charged to Public Works Funds, covering gross expenditure of	51,149	14	5
	charged to Lands Improvements Account, covering gross expenditure of	133,014	14	11
	charged to Native Land Purchase Account, covering gross expenditure of	10,870	7	6
139	charged to refunds of revenue and contract deposits, covering gross expenditure of	4,897	7	8
32	charged to Civil Service Act, covering gross expenditure of	893	12	4
214	charged to Land for Settlements Account, covering gross expenditure of	27,715	2	0
1,086	charged on account of Cheviot Estate, covering gross expenditure of	44,690	6	8
Total 14,367		Total £420,531	19	1

Details of the net expenditure will be found in the various tables on other pages.

In addition, 198 credit vouchers and 610 applications for imprest advances have been dealt with, and about 1,500 letters, memos., returns, &c., have been prepared.

Two hundred and fifteen agreements, prepared in triplicate, have been issued, representing grants to local bodies of £52,892 5s. 1d.; and the payments under grants amounted to £45,302 7s. 3d.

A statement of the expenditure and liability, &c., in respect of each of the 592 appropriations has been issued within the department monthly (excepting two months); and the various expenditure and authority registers have been checked, and the totals and balances arrived at.

The attached comparative statement shows to some extent how the large increase of work in the department affects this branch.

Comparative Statement of Expenditure, &c., for Past Five Years by Land and Survey Department.

Year.	Number of Vouchers.	Gross Expenditure.	Number of Appropriations.	Number of Grants to Local Bodies.	Amount Granted to Local Bodies.	Payments to Local Bodies under Grants.
		£			£	£
1890–91	9,810	152,775	210	80	17,782	Not compiled.
1891–92	8,355	177,903	219	87	23,391	13,448
1892–93	10,676	260,498	252	108	21,568	20,388
1893–94	13,071	353,772	440	181	42,847	22,704
1894–95	14,367	420,531	592	215	52,892	45,302

APPENDICES.

APPENDIX No. 1.—ADMINISTRATION.

EXTRACTS FROM THE REPORTS OF THE COMMISSIONERS OF CROWN LANDS ON SETTLEMENT OPERATIONS DURING THE TWELVE MONTHS ENDED 31ST MARCH, 1895.

AUCKLAND.

Table A, Summary of Lands disposed of during Year.—

No. of Selectors.		A.	R.	P.	Total Area. A.	R.	P.
Cash—							
12	town sections	12	1	14			
14	suburban sections	74	1	10			
84	rural sections	6,063	0	10			
					6,149	2	34
205	occupation with right of purchase ...				38,527	3	9
84	lease in perpetuity				21,275	0	28
2	small grazing-runs				28,810	0	0
25	special settlement associations				4,550	0	0
	Total				99,312	2	31

The total area disposed of, as shown above, is 35,680 acres less than last year, but if to this is added special-settlement-association selections not yet brought to account, and improved-farm settlements in process of settlement also, but not yet brought to account, it will give a total of 115,262 acres, or only 19,729 less than last year. I attribute this decrease entirely to local causes, and chiefly to the fall in prices of all agricultural and pastoral products. It must also be remembered that all the lands worth cultivating in this district are covered generally with dense forest, and require a large expenditure of both time and cash before they can even begin to yield any return or subsistence to the selector.

Table B, Analysis of Holdings.—Again I venture to call attention to the very small average of the holdings in this district—namely, cash, 110 selectors with an average of only 55·9 acres each; occupation with right of purchase, 205 selectors averaging only 189·7 acres each; and lease in perpetuity, eighty-four selectors averaging only 253 acres each.

Table C, Cash Lands.—Only 6,063 acres of rural lands have been sold for cash, and these have been principally kauri-forest lands of special value, which it was thought expedient to dispose of for cash to prevent the selectors from obtaining undue advantages. Of perpetual leases made freehold, only eight selectors have applied for the freehold of 1,686 acres.

Table D, Deferred Payment Lands.—The forfeitures and exchanges into lease in perpetuity have been fifteen, of an area of 1,814 acres, while the freehold during the year has been acquired by twenty-four selectors, of an area of 3,345 acres. I am glad to report that the arrears owing by seventy-eight selectors is only £468, and it is very probable that little of this will be left at the end of the year.

Table E, Perpetual Lease and Small Areas.—Exchanges into lease in perpetuity have been made by four selectors, for an area of 659 acres. By surrenders and forfeitures the Crown has resumed possession of eighteen holdings, with an area of 5,668 acres. Eight selectors have been allowed to acquire the freehold of 1,686 acres. The arrears of this class of holding are gradually diminishing, and only 189 selectors are now in arrear, to the extent of £1,098.

Table F, Occupation with Right of Purchase.—The selections have been 205, of a total area of 38,527 acres, with an average rental of 6d. per acre, whilst the forfeitures for non-fulfilment of conditions have been only four, of an area of 260 acres.

Table G, Lease in Perpetuity.—The selectors under this tenure have numbered eighty-four, holding a total area of 21,275 acres. The forfeitures and surrenders have been eight in number, with an area resumed by the Crown of 2,634 acres.

Table N, Village Homestead Special Settlements.—As Mr. March has quite recently visited and made a minute inspection of these settlements for the purpose of reporting to you exhaustively on each, I will only record that the forfeitures and exchanges into other tenures have been twenty-two, of a total area of 961 acres, leaving the total number of present holders under this heading at 236, holding a total area of 9,781 acres (exclusive of those who were allowed to exchange into lease in perpetuity); that £320 12s. 6d. has been advanced under the special conditions to complete promises up to 30th June last, from which date Government are not liable for any further advances; that the arrears owing by this class of settlers are—for rent, £544 18s. 7d., and, for interest on advances, £773. I may add that the total improvements now on the land made by settlers have been recently valued at £25,638.

Table O, Special-settlement Associations.—In addition to the Auckland, Avoca, and Marlborough Associations, mentioned in last year's report, only one other has been taken up—viz., the Papamoa, near Tauranga, by thirteen selectors, with an area of 1,300 acres. Neither the Auckland, Avoca, nor the Papamoa Associations have yet been fully brought to account, owing to the surveys being only just finished.

Table T, Revenue.—The revenue exceeded my estimate by over £4,000, and has totalled from all sources to £28,242 8s. 10d, or £2,604 over that of last year.

Inspection by Rangers.—The work of inspection of holdings has been continuously carried out, and during the past year the total number of selections so inspected have been 1,143, of a total area of 168,300 acres. In nearly all cases the improvement conditions have been more than complied with, and, in very numerous cases, are largely in excess of what is required to be done. It may be interesting to quote, from actual observation, something like the amount of bush fallen in this district by Crown tenants for the past year, amounting in all to 13,000 acres. During the year also some 4,341 chains of drains have been cut, equal to 54 miles 21 chains.

State Forests.—These forests have been carefully guarded during the past year, and we have not been able to hear of any depredations, or any loss by fire. The dead timber in the Wharekawa State Forest Reserve, near Tairua, containing some 21,710,000ft. of dead kauri, was sold by auction for £6,047 18s. 4d. Of this amount, some £3,023 19s. 2d. appears in this year's Revenue Account, and the balance will go to that of next year. Mr. Ranger H. S. Wilson is most indefatigable in the ranging of his very extensive district, involving, as it does, heavy and risky travelling.

Crown Forests in Mining Districts.—Mr. Ranger Lusk has been kept well employed in ascertaining the quantity and value of the kauri timber still left upon Crown lands in the Thames and Ohinemuri Counties. He has also ascertained the extent of the depredations which have been going on for some years, and the Supreme Court has assisted me to recover some of its value for the Government.

Schemes of Expenditure of Thirds and Fourths.—Schemes for expenditure of thirds and fourths have been received from no less than fifty-four local bodies during the year, involving a heavy amount of checking. Though the total sum so checked and passed by the Land Board amounts only to £3,812, yet the smaller the amounts the greater the heartburnings amongst the settlers as to the precise work and locality upon which it shall be spent.

Office Work.—There are 2,792 selectors upon our registers, and the correspondence entailed by these, together with the numerous inquiries from all parts of the colony daily being made, totals up to an amount scarcely credible, but of which you have already been supplied with the totals, and, were it not for the energy shown by all classes of officers, it would be impossible to prevent arrears accumulating.

New Lands for Selection, &c.—There are at present open for selection in various counties some 470,161 acres, a full description of which appears in the Land Guide. Much of this land is of good quality, but, being heavily timbered and almost inaccessible for want of roads, selectors hesitate about taking it up. Again, so much of our lands to the north are comparatively of inferior clay soil, more or less mixed with sand, and these require continuously working for three years before they are sufficiently sweetened and pulverised for cropping. During the coming year new lands of good quality will be opened in the Waipoua, Mangakahia, Otanewainuku, Maketu, Rotorua, Wharepapa, and other survey districts. Some of these lands are, indeed, of very good quality, but are covered with heavy forest, involving considerable outlay for clearing before being available for stock.

In conclusion, I have to point out that, though the revenue from this district is comparatively small, yet it cannot be taken as a gauge of the progress of settlement. The latter is both steady and progressive, and will continue to be so, though with a comparatively small average of area for each holding, and with a class of settlers more or less struggling for the first few years.

GERHARD MUELLER,
Commissioner of Crown Lands.

TARANAKI.

Table A, Summary of Lands taken up.—The area open for selection at the beginning of the year was 16,877 acres, comprising mostly rough and broken country, inland from Waverley, and which still remains unselected. During the year, 41,544 acres were opened for selection, and in two instances the whole of the sections were taken up on the day of sale. The area remaining open for selection on the 31st March last was 42,083 acres, mostly rough and broken land.

Table B, Analysis of Holdings taken up.—There appears to be a slight tendency in favour of the system of occupation with right of purchase this year, and the size of sections inquired about and selected varies from 100 to 250 acres.

Table C, Cash Lands.—The sale of town lands in Manaia and Stratford contributed towards this item, the only rural selection being one under section 117 of the Act of 1892, where an adjoining owner acquired sixteen acres left by a deviation of a road.

Table D, Deferred-payment Lands.—The revenue this year from the above source is £1,154 in excess of the receipts of last year. A great number of licenses expired last June and December. A few selectors who could not pay up immediately, were given an extension of time, and they have since complied with the requirements. The number of capitalisations is five in excess of last year, and the freeholds are sixteen in excess. The amount received during the year from lands made freehold was £12,553 12s. 9d. Three sections, comprising 1,213 acres, were forfeited, and one section, 494 acres, converted to lease in perpetuity. The yearly decrease in the revenue by the acquisition of freeholds is £1,163 8s.

Table E, Perpetual-lease Lands.—The freeholds obtained are twelve in excess of last year, the yearly decrease in revenue being £357 19s. 8d. Of the surrenders shown in the table, twenty-two, comprising 4,498 acres, are of sections in the Mangamingi Block, which were valued too high, and the settlers are being allowed to surrender, with a view to the lands being opened under the Act of 1892 at reduced rentals. The revenue will lose about £155 yearly by the conversion. Five sections, containing 1,252 acres, were converted to lease in perpetuity.

Table F, Occupation with Right of Purchase.—The area selected is more than double that taken up last year. Two blocks of land in small areas, adjoining the Mount Egmont Forest Reserve, were taken up on the day they were opened for selection with great competition. There is a fair division of applications for this and the lease-in-perpetuity system.

Table G, Lease in Perpetuity.—The area selected this year is about 3,000 acres less than last year, although the number of selectors is more. Six selectors under deferred payment and perpetual lease converted 1,746 acres to this system, the number of conversions being double that of last year.

Table I, Village Settlement for Cash.—The Punehu Village, on the Eltham–Opunake Road, was opened for selection, and eight sections were taken up under this tenure; also one in Tarata Village and two in Kaponga, the latter bringing high prices at auction.

Table J, Village Settlement on Deferred Payment.—This item is a gradually-decreasing quantity, there being only five left on the books now. Two freeholds, containing 100 acres, were obtained during the year, the amount received being £89 11s. 1d.

Table L, Village Settlement with Right of Purchase.—The area of 13 acres 1 rood, selected during the year, comprises seventeen sections in the Punehu Village, which was opened for sale in April, 1894. Only one section remains open for selection.

Table M, Village Settlement on Lease in Perpetuity.—The lands disposed of are situate in the Punehu Village, two sections, and six sections in the Matapouri Village, on the Waitotara, about twenty-eight miles and a half up that river.

Table O, Special Settlements.—The only new selection was the Ross Association, for 1,912 acres in the southwest corner of the Taumatamahoe Block, on the Ohura Road, there being twelve persons in the association. The road is a continuation of the East Road from Stratford, and a dray can be driven to the block. The association selected their own surveyor, paid the fees, and the ballot took place here on the 30th November, 1894. The Nelson Block, which appeared on last year's return, was forfeited for non-payment of survey-fees. The ballot for the Moanatairi Block took place at the Thames on the 14th September, 1894, the number of selectors being fifteen. One section reverts to the Crown for non-payment of survey-fees, and will be reoffered for selection with other forfeited sections. The Eltham Association ballotted at Eltham on the 17th September, 1894, two sections being drawn for by the Crown. The ballot for the Terrace End Association took place at Palmerston North on the 8th November, 1894, forty-eight persons out of the fifty-one selecting sections in that block. Payments of rent have been received from the Milsom, Tanner, Oxford, and Lepperton settlers, mostly from the latter; the Tanner settlers are not paying up promptly. Out of a total of ninety-six who are required to pay, only thirty-three have made any payments, and, from what I can learn, there are not many of the Oxford men who will keep their sections. Residence on these four blocks is not necessary until the 1st January, 1897. Eighteen have forfeited their sections, and the number is daily increasing. So far as actual settlement is concerned, the Lepperton, Tanner, Ross, and Moanatairi Associations are the most successful, and the Milsom fairly so. The payment of survey-fees at the time of selection (as in the case of the Ross and the Moanatairi Blocks) is a good guarantee in the matter of *bona fides* of selection, and the retention of holdings. Eighty acres have been felled and grassed on the Ross, Moanatairi, and Terrace End Blocks, taken up during the year. The three blocks under survey will be ready for ballot this year.

Table Q, Small Grazing-runs.—The only lands opened for selection this year under the above heading were 3,974 acres, comprising two forfeited runs; the smaller one was redisposed of. The conditions of improvement are being carried out very satisfactorily. No further inspection since last report has been made, it not being due until January next. Seven are residing, the others are resident within the limit of ten miles allowed by the Act under which they hold. There have been no forfeitures during the year. Payments of rent under this system are very regular.

Table S, Miscellaneous Leases and Licenses.—A timber license was granted by the Land Board to Messrs. Henn Brothers and Willy over some of the sections in the Ngaire Block, and which has now expired. The miscellaneous leases are mostly yearly tenancies in town lands. Two more subdivisions of the Eltham–Opunake Railway Reserve were leased during the year.

Table T, Revenue.—The amount received is £2,520 in excess of last year's revenue, and £5,021 in excess of the estimate, accounted for by the number of deferred-payment and perpetual leases made freehold. The deferred-payment lands contribute more than one-half of the total amount received, most of the money being for the acquisition of freeholds. The perpetual leases made freehold show a decided increase on last year. The amount received from special-settlement lands is only about one-third of what is due. Naval and military scrip to the value of £90 was received and exercised. The time for exercising such scrip lapsed on the 31st March last.

Table U, Arrears of Rent.—The total amount of arrears at the end of the financial year was nearly one-half less than the amount for the corresponding period last year, although the number of selectors has only decreased by about one-fourth. The most substantial decrease is in the deferred-payment class, the number in arrear being fifty-six less than last year. Most of the arrears are on lands selected during previous years.

Table V, Area reserved, &c.—The principal reservations are for forest scenery at the White Cliffs, near Pukearuhe, and along the Matemateonga Range, the latter more on account of the water-supply of the district round about; the balance includes the usual reserves for primary education,

schools, &c. The area granted under Acts comprises titles for Native reserves near this town, and elsewhere.

Table W, Selectors on the Books.—After allowing for new selectors, there are eighty-seven less on the books of the department than last year; and, out of the total number of 1,454, only 1,001 are liable for payments during the year.

Improvements.—The reports of the Crown Lands Ranger show that 274 sections were inspected, comprising an area of 27,067 acres of first-class and 45,964 acres of second-class lands. The requirements of the Act were 3,657 acres under cultivation, and additional improvements to the value of £15,439 3s. The area actually cultivated was 19,505 acres, at a value of £38,669, and other improvements, such as fencing, buildings, gardens, &c., to the value of £15,836. Twenty-six selectors were in default. The area of bush felled on selections made during the year was 480 acres, by about thirty settlers. A number of special inspections were made, notably of the twenty-two sections in the Mangamingi Block, also of the University Reserves, Carlyle and Opaku, to be surrendered with a view of the lands being relet at reduced rentals.

Probable Future of Crown Lands.—The area of Crown lands at present available for settlement is, roughly, 544,000 acres. Of this area, 114,561 acres were purchased from Natives during the year. As in last year's report, I would again urge the adoption of energetic measures in obtaining the freehold of as many as possible of the Native blocks on each side of the Ohura Road north of Taumatamahoe. These lands are urgently wanted for settlement, and it appears to me folly to go on spending, as at present, large sums of money in clearing and forming the Ohura Road through these Native blocks without first obtaining the freehold thereof. It simply means doubling or trebling the price the Crown will ultimately have to pay for such improved lands.

The Ngaire Block of 7,500 acres, which lies about one mile and a half east of Eltham Railway-station, and on which a considerable amount of Government money has and still is being spent, in cutting drains, clearing and forming roads, &c., will shortly be ready for disposal, and will doubtless be keenly competed for, being of good quality and easy of access.

The Rawhitiroa Block of 35,000 acres, situated on the Waitotara River, some thirty-six miles by road north-east of Waitotara Railway-station, and of which the survey is nearly completed, will, during the coming season, be opened for selection as small grazing-runs in areas of from 1,800 to 5,000 acres.

In the Mokau-Mohakatino, Taumatamahoe, Egmont, and Rata-tomokia Blocks, surveys for settlement purposes of some 48,000 acres will be put in hand, pushed on as rapidly as possible, and opened for application as soon as available.

JOHN STRAUCHON,
Commissioner of Crown Lands.

HAWKE'S BAY.

The selections this year have been seventy, embracing 20,141 acres, an average of 287 acres to each selector. The preference for lease in perpetuity is very pronounced, there having been exactly four times as many selectors under this tenure as on the alternative of occupation with right of purchase. It is interesting to note the average size of selections is lowering yearly. In 1892–93 it was 553 acres, in 1893–94 it was 329 acres, and this year 287 acres, as above stated.

Cash Sales.—The cash sales have been only four this year, all town sections, and show that the cash purchase of rural lands is not in favour here; but thirty-five perpetual-leaseholders have acquired the freehold of their lands to the extent of 13,190 acres, contributing £11,336 to this year's revenue.

Deferred Payment.—Sixteen licensees have made their holdings freehold, reducing the number of selectors to eighty-five. The permitted extension of licenses from ten to fourteen years has been taken advantage of by most of those remaining, so that it will be a few years more before this system of tenure is extinguished.

Perpetual Lease.—The perpetual leases are also fast decreasing, the total number now held being one-fifth less than at the commencement of the year: thirty-five have been made freehold, seven have been exchanged to lease in perpetuity, and three have been forfeited for non-fulfilment of conditions, leaving 209 leases at the present time, holding 95,416 acres.

Occupation with Right of Purchase.—Only four selections have been made during the year. The total area now held is 19,736 acres by twenty-nine licensees.

Lease in Perpetuity.—This tenure is evidently preferred to the last-mentioned one, as the lessees are considerably more than two to one, there now being sixty-seven holders with 45,860 acres. Seventeen leases, comprising 10,343 acres, have been taken up this year, and seven exchanged from perpetual lease. Forfeitures and surrenders have been four in number.

Village Settlements.—The selections during the year have been five for cash, five on occupation with right of purchase, and six on lease in perpetuity. There are now forty-eight on the books, holding 258 acres. As a rule, they are not a success so far as settlement is concerned, for the greater number are unoccupied, the holdings being found too small to make a living upon independent of outside labour, which is difficult to obtain in the particular localities these settlements were placed in. The consequence is that improvements are made sufficient to comply with the conditions so as to avoid forfeiture; but a large proportion of the selectors are absentees.

Village Homestead Special Settlements.—There has been no change under this tenure, neither new selections, forfeitures, nor surrenders. There are two settlements, one at Woodville, with twenty-seven holders, and the other at Puketitiri, with four holders. The total area held is 203 acres, and both settlements fulfil expectations. The total advances made are £876 15s. 9d., and the estimated value of improvements £5,632, £830 being for houses and the balance for bushfelling and other work.

Special Settlement Associations.—In the Waipawa and Danevirke Settlements, which adjoin and are practically one, out of the fifty-eight original selectors on deferred payment, only sixteen remain on the books, the balance having been made freehold. These settlements continue to prosper, and have fulfilled the most sanguine expectations.

The Liberal Association, from the first, owing to the character of it members, constituted as it was of persons unlikely to become settlers, did not promise to be a success, and in last year's report attention was drawn to seven out of fourteen selections having been surrendered or forfeited. These sections have been reoffered and selected under ordinary settlement conditions, and the prospects of this locality being settled have improved. Improvements are going on, but not to the extent desired, as in nearly every instance just sufficient have been made to comply with the law.

The Ruahine Special Settlement of 2400 acres was selected in November last, and bushfelling will be started very shortly.

Small Grazing-runs.—This tenure is suited to a considerable extent of country in Hawke's Bay, which is unfitted through various causes for closer settlement. There are now forty-eight leases, covering 125,528 acres, and the whole of the tenants have made extensive improvements, very far in excess of the legal requirements. Very shortly six more runs in the Hangaroa district, embracing 34,730 acres, will be thrown open for selection.

Pastoral Runs.—One run has been surrendered, reducing the number now held to twenty-one, with an area of 154,776 acres. These are, generally speaking, outlying poor country, with little permanent improvements on them.

Revenue.—The cash received was £22,214 0s. 5d., of which perpetual leases made freehold provided £11,336 8s. 10d. In addition, £362 3s. 8d. was taken on account of rent on educational endowments administered by the Land Board. The arrears of payments are in excess of last year, there being now 132 selectors owing £1,096 18s. 7d., of which all except £22 is for payments due in advance in January and March last. The increase in arrears is not surprising when taking into account the general depression and low markets. In considering arrears, it also has to be borne in mind that a number of settlers look upon these advance payments as not being due until the end of the half-year, and very much resent being called upon to pay them at the commencement.

Improvement Conditions.—Inspections have been made of 193 holdings, representing 76,836 acres. Nineteen of these were found to be deficient in improvements, ten of this number being selections of but one year old. The balance have made very extensive improvements, nearly treble the statutory requirements. On the sections inspected, the Rangers report improvements effected to the value of £48,980, as against £17,824 required. The extent of bushfelling done by Crown tenants during the year is estimated at 15,900 acres, and it is a pleasure to record that the burns, with hardly an exception, have been good, and very encouraging to the settlers, after repeated bad burns of late years. There is no doubt that a much greater extent would have been felled had it not been for a dread of a repetition of the failure in the past, with the losses consequent upon it.

The area of Crown land open for selection is 15,615 acres of surveyed and 32,668 acres of unsurveyed land, a total of 48,283 acres. It happens that none of this is fitted for small holdings, for which there is just now so much demand. Twelve of the 15,000 acres of surveyed land is in the Mata district, inland of Waipiro. It is rough forest country that has been open for selection without result for some years, and will probably remain so for some time yet. The unsurveyed land is outlying, not easy of access, wooded, and, though good grazing-country, is only fitted to be held in fairly large areas. It is only the man with a true pioneer spirit, and with a little money, that ventures to tackle it, and it is little sought after by the general run of would-be settlers.

There will shortly be 34,000 acres thrown open for selection in the Hangaroa district, but here again the small settler will have no chance, for it is high, rough, forest country, and will be let as small grazing-runs. There is some good land in the Waikopiro Block, near Ormondville, that will be opened in a few months, but the extent is limited, and will likely be applied for ten times over, for the cry throughout the district for small holdings is very pronounced and persistent.

It is perfectly clear from the foregoing that the Crown has not the class of land to satisfy the demand, and the only hope lies in transactions under the Lands for Settlement Act, and the acquirement of some of the Native blocks in the district, which are specially adapted for close settlement.

THOMAS HUMPHRIES,
Commissioner of Crown Lands.

WELLINGTON.

The land transactions of the district for the past year, including those effected under "The Land Act, 1885," come under so many subdivisions it is not easy to give a comprehensive review of them, and the revenue derived from the various classes of land now dealt with, without tabulating them in a concise form. This I have done in the form adopted by the Otago Commissioner last year, which shows at a glance the selections or exchanges made in the various tenures, the total area still held under each, and the revenue received therefrom for the year.

It will not be necessary to enlarge on the transactions which have taken place in each separate class enumerated in the summary prepared; but I have done so at greater length in those cases which appear to me to present importance in the administration of the present land-laws of the colony.

The total revenue collected exceeded my estimate by £11,193, but, as I explained when sending it in, a large proportion of the cash received is derived from lands taken up under "The Land Act, 1885," on perpetual-lease conditions, which are now being turned into freeholds, and it is impossible to form any reliable estimate of how many lessees are likely to do so; thus the total land revenue in this district can never be given with any degree of accuracy until the year's transactions are completed.

SUMMARY OF LAND TRANSACTIONS DURING 1894–95.

Class of Selection.	Transactions during the Year.		Area held at 31st March, 1895.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£ s. d.
Cash, rural	9	690 3 21	...	...	634 19 5
Cash, suburban	3	13 3 8	...	...	1,904 2 0
Cash, town sections ...	61	20 3 34	...	...	*461 10 0
	73	725 2 23			3,000 11 5
Deferred-payment holders ...	...	...	132	29,710 0 22	8,703 10 0
Deferred payment made freehold	42	8,613 0 17	...	...	
Perpetual-lease holders ...	...	...	570	225,116 2 20	10,742 16 1
Perpetual lease made freehold	96	36,867 2 6	...	...	32,903 2 9
Occupation, right of purchase	36	9,506 0 0	130	39,256 1 5	449 1 6
Lease in perpetuity ...	26	8,490 0 0	82	27,253 1 7	193 5 11
Conversions from perpetual lease	4	705 0 20	...	...	...
Village settlement, deferred payment	...	...	16	105 0 16	249 3 7
Village settlement, deferred payment made freehold	25	238 0 14	...	...	
Village settlement, perpetual lease	...	...	8	80 0 17	10 18 9
Village settlement, perpetual lease made freehold	4	19 3 17	...	...	73 19 7
Village settlement, lease in perpetuity	90	2,105 0 1	110	2,352 2 23	490 8 11
Village homestead, special settlement	...	...	186	2,421 0 31	†321 1 10 ‡272 18 0
Special settlement, deferred payment	...	...	336	33,629 2 34	7,993 0 3
Special settlement, deferred payment, made freehold	123	12,131 1 9	...	...	
Farm homestead, perpetual lease	...	...	24	4,800 0 0	50 13 0
Farm homestead, lease in perpetuity	136	27,200 0 0	945	182,166 3 10	2,451 7 9
Improved farms	25	2,247 0 0	25	2,247 0 0	...
Small grazing-runs	2	1,559 2 8	87	84,903 2 22	1,729 12 11
Pastoral leases	...	...	22	40,791 0 0	303 16 8
Miscellaneous leases ...	10	659 3 20	25	1,533 1 38	610 5 0
Other sources	...	...	...	...	5,804 4 9
Grand totals... ...	692	111,068 0 15	2,698	676,367 0 7	76,353 18 8

* Scrip. † Rent. ‡ Interest.

Crown Lands sold for Cash.—Seventy-three persons selected 725 acres 2 roods 23 perches for cash during the year, sixty-four of whom were purchasers of small township areas. The total price realised was £1,704 16s. 8d.

A considerable number of other sections were sold in March, but not in time for them to be finally registered and included in the yearly returns. The principal sales effected were: Levin Township, on the Manawatu Railway-line; Pongaroa, a new township started on the coast side of the Puketoi Range, on the Main Alfredton–Weber Road, at a point where the traffic to the coast will leave the main road referred to, the shipping place of which will be the Aohanga River. Pongaroa will in course of time become the distributing centre of a large quantity of fairly good agricultural and pastoral land, opened as farm-homestead settlements.

Two other townships were opened on the North Island Main Trunk Railway-line, one at Mangaweka, situated at a point where the traffic from the east side of the Rangitikei River will cross that river; and the other at Taihape, the point where the produce from the Inland Patea country will join the railway-line. The sections in both these townships were keenly contested for, and realised good prices. I anticipate that considerable further sales will be effected in both of these townships next summer.

Deferred-payment Lands.—There are only 132 selectors under this system now on the books, holding an area of 29,710 acres and 22 perches, the yearly instalments of which amount to £5,192 12s. 7d. Forty-two persons completed their titles to an area of 8,613 acres and 17 perches. There were no forfeitures of selectors' interests under this system.

Perpetual-lease Lands.—Under this heading there are 570 selectors on the books, holding an area of 225,116 acres 2 roods 20 perches, the annual rental being £11,478 13s. 6d. There were

ninety-six freehold titles acquired during the year, for an area of 36,867 acres 2 roods 6 perches, the capital value being £32,903 2s. 9d. This is an increase of twenty-one titles for 6,020 acres over last year. The increase is probably caused by the near expiration of the time during which these titles can be made freehold, and the necessity for lessees to obtain freehold titles to raise money, by way of mortgage, to effect further improvements, stock the land, &c. There were six forfeitures of 705 acres and 20 perches under this tenure during the year.

Rural Lands opened under "The Land Act, 1892."—The principal new blocks opened during the past financial year were a small one at Waikanae, containing 3,528 acres, about half of which has been taken up; one block immediately south of the Kawatau River, containing 4,500 acres, out of which 3,000 acres have been selected; two blocks in the Waimarino, containing about 10,300 acres, one-fourth of which has been taken up. The other lands opened were remnants of blocks which had been previously opened under the former Land Acts.

A large block of 44,000 acres, in the Upper Waimarino country, was ready to be opened for selection, but I deemed it best to keep it back until next season, to allow the road, which has been laid out, connecting it with the Waimarino-Taumarunui Road, to be first formed, so that intending selectors could get on the land to view it before applying. This land is so far away from any market it will only be taken up gradually by young men who are not afraid to grapple with the hardships settlers have to contend with who act as pioneers in the first settlement of the back-country.

There is now a great dearth of land suitable for immediate settlement in this district, and a large number of the sons of the early settlers, who have the means and are ready to take up land, cannot find it in such situations as will enable them to turn their capital to profitable account. The blocks which will be ready to be opened shortly at Awarua will meet this demand to some extent. A description of these will appear under new country to be opened in the forthcoming season.

The land taken up during the past year was either selected on occupation with right of purchase or under lease in perpetuity, as follows :—

Occupation with Right of Purchase.—Thirty-six selections were made during the year, of an area of 9,506 acres, bearing an annual rental of £493 3s., and the interests of three selectors in 1,873 acres were forfeited.

Lease in Perpetuity.—Twenty-six selectors took up 8,490 acres during the year, the annual rental being £355 10s. 2d., and there were four exchanges from other systems of an area of 705 acres and 20 perches, the annual rental being £43 3s. 2d. There are now eighty-two selectors on the books, holding 27,253 acres at an annual rental of £1,212. There were only eighteen selectors in arrear on the 31st March last for £118 13s. 8d.

Village-settlement Lands.

Under Lease in Perpetuity.—On this system, which is practically a continuation of the village-homestead special-settlement system, there were ninety selections, of 2,105 acres and 1 perch, at an annual rental of £693 0s. 4d. There were four forfeitures, of 182 acres, during the year, and the total area now held amounts to 2,352 acres 2 roods 23 perches, by one hundred and ten persons, the annual rental being £680 9s. 10d., twenty-five of these being in arrears with £137 16s. 1d.

During the year, four large and one smaller new village settlements were started, the principal being the Horowhenua, Rakanui, Pongaroa, and Mangaweka Settlements. In all of them the sections, which ranged from five acres to a hundred acres each, were keenly contested for, and five times the area would readily have been taken up if there had been suitable land to offer the would-be village settlers.

Village Homestead Special Settlements under the old Regulations.—There are 186 selectors on the books, holding 2,421 acres and 31 perches, at an annual rental and interest on advances of £415 5s. 6d. The interests of nineteen lessees in 182 acres 2 roods 31 perches, were forfeited during the year. A sum of £90 was advanced for houses the total advances made to the 31st March last being £6,551. The arrears amounted to £670 0s. 9d., owing by 147 selectors. The improvements effected on the land held under this system amount to £20,950.

Special Settlement Associations comprise the following systems—viz., land selected on the deferred-payment conditions, under the special-settlement regulations of the 5th December, 1885; farm-homettead associations, under the regulations of the 15th December, 1891 (both of which have been repealed); and special settlement associations, under sections 162, &c., of "The Land Act, 1892."

Under the first system there are still 336 selectors, in fourteen associations, holding 33,629 acres 2 roods 34 perches. The number of selectors residing on the land is 171, representing an area of 16,711 acres and 7 perches; the others are making double improvements in lieu of residence. There were 123 freehold titles acquired during the year, for 12,131 acres 1 rood 9 perches. There were 163 persons in arrear with their instalments, amounting to £1,011 9s. 7d.

The sixth year's improvements have in all these original associations now fallen due, and as they include, in addition to the one-fifth of the land required to be in grass, £1 per acre to be spent on the gross area of the holding, a good number of the settlers have not yet fully complied with these conditions of their licenses; but, when they are residing on the land, the Land Board has given them time to comply with the Act. It is only in cases where the association settler is not residing that the Board presses for the full improvements required by the Land Act to be completed promptly.

Taken as a whole, very substantial improvements have been made on the land taken up by these associations, though, in a large number of cases, not by the original selectors, but by the persons to whom they have transferred the land. The regulations allowed transfers in these original associations to be granted too easily before any improvements had been made. In many cases the first improvements were in reality made and paid for by the transferee, though ostensibly

done by the original applicant. This latitude greatly encouraged trafficing in association lands as a speculation. In some of the associations there were members who never intended to settle on the ground, though they had obtained good blocks of land without competition on the plea that they intended to do so, and then sold out, often at a considerable profit, before they had improved their holdings at all. It is to counteract this that the Land Board is now insisting, before transfers of lands taken up by associations under "The Land Act, 1892," are granted, that the applicant shall show he is prevented by causes beyond his control from fulfilling the conditions under which the land was granted to him.

Under the present farm-homestead system, thirty-two associations, held by 920 selectors, and representing an area of 176,508 acres 3 roods 10 perches, were included in last year's return, and during the present year four further blocks, held by 136 selectors, of an area of 27,200 acres, of which the survey had been completed, were registered in the books, making a total of 1,056 selectors for 203,708 acres 3 roods 10 perches. Of these, eighty-seven have forfeited and surrendered their interests in 16,742 acres, leaving 969 selectors still on the books, holding 196,966 acres 3 roods 10 perches. The amount received as rental during the year was £2,502 0s. 9d., and the arrears amount to £2,800, owing by 416 persons.

In addition to these there are four associations, aggregating 161 members, for 30,700 acres, the surveys of which were not sufficiently advanced to allow of the ballots taking place before the 31st March last; but they will all be ballotted for and registered during the present year. The greater portion of the block selected by the Onslow Association was found to be located far too high on the Ruahine Ranges to be suitable for settlement under these conditions in small sections. The block selected by Marton No. 5 Association, in the Waimarino country, has also been found to be too broken to be worked in small areas; and from the Crown Lands Ranger's report I am afraid the land selected by the Danevirke-Centennial, and part of that selected by the Mekalickstone, and Pahiatua No. 3 Associations is also unfitted for holding in small areas. It is now known, the delegates sent by some of the associations to select or report on blocks for them, were never on the actual ground selected at all, but simply viewed it from a distant hill or eminence, and then went back and reported it as suitable for farm-homestead settlement land. This is greatly to be regretted, as many of the members of these associations were only too anxious to settle, if they could get fair holdings, and they now look on it as the fault of the department, that the land is not suitable for occupying, whereas it is entirely the fault of their own delegates who viewed the land, that an unsuitable block was chosen for them. It has also taken much longer to complete the necessary surveys, and to lay out and partially construct the roads of access to these lands, than the associations anticipated. They expected to be able to get on the land within a year or so, quite forgetting that to subdivide and lay out suitable roads over a quarter of a million acres of bush-country, could not be done in a season, but was the work of several years.

After the surveys had been completed, and the various associations had ballotted for the land, all of them, excepting one, having decided to hold their land under "The Land Act, 1892," there was some further delay caused by it not being at first understood that fresh regulations would have to be gazetted for each separate association, bringing it under the Act. And then the question arose, from what time rent should be charged to the settler. Under the old regulations, under which they had taken up the land, it commenced from the date of the ballot, but under "The Land Act, 1892," on the 1st of January or July following the completion of the survey, of which due notice had been given.

A good deal of controversy having arisen on this point, the Board passed a resolution that, subject to the approval of the Minister of Lands, the rent should be charged from the 1st of January or July following the date of the association being brought under "The Land Act, 1892." This was generally acquiesced in as a fair settlement of the question, and the rents have since been gradually coming in. The fixing of the date of the commencement of the rental, virtually also fixed the date of the improvements being required, so practically the first year's improvements only require to be completed by the 1st of January, 1896.

A considerable number of the settlers, however, have started their improvements. I had an inspection of them made by the Crown Lands Ranger, which shows that in twenty-eight of the association blocks, containing a gross area of 177,520 acres, with a total membership of 941 persons, 369, a little over one-third of them, had felled or put in grass 8,341 acres, and made other improvements valued at £9,602, the total improvements made being valued at £25,885. There were ninety-six selectors actually residing on the land; but, as all these associations except one are now held under the lease-in-perpetuity conditions, residence during the first four years is not compulsory. Up to date of writing, 158 of the selectors have surrendered or forfeited their selections, and it is now proposed to offer these under the ordinary conditions of the Land Act.

I visited a good number of the association blocks myself, and, although good work has been done in some of them, in others the progress made was small in comparison with what should have been done if all the members had been *bonâ fide* settlers, and had commenced work in the energetic manner in which those who are evidently intending to make homes for themselves have started their operations. It is by no means a light undertaking to hew out homesteads in the vast virgin forest in which they had to start, which is a task requiring no little pluck and endurance to hardship to carry out successfully.

The Ranger, Mr. Tone, who made a more detailed inspection on the association settlements started in the Forty-mile Bush and East Puketoi country, reports as follows on the farm-homestead blocks visited by him:—

"These block have, with one exception, been selected on the lease-in-perpetuity system. The exception is the Christchurch Association, the tenure of which is perpetual lease. Upon those blocks upon which no improvements are due until January, 1896, it is satisfactory to note that improvements to the value of £10,718 have already been effected, and that 12 per cent. of the

selectors are already residing, and that over 36 per cent. have commenced and partly effected improvements. Including the Christchurch Settlement, the figures are as follows: Total value of improvements, £11,201; number residing, over 12 per cent.; sections already improved, 37 per cent.

"Regarding most of the blocks, it is worthy of note that the value of improvements and percentage residing is somewhat proportionate to the amount of roading effected in each block. The Pioneer, Stirling, and Coonoor are the best opened up by roads, and are, as a sequence, the most improved."

New Land to be opened for General Settlement.—The demand for land under the ordinary conditions of the Land Act is now becoming as urgent as is the demand for land on special-settlement conditions, and to my mind the comparatively small area which we have been able to open under the ordinary conditions during the last three years, has to some extent helped to make the very congested state of the labour market in this district, because many of the bushmen demanding work on the co-operative works, are men who would have been employed in their usual avocation, but in which they cannot get employment owing to the decrease in the area of land taken up by settlers who would employ them. As I mentioned before, I am aware there are a large number of the sons of the early settlers who are waiting to take up land if they can do so—young men with energy, used to the hard work of a settler's life, whose parents will help them with a moderate amount of capital, who will start on the land if they can secure five to six hundred acres of good country, but who cannot profitably employ their capital on lesser areas.

In the Awarua Block 18,000 acres have been laid out into sections, near the Mangaweka Township, and should be ready for selection in August next, and about 19,000 acres of rougher country, immediately north of the Kawatau, will be ready for selection about the same time. A further block of 9,000 acres is under survey in the forks of the Hautapu and Rangitikei, and 125,000 acres south-east of Moawhanga, both of which will be opened for selection next summer. Nearly all this land will be readily taken up; and there is the further block of 44,000 acres in the Upper Waimarino, to which I have previously referred, which will be opened in the spring, and will offer an inducement to younger men who are not afraid to tackle the back-country lands.

Under *Village-settlement Lands* I have a small block containing twelve sections of from 11 acres to 26 acres ready to open at once, adjoining the Mangaweka Township, and two other small blocks near the Sandon Special Settlement, and another on the Mangawhararikl, in the centre of the Marton 1 and 2 Farm Homestead Settlements, and further village settlements will be chosen from lands being dealt with from time to time.

Revenue.—The total amount of revenue from all sources collected during the year was £75,802 8s. 8d. This includes £1,639 6s. 8d. of endowment revenue. This is nearly £13,000 more than last year, and £11,193 over the estimated amount, which was only £64,609. This large increase is due to the increase in perpetual-lease freehold titles applied for, which were about £12,900 over the estimate.

Arrears.—These amount to £11,220 2s. 2d, owing by 1,166 persons, being an increase over last year of £2,628 10s. 3d., and 441 selectors. This increase is almost entirely due to the arrears on farm-homestead blocks. Owing to the alteration of the date from which payments of rental under this system were to commence, the payments were held back until the matter was settled, and amended notices of payments due were issued and received by the lessees. As the determination to make the date of payment commence from the 1st of January last was not finally arrived at until the middle of February last, a great number of the notices did not reach the settlers in time for them to make the payments before the 31st of March last, but the amounts have been coming in rapidly since that date, and it is anticipated the arrears under this heading will be considerably reduced by the end of June.

Forfeitures.—The following table shows the forfeitures which have taken place during the year:—

System.	No.	Area. A.	R.	P.
Perpetual lease	6	1,591	2	0
Occupation with right of purchase	3	1,873	0	0
Village homestead on lease in perpetuity	4	181	3	24
Village homestead special settlement	19	181	2	31
Farm homestead special settlement, surrendered or forfeited	87	16,742	0	0
Small grazing-run	2	1,009	1	1
Total	121	21,579	1	16

Inspection of Improvements.—I am glad to be able to report a very marked alteration in respect to the manner in which the improvements required under the Land Act are now carried out. The settlers begin to understand that the conditions under which they take up land are not to be considered a dead-letter, but have to be strictly carried out, and, though the Land Board is willing to give the utmost latitude to any struggling settler trying to do so, still the selectors now know the conditions imposed on them by the Land Act have to be observed. This is shown by the fact that there is not now amongst the ordinary landholders, one-tenth of the refusals to pass transfers or applications for titles there used to be, because the settlers have found, that to get these passed they must comply with the conditions of their leases or licenses, and they now do so before asking the Land Board to sanction the dealings they want to effect.*

* Great praise is due to both Messrs. Tone and Lundius, the Crown Lands Rangers, who are known to be trustworthy and reliable officers who do their duty conscientiously, and who report faithfully on the improvements made on every holding exactly as they find them, either on the large grazing-run or on the village settler's small allotment.

That the various improvements are now brought much closer up to date is shown by a comparison of this year's returns with those of 1893–94 (See table, Summary of Improvements effected on Selections during the Twelve Months.)

In that year the total area reported on taken up under "The Land Act, 1885," was 225,675 acres, and the deficient cultivated area was 3,203 acres, and the arrears of other improvements amounted to £7,672. The area inspected, held under the same Act this year, was about one-half the amount reported on the year before—namely, 100,424 acres; but the deficient cultivated area only amounted to 737 acres, and of other improvements only £1,270, whilst the deficient improvements on land purchased under "The Land Act, 1892," which amounted to £600 on 14,350 acres in 1893–94, is only returned as £660 on 64,138 acres of land taken up under the same Act, reported on during the year.

I think I may therefore, without egotism, claim, though my rule has been unfairly characterized as an unduly strict one, I have tried with even-handed justice to have the land-laws, which I have been appointed to administer in this district, faithfully carried out both by the large as well as by the small holder of land. To do so, however, without making enemies, falls, I am afraid, not to the lot of man.

In the clerical branch, the work has continued to largely increase, owing to the large amount of correspondence, &c., in connection with the settlement of members of farm-homestead associations and other selectors on their holdings; reports on applications for loans under the Government Advances to Settlers Act; inquiries as to the eligibility or otherwise of applicants for sections under the improved-farm conditions; the preparation of schedules of areas and calculation of capital values, rentals, payments under the Government Loans to Local Bodies Act, &c., of the various associations and other lands loaded for roads; the collection of rentals, &c.; conversions from one system to another; capitalisation; extensions to fourteen years; the various annual and other returns, &c.

The selectors on settlement conditions now registered on the books number 2,676, and the work of seeing that they comply with the various conditions of the Act is very great, especially as there are twelve different tenures under which land has been selected, and in the case of the village homestead-lease-in-perpetuity, several of the village settlements have their own special conditions, which renders them more difficult to work, and requires constant care and supervision in seeing that their respective conditions are carried out. The entering of Rangers' reports, issuing of notices to selectors in arrear with their improvements, &c., and the examination of applications for freehold titles, transfers, conversions from one system to another, &c., which have been very numerous, have more than taken up the time of the clerk who looks after these duties, and he has frequently had extra assistance to enable him to keep the work up to date, and to draft the necessary replies to be sent to the selectors. There were 757 Rangers' reports received during the year, and these had to be carefully checked, recorded, and analysed, to see whether the selector was in arrear or otherwise with his improvements, and that the conditions of the particular purpose for which they were made had been complied with. All defaulters had to be entered in schedules for the Land Board to deal with, and the necessary notices were sent out, and followed up from time to time, to insure prompt steps being taken by the selectors to comply with the conditions of the Act. This requires very careful supervision, and reference to records to see that the necessary action is taken at the right time. That this has been carried out in a very satisfactory manner, is proved by the fact that the defaulters reported at the end of the year are only ninety-one, as against 260 last year.

Owing to the decision to fix the 1st of January, 1895, as the date from which the payments and conditions of the farm-homestead selections were to commence, the ordinary work of the office from the latter part of February to the middle of March, was much impeded, and blocked by the issue of leases and the notices of payments to the members. During that time 4,521 leases and notices were issued to 727 selectors, and as 2,238 of these had been sent out previous to the alteration of the date of payment, and entered in the register, &c., it was necessary to make the required amendments at the time the notices left the office. The result has been that only 145 leases are outstanding at the present time.

The work in connection with the Land Board has continued to increase very much; in several sittings recently, over 140 applications for land, titles, transfers, and general subjects had to be considered and dealt with, often necessitating the extension of the meeting to the following day.

The outward and inward correspondence, including reports of Rangers, surveyors, and notices *re* payments from selectors, &c., aggregated over 36,000 letters, &c., or an average of about 100 per day. This is an increase over last year of 9,000. There were 228 records received from other departments and dealt with, 1,170 vouchers were passed through for payment, representing a sum of £27,795; 967 cheques for wages, &c., amounting to £6,421, were drawn on my imprest account.

The field-staff consisted of twenty-one parties and one Inspector, besides contract and Native Land Court surveyors.

The office work during the year has been exceptionally heavy, owing in a great measure to the various changes of tenure allowed by the Land Acts. These necessitate in each case seeing that the conditions of the lease have been complied with up to the date of conversion, surrender by the lessee of the original lease, computation of new rentals and amendment of the registers, and the issue and registration of the new lease, &c., all of which entails an immense amount of work on the office before the transaction is finally completed, and, as village-homestead special-settlement lessees have recently been allowed to take advantage of the conversion clause of the Act of 1892, the number of applications is increasing very rapidly.

JOHN H. BAKER,
Commissioner of Crown Lands.

SUMMARY of Improvements effected on Selections in the Wellington District inspected during the Twelve Months ending 31st March, 1895.

System.	Area.	Number of Selectors.	First-class Land.							Second-class Land or Small Runs.						Defaulters.			Residence.			Area held per Family.
			Capital Value of First-class Sections held under "The Land Act, 1892."	Improvements required by Land Act.		Improvements effected.				Capital Value of Second-class Sections, and Annual Rent of Small Runs.	Improvements required by Land Act.	Improvements effected.				Number.	Area or Amount in Arrear.		Number residing.	Number not residing.	Percentage residing.	
				Cultivated Area.	Other Improvements.	Cultivated.		Other Improvements.	Total Value.			Cultivated.		Other Improvements.	Total Value.		Deficiency in Cultivated Area.	Deficiency in Value of other Improvements.				
						Area.	Value.	Value.				Area.	Value.	Value.								
COUNTRY LANDS under "The Land Act, 1885."																						
	A. R. P.		£	Acres.	£	Acres.	£	£	£	£	£	Acres.	£	£	£		Acres.	£				Acres.
Deferred payment	7,580 0 16	34	..	1,726	4,452	2,873	6,278	2,720	8,998	869	173	220	500	50	550	3	52	..	16	18	40	223
Perpetual lease	66,363 1 27	196	..	13,851	20,886	20,695	46,885	17,426	64,311	9,292	3,614	3,426	6,324	1,136	7,460	23	496	452	86	110	44	338
Special settlement on deferred payment	10,993 0 28	111	..	4,060	13,810	5,669	12,560	9,083	21,643	..	..	..	..	..	..	24	189	818	30	81	27	99
Small grazing-runs	15,488 0 0	13	..	..	..	..	..	..	..	335	853	6,154	12,007	1,387	13,394	..	..	..	10	3	77	1,191
Totals	100,424 2 31	354	..	19,637	39,148	29,237	65,723	29,229	94,952	10,496	4,640	9,800	18,831	2,573	21,404	50	737	1,270	142	212	40	284
COUNTRY LANDS under "The Land Act, 1892."																						
Cash	88 0 0	1	66	..	88	88	176	40	216	..	..	..	..	..	..	..	..	..	..	1	..	88
Lease in perpetuity	11,763 0 0	54	19,022	..	2,731	1,956	4,293	3,641	7,934	1,403	140	265	577	168	745	6	..	263	20	34	37	217
Farm homestead	36,373 0 0	189	35,195	..	341	2,296	5,732	5,440	11,172	..	..	..	..	..	..	2	..	48	33	156	18	200
Occupation with right of purchase ..	15,914 0 0	55	15,610	..	2,105	1,205	2,805	1,080	3,885	3,755	372	545	1,337	385	1,722	17	..	349	10	45	81	289
Totals	64,138 0 0	299	69,893	..	5,265	5,545	13,006	10,201	23,207	5,158	512	810	1,914	553	2,467	25	..	660	63	236	21	214
VILLAGE LANDS under "The Land Act, 1885."																						
Village settlement on deferred payment	269 2 12	29	..	207	2,652	257	551	1,759	2,274	..	..	..	..	..	..	15	..	680	11	18	38	9
Village settlement on perpetual lease	326 1 4	34	..	44	9	259	562	1,772	2,334	..	..	..	..	..	..	..	..	..	28	6	82	9
Village homestead special settlement	228 3 37	22	..	22	..	142	305	994	1,299	..	..	..	..	..	..	1	1	..	13	9	59	10
Totals	824 3 13	85	..	273	2,661	658	1,418	4,525	5,907	..	..	..	..	..	..	16	1	680	52	33	61	9
VILLAGE LANDS under "The Land Act, 1892."																						
Village homestead lease in perpetuity	498 1 19	19	5,539	..	9	4	9	801	810	..	..	..	..	..	..	..	..	..	6	13	31	21
Totals	498 1 19	19	5,539	..	9	4	9	801	810	..	..	..	..	..	..	..	..	..	6	13	31	21
Grand totals	165,885 3 23	757	75,432	19,910	47,083	35,444	80,156	44,756	124,876	15,654	5,152	10,610	20,745	3,126	23,871	91	738	2,610	263	494	35	219

NELSON.

Summary of Lands taken up.—The new area thrown open for selection during the year amounted to 23,684 acres, making a total of 290,045 acres now open for selection. These lands are all second-class, ranging in price from 5s. to 10s. per acre, and consist principally of timbered hillsides fit for grass when cleared. Of this area, 34,907 acres have been disposed of during the year, being slightly under last year's amount.

Land under Deferred Payments (Appendix C., "Land Act, 1885").—Ninety-five selectors have acquired freehold during the year, of 8,371 acres, the average size of holdings being eighty-eight acres. Three others have obtained freeholds under the Gold-fields Acts, 1866 and 1873. Four forfeitures have taken place, over 609 acres.

Cash Sales.—The area contained under this heading comprises a large purchase under pre-emptive right, and sundry cash purchases of the same tenure, under the Acts of 1867 and 1874, and a few cash purchasers under the Land Act of 1892. The amount sold is 17,784 acres, to thirty-eight purchasers.

Perpetual Lease.—Three leases, for 1,264 acres, were issued during the year, thus closing transactions on this tenure.

Occupation with Right of Purchase.—Thirty-seven applications for unsurveyed lands, of an area of 6,525 acres, have been granted during the year, showing an increase of ten. Average holding, 176 acres.

Lease in Perpetuity.—Eighteen selectors have taken up 3,881 acres, showing also a slight increase in number; one selector surrendered. Average holding, 215 acres.

The surveyors in this district have to undertake the duties of Rangers at present. Their reports show that selectors under settlement conditions are complying with the regulations, the improvements in most instances being in excess of the requirements. The largest number of transactions under the settlement conditions for the last two years have taken place under the occupation with right of purchase; this is tending to show that tenure as finding at present most favour in this district, the average size of the holdings, however, being smaller.

Pastoral Occupation Licenses.—Fifteen licenses, over an area of 16,853 acres, principally rough hill-tops, have been granted. Pastoral lands in the Amuri have been relet on yearly terms at low rentals, with rabbitting, pending systematic dealing with these lands on the expiration of the terms of leases adjoining.

"The Mining Districts Land Occupation Act, 1894."—This Act came into operation on the 24th October last within the Karamea Mining District and the Buller Coal-field Reserve, within which occupation licenses under "The Mining Act, 1891," for areas under 100 acres had been granted, with a condition of surrender at three months' notice if required. This Act provides a more satisfactory tenure, empowering leases to be granted with residence conditions for twenty-one years, and allowing exchanges for leases under the Act of the licenses previously granted under the Mining Act.

Hanmer Springs Reserve.—Four small allotments, amounting to 2½ acres, have been forfeited for non-payment of rent, nothing having been done upon them in improvements.

Village Homestead Special Settlement.—The only settlement in this district is situate at Mokihinui. Out of twenty-four original settlers, sixteen are remaining, occupying areas averaging five acres. Improvements have been made during the year, amounting to £370, making a total value of £981, an amount in excess of requirements.

The District Surveyor, who acts as steward, reports: "Although the settlers complain that they were much disheartened by nearly a year of enforced idleness through stoppage of mines, still a distinct advance has been made, and the success of the settlement is now an assured fact. The principal progress made during the year has been in buildings, one house costing £200. In two or three instances the fencing has not been kept in repair, and the grass land allowed to run waste; but these are the unthrifty settlers which are found in every community. Where this has occurred the value has been written down. The great feature in these settlements is the regulation as to residence. This clause protects the settlers against themselves. If no such regulation existed, a few years would see the whole settlement in the hands of three or four, and the others gone to swell the unemployed in the larger towns."

Miscellaneous Leases and Licenses.—Eight mineral prospecting licenses have been granted and renewed during the year, and thirty-two occupation licenses granted over areas under 500 acres, and four yearly licenses for temporary occupation of reserves.

The output of coal and royalty received from mining leases held under Acts previous to the operation of "The Coal-mines Act, 1891," is as follows:—

Mines.	Output.	Royalty, 6d per ton.	Less Dead Rent.	Royalty received.
Grey Coal-fields Reserve—	Tons.	£ s. d.	£ s. d.	£ s. d.
Brunner Mine	121,185	3,029 12 6	480 0 0	2,549 12 6
Buller Coal-fields Reserve—				
Westport Coal Company ...	215,790	5,394 5 3	620 0 0	4,774 5 3
Collingwood Coal Company ...	2,041	...	56 0 0	...
Totals	339,016	8,423 17 9	1,156 0 0	7,323 17 9

The revenue derived from Crown lands during the past year amounts to £23,202 1s. 5d., and from endowments £10,350 8s. 1d., making a total of £33,552 9s. 6d.

JOHN S. BROWNING,
Commissioner of Crown Lands.

MARLBOROUGH.

Table A, Summary of Lands taken up.—The area which was open for ordinary selection under all tenures at the beginning of the year was 141,100 acres, which, added to the area that has been opened during the year—namely, 16,797 acres, made a total of 157,897 acres; of this area 17,273 acres have been taken up, leaving open at the end of the year 140,624 acres. Of this area 135,000 acres is situate in the western and southern parts of the district, and is composed chiefly of rugged mountain-tops, which for several months during the year are under snow, and not at all likely to be taken up. The apparent discrepancy between the area taken up, as shown in Table A, and the above area—17,273 acres—is accounted for by "Pastoral Runs" and "Miscellaneous" not appearing on the Table.

Table B, Analysis of Holdings.—The return shows that there was an equal number of selectors for lease in perpetuity and small grazing runs, while last year the latter took the lead.

Table C, Cash Sales.—Of the area returned under this heading 6,660 acres were purchased on runs under "The Marlborough Waste Lands Act, 1867," the amount realized being £2,603 12s. 7d., which gives an average price per acre of 7s. 10d. 200 acres were purchased under Part III. of the Act; 50 acres under section 114; and 71 acres under special agreement to Mr. Lambert.

Table D, Deferred Payment.—One holding of 132 acres was exchanged for lease in perpetuity; three holdings were converted into freeholds, and two were transferred to selectors already holding.

Table E, Perpetual Lease and Small Areas.—One holding of 51 acres and 30 perches was exchanged for a lease in perpetuity.

Table F, Occupation with Right of Purchase.—There were six selectors as against two last year.

Table G, Lease in Perpetuity.—There were eleven selectors as against six last year. Of the exchanges from other tenures, fifteen were from leases under the Marlborough Waste Lands Act, one from deferred payment, and one from perpetual lease.
tenures.

Table M, Village Settlement, Lease in Perpetuity.—Four selectors took up 82 acres and 36 perches during the year in the Hapuku Village Settlement, near Kaikoura.

Table Q, Small Grazing-runs.—There were eleven selectors as against twelve last year, the area taken up being also less by 211 acres. Six selectors, holding 3,418 acres, have applied to exchange their tenures to lease in perpetuity.

Pastoral Licenses.—Only one pastoral license was taken up during the year.

Table T, Territorial Revenue.—The total revenue received was £2,490 18s. 1d. more than last year. The excess is chiefly made up by the amount of land on runs sold for cash.

Table U, Summary of Arrears.—The arrears amount to £227 6s. 3d., as against £154 last year.

Table V, Lands Reserved, &c.—One hundred and sixty-five and a-half acres were reserved for resting-place for stock, quarry reserve, and school-sites.

Table W, Number of Selectors on the Books.—The number of selectors is 335, showing an increase of fourteen on last. Excluding "Miscellaneous," the number of *bonâ fide* selectors has increased by twenty.

As regards the future of Crown lands in this district, until the leaseholds—the bulk of which will fall in on the 1st July, 1896—have been reclassified, only a very limited area remains to be dealt with. Several lessees under "The Marlborough Waste Lands Act, 1867," have lately applied to purchase large areas of their runs, and no doubt others will take advantage of the last year of their tenure to try and add to their freeholds. Should their applications be approved, cash sales will form the principal items in next year's transactions. Great care will have to be exercised in dealing with the applications, lest, in the absence of reliable topographical data and classification reports, blocks are disposed of which should be retained as frontages for working the back country.

I append a schedule of Crown lands available for settlement; but, as previously stated, 135,000 acres of this area are composed of lofty and rugged mountain-tops.

I append also a summary of Rangers' Reports, from which it will be seen that the value of improvements made is more than treble that of the requirements.

SYDNEY WEETMAN,
Commissioner of Crown Lands.

AREA of CROWN LANDS in Marlborough available for Settlement on the 31st March, 1895. First-class valued at £1, Second-class at 10s., and Third-class at 5s. per acre.

Name of Block or Locality.	Quality of Land.			Totals.	Name of County within which Lands are situated.
	First-class.	Second-class.	Third-class.		
	Acres.	Acres.	Acres.	Acres.	
Ronga, and East side Rai Valley	1,860	6,000	...	7,860	Marlborough.
Pelorus, and West side Rai Valley	...	43,000	...	43,000	"
Wakamarina Valley ...	...	9,000	...	9,000	"
Carried forward ...	1,860	58,000	...	59,860	

AREA of CROWN LANDS available for Settlement on the 31st March, 1895, &c.—*continued.*

Name of Block or Locality.	Quality of Land. First-class.	Second-class.	Third-class.	Totals.	Name of County within which Lands are situated.
	Acres.	Acres.	Acres.	Acres.	
Brought forward ...	1,800	...	58,000	59,860	
Tennyson Inlet	...	5,000	...	5,000	Sounds.
Nydia Bay	...	3,800	...	3,800	"
Paradise and Mud Bays ...	...	1,300	...	1,300	"
Crail and Te Mautau a Maui Bays	...	2,300	...	2,300	"
Kaiuma	...	2,500	...	2,500	Marlborough.
Pukaki Valley	...	1,800	...	1,800	"
Kaituna	...	4,000	...	4,000	"
Port Underwood	...	400	...	400	Sounds.
North Bank, Wairau ...	...	...	12,700	12,700	Marlborough.
Omaka Valley	...	...	12,200	12,200	"
Head, Wairau Valley ...	...	...	47,000	47,000	"
" Waihopai Valley ...	...	...	12,800	12,800	"
" Spray Valley	...	...	4,200	4,200	"
Acheron and Saxton Valleys ...	...	...	19,100	19,100	"
Awatere Valley	...	...	4,000	4,000	"
Slopes of Kaikoura Range, between Clarence and Awatere Valleys	...	...	22,800	22,800	"
	1,860	79,100	134,800	215,760	

SUMMARY of HOLDINGS reported on during the year ended 31st March, 1895.

Tenure.	No. of Selectors.	Area.	Value of Improvements required.	Value of Improvements made.	Selectors residing.	Selectors absent.	Partial Default.	Total Default.
		Acres.	£ s. d.	£ s. d.				
Deferred payment...	15	618	309 18 6	852 15 0	6	9	3	2
Perpetual lease ...	21	2,233	664 7 4	2,145 0 0	14	7	3	...
Occupation with right of purchase	4	364	36 0 0	354 0 0	...	4	...	1
Lease in perpetuity	21	11,109	5,337 17 7	10,830 0 0	16	5	3	2
Small grazing-runs	50	27,591	744 19 0	8,650 0 0	29	21	3	...
Totals ...	111	41,915	7,093 2 5	22,831 15 0	65	46	12	5

NOTE.—"Deferred payment" and "perpetual lease" includes village-settlement and farm-homestead allotments. The greater number of the selectors who are "absent" are exempt from residence, either by having made more than "double improvements" or by not having held the land for three years.

CANTERBURY.

Lands opened for Selection.—The lands thrown open for sale or selection were as follows:—

System.	Class.	Locality.	Area.
			Acres.
Cash	Town ...	Mackenzie	13
"	Suburban	Mackenzie and Port Robinson	314
"	Rural ...	Hinds, Alford, &c.	110
Lease in perpetuity ...	" ...	Lake Ellesmere	10,435
Village homestead ...	Village ...	Cheviot, Lake Ellesmere, &c.	3,286
Optional	Rural ...	Geraldine, Opawa, &c.	8,443
Small grazing-runs ...	Pastoral ...	Tengawai, Burk's Pass	2,074
Small grazing-farms...	" ...	Cheviot	14,501
Pastoral	" ...	Lake Ellesmere, Cheviot, &c.	12,537
		Total	51,713

Lands disposed of.—The sales under the cash system were limited to 5,572 acres, the greater portion of which formed part of the Cheviot Estate, the balance being made up of special sales. The area selected under the lease-in-perpetuity system amounted to 14,438 acres, situated chiefly at Lake Ellesmere.

Only 403 acres were taken up under the occupation-with-right-of-purchase system. The area disposed of under the village-homestead system amounted to 3,570 acres, less than one-third of the lands being at Cheviot, the other chief settlements being Ruapuna, Westerfield, and Clearwell. Only two small grazing-runs were let; but 17,605 acres, comprising twelve small grazing-farms on Cheviot, were disposed of. Under the Land for Settlements Act one lot in the Kapua Block was leased, being the only section in this district available for selection under this system.

The number of holdings on all systems taken up during the year comprise 337 in all.

The comparatively small area disposed of was due to the fact that the area offered was limited, and the quality of the lands not of the best.

Revenue.—The receipts from all sources during the year amounted to £97,653. The instalments of pastoral rents came in promptly, save in five cases, but the arrears under this head have now been reduced to £80 (exclusive of the Haldon Run), out of a total of over £40,000. The rents under the lease in perpetuity, perpetual lease, deferred payments, and other systems, showed, generally, a large accumulation of arrears, but by persistent and systematic attention to each individual case, we have succeeded in reducing the amount to a more moderate sum. The following statement shows the position of the Canterbury Crown tenants at the dates specified in regard to payment of rents:—

TABLE No. 1.—CANTERBURY DISTRICT.

System.	Number of Selectors.	Half-year's Rent.	Arrears.				Forfeitures.	
			Number of Selectors.	Amount due at 31st March, 1895.	Number of Selectors.	Amount due at 21st May, 1895.	Number of Selectors.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Pastoral runs	124	19,082 12 3	5	263 8 4	2	40 0 0	..	..
Small grazing-runs	42	2,760 1 6	24	1,765 18 1	1	53 0 0	2	230 16 4*
Deferred payment, "Ordinary"	51	840 19 1	8	54 10 11	1	21 12 0	..	..
Deferred payment, "Village"	42	69 1 7	10	24 0 1	5	8 16 5	1	3 0 6
Perpetual lease	155	1,171 3 6	20	118 15 1	5	49 1 9	3	16 19 2
Perpetual lease, village settlement	117	443 16 10	66	830 11 5	25	303 4 8	32	490 10 11
Perpetual lease, village-homestead special settlement	177	367 5 1	45	172 16 3	20	75 0 6	2	4 11 3
Lease in perpetuity	175	2,318 0 5	18	315 12 7	9	294 8 2	..	..
Lease in perpetuity, village-homestead special settlement	104	231 0 0	8	13 2 0	1	0 14 0	1	2 12 11
Occupation with right of purchase	17	43 17 2	2	2 18 0	..	..	1	0 8 0
Miscellaneous leases	197	706 1 10	11	45 3 9	25	94 13 10†	4	20 16 8
	1,201	28,033 19 3	217	3,606 16 6	94	940 11 4	46	769 15 9-
CHEVIOT ESTATE.								
Grazing-farms	29	3,051 0 0	10	1,002 6 5	5	514 11 6	..	..
Lease in perpetuity	103	3,066 2 6	9	290 6 5	1	105 8 3	1	12 17 7
Lease in perpetuity, village-homestead	86	423 0 0	11	48 7 8	4	22 15 0	1	3 0 0
Miscellaneous leases	57	244 9 4	2	4 15 0	2	3 11 8	..	..
	275	6,784 11 10	32	1,345 15 6	12	676 6 5	2	15 17 7

* Since forfeiture, J. Welsh paid £109 18s. 4d.

† Arrears increased by non-payment of rents due, 1st April, 1895.

Owing to the continued intense depression and the exceptionally low prices ruling for stock and produce, the Land Board were reluctant to enforce payments in numerous instances, but it was deemed absolutely necessary that the tenants should keep faith in order that there should be no derangement of the revenue, and that the selectors might not drift into a hopeless position as regards arrears of rent. The Board had recourse to forfeiture in a considerable number of cases in which the lessees neglected to reply to the several notices issued to them from the Land Office, and also in many cases in which there appeared to be no good grounds for further grace being allowed.

The Land Board is about to inquire into the circumstances of several of the small grazing-run tenants who have petitioned for abatement of their rents or other relief on the plea that such are excessive in view of the fall in the value of sheep and merino wool, and the increased expenditure involved in rabbiting their holdings. The result of the Board's investigations shall be duly reported to you.

Settlement Conditions.—The Rangers, Messrs. Ward and O'Callaghan, for North and South Canterbury respectively, furnished reports on some of the holdings in their districts; these have been summarised with the following result:—

TABLE No. 2.—SUMMARY of REPORTS of CROWN LAND RANGERS for the District of CANTERBURY for the Year ending 31st March, 1895.

No. of Holdings.	Tenure.	Locality or District.	Area.	Requirements of Act for Inspection.		To what Extent complied with.		Improvements.		Remarks.
				Cultivated Area.	Value.	Cultivated Area.	Value.	Nature or Extent.	Value.	
			A. R. P.	A. R. P.	£ s. d.	A. R. P.	£ s. d.		£ s. d.	
49	Lease in perpetuity ..	Lake Ellesmere, Westerfield, Ashburton, Methven, Alford	8,424 0 35	..	1,918 4 10	381 0 0	..	Dwellinghouses, fencing, cultivation, &c.	2,712 8 0	11 resident satisfactorily. 38 partially resident or non-resident.
75	Perpetual lease	Rangitata, Shepherd's Bush, Hinds, Wakanui, Ashburton, Rakaia	17,415 2 15	2,747 0 20	854 10 0	10,137 2 0	..	Dwellinghouses, stables, &c., fencing, cultivation, plantations, &c.	12,237 4 0	37 resident satisfactorily. 38 partially resident or non-resident.
12	Deferred payment ..	Okain's Bay, Selwyn, Ashburton, Hinds, Shepherd's Bush	850 2 29	135 0 0	220 0 0	523 0 0	..	Dwellinghouses, fencing, cultivation, plantations, &c.	1,114 0 0	8 resident satisfactorily. 4 partially resident or non-resident.
24	Village-homestead and farm-homestead	Medbury, Leeston, Selwyn, Southbridge, Rakaia, Ashburton	2,502 0 20	221 0 36	100 19 10	354 0 0	..	Dwellinghouses, fencing	1,186 16 0	9 resident satisfactorily. 15 partially resident or non-resident.
3	Occupation with right of purchase	Shepherd's Bush, Mount Hutt	326 1 8	..	41 14 2	62 0 0	..	Fencing, cultivation ..	119 0 0	3 non-resident.
10	Small grazing-runs ..	Greta Peaks, Alford Forest	15,486 0 0	..	2,521 8 9	24 2 0	..	Houses, yards, fencing &c.	3,185 0 0	7 resident satisfactorily. 3 partially resident or non-resident.
173	Totals for North Canterbury		45,004 3 27	3,103 1 16	5,656 17 7	11,482 0 0	..		20,554 8 0	72 resident satisfactorily. 101 partially resident or non-resident.
20	Lease in perpetuity ..	Geraldine, Arowhenua, Opawa, Burke, Fengawai, Nimrod	10,537 3 14	..	1,253 0 5	6 2 6	..	Dwellinghouses, fencing	1,555 16 6	6 resident satisfactorily. 14 partially resident or non-resident.
3	Village-homestead lease in perpetuity	Geraldine, Opawa	59 3 23	..	11 4 7	9 3 23	..	Dwellinghouses, fencing, cultivation	51 0 0	1 resident satisfactorily. 2 partially resident or non-resident.
12	Perpetual lease	Geraldine, Arowhenua, Nimrod, Tengawai, Opawa	7,012 3 36	14 0 15	1,757 4 6	9 2 24	..	Dwellinghouses, fencing, surface-sowing, &c.	1,767 9 0	7 resident satisfactorily. 5 partially resident or non-resident.
18	Deferred payment ..	Orari, Arowhenua	20 1 37	5 1 33	2 10 0	5 3 37	..	Dwellinghouses, fencing	358 0 0	8 resident satisfactorily. 10 partially resident or non-resident.
4	Occupation with right of purchase	Arowhenua, Tengawai	892 3 0	..	132 9 8	0 3 0	..	Fencing	105 4 0	4 partially resident or non-resident.
18	Small grazing runs ..	Station Peak, Burke's Pass, Nimrod ..	55,856 3 0	..	5,218 9 4	..	..	Dwellinghouses, fencing, surface-sowing	6,963 15 9	6 resident satisfactorily. 12 partially resident or non-resident.
75	Totals for South Canterbury		74,380 2 30	19 2 8	8,374 18 6	32 3 10	..		10,801 5 3	28 resident satisfactorily. 47 partially resident or non-resident.
248	Totals for all Canterbury		119,385 2 17	3,122 3 24	14,031 16 1	11,514 3 10	..		31,355 13 3	100 resident satisfactorily. 148 partially resident or non-resident.*

* Out of the 148 selectors reported as only partially resident or non-resident at the time of Rangers' inspections, 30 were entitled to exemption from residence by virtue of double improvements; 26 were resident upon adjacent lands; 25 were fulfilling residence conditions on prior holdings; 12 resided on their allotments at times, though not permanently; and 13 are Lake Ellesmere holdings, liable to flood, and not well adapted for permanent residence; 9 holdings are being transferred to more suitable lessees; 4 have been forfeited. In two cases exemption from residence for the present has been granted, and 27 cases are being followed up with a view to bringing about satisfactory occupation of the lands.

Mr. Ward inspected nearly the whole of the holdings in North Canterbury, but is behind with some of the statutory inspections, particularly those due last January and March on Cheviot selections; he is unable, through pressure of other work, to furnish the usual annual report and summary. He made a multitude of special inspections and reports which absorbed a very large proportion of his time.

Mr. O'Callaghan reports that the village-homestead settlements in South Canterbury show a fair amount of progress. He says:—

"The fact that many of the settlers have been without much external employment during the year has conduced to the expenditure of labour on their holdings, which has resulted in a considerable increase in the value of their improvements; this increase, together with the addition of the value of the improvements on the holdings newly taken up during the year, shows a total of £549 over the valuation of 1894.

"The returns show generally an advance on the position of last year, and no retrogression.

"The success of this class of settlement in South Canterbury is undoubted. It will be seen from the returns furnished, that of the total number of eighty-seven settlers on the list, sixty-seven are resident, and that of the twenty returned as at present non-resident, there is not a single case of gross neglect of conditions, the number being composed of new settlers, or cases of residence on adjoining land, or of cases in which exemption for good reason has been allowed.

"Most of these small settlers have, out of their limited means, made very creditable homes on their land, and surrounded themselves with supplies and comforts such as would be impossible for them to obtain in towns. In fact, they afford a good object-lesson of what can be done by placing the unemployed on a suitable piece of land, with nothing but their labour to assist them and a few pounds advance to build a house over their heads, for this is all the most of these settlers started on. There are very few of them who have not built houses worth treble or quadruple the amount of advance originally made, while the total value of their improvements, carefully assessed, amounting to £5,923, is a splendid return for the small sum first advanced—about £800 for the whole of South Canterbury.

"During the past year no advance has been made by the settlers generally in South Canterbury towards the improvement of their financial position, which, at the beginning of the year, was by no means satisfactory. In most cases the Government settlers, together with nearly the whole farming class, both agricultural and pastoral, have suffered severe losses through the further drop in the values of wool and sheep, the low price of grain, and, in most localities, the effects of the drought, with the consequent disturbance of the stock-market.

"On the other hand a good harvest, affording in many cases large yields, and in nearly all cases a very superior quality of grain, has helped many struggling farmers to tide over their difficulties in spite of the low prices prevailing. Unfortunately this advantage has extended to the Crown tenants only to a very limited extent, the great bulk of the leased Crown lands being of an inferior class of soil, and not capable of growing grain profitably. Most of them, however, are still in such a position as to be capable of recovering, if improvements in value of produce, more employment, and generally better times were forthcoming; only in a few exceptional cases has the result been to reduce holders to a condition of want.

"It is, in my opinion, a matter of great regret that in South Canterbury the dairy industry is almost totally neglected; it is practically of very little help towards the support of the farming community between the Rangitata and the Waitaki; factory butter and cheese are imported into this district from other portions of New Zealand, while the small amount produced locally is inferior and almost unsaleable. The Village Settlements of Arundel and Orari, the Wainono, Nukuroa, and Kapua, and Pareora Settlements, as well as others, would be well adapted to take advantage of the industry if once started, but being without capital at command, no attempt to initiate the factory system can be made by the Crown tenants without external assistance. They were selling their butter this season for 4d. per pound, which might be worth more than double in price, and might be trebled in quantity if a factory or creamery were within reach.

"*Small Grazing-runs.*—Lessees are suffering severely from the depression in prices, and in some cases from the increase in the cost of keeping down the rabbits; surplus stock is almost unsaleable, and, in many instances, the merino ewes have been sent for boiling down at ruinous prices, to make room for wintering the lambs. The lessees holding under the Act of 1885 are in much the same position as regards fulfiling the requirements of their leases as when I reported on the subject last year—namely, the improvement conditions have been carried out by all but one settler, while residence is not satisfactory in some instances. In the case of the four new holders under the Act of 1892, for whom the first inspection has come due, three may be said to be fulfilling all the conditions, while the fourth fulfils all but the residence conditions.

"*Leases in Perpetuity.*—Under this tenure new leases have been taken up by twelve settlers, representing 3,410 acres. Exchanges from perpetual leases to leases in perpetuity have been made by thirty-two settlers, representing 33,988 acres; and exchanges from deferred-payment licenses by three settlers, representing 75 acres—making a total increase for this year of fifty-seven leases, representing 37,473 acres, which, added to the acreage held under this tenure previous to the 31st March, 1894, makes a grand total of 53,836 acres now held under lease in perpetuity in South Canterbury.

"The system of exchange which has been so largely adopted by settlers, as these figures show, has afforded great relief to many.

"*Wainono and Nukuroa Small Farms.*—I regret to have to report that some of the settlers on these blocks are in no better position financially than they were last year, and that a comparatively large sum remains still due for rent, while on the other hand I have pleasure in stating that the occupation of the land and the value of the improvements placed on it are in the great majority of cases most satisfactory.

"I have again to report that the demand for land is still far from being satisfied. Inquiries are being constantly made at this office by small private tenants, sons of farmers and farm labourers, as to when more land will be opened up. In many cases small tenants are paying as high as from £1 to £3 per acre for small sections to provide a home for their families; several sons of farmers are ready to take up leases in perpetuity, who will not touch freehold or

private leasehold land; and farm labourers, ploughmen, and contractors, who have saved a little capital and are now thrown out of work through bad times, are desirous of obtaining a block of land to settle on. All these form a class of suitable and willing settlers ready to take up agricultural land, in farms of from 30 to 200 acres, if open for selection. A marked preference is shown for Government land above that of private individuals and companies, and for lease in perpetuity above the purchase of freehold and above any other form of leasing.

"So far as I have been able to form an opinion the lessees of the pastoral runs in South Canterbury are, with few exceptions, carrying out the conditions of their leases as regards management. On some the effects of previous neglect are apparent. Two runs are seriously infested with sweetbriar; on the one there are several score of acres more or less overrun with it; at the time of my first visit I found that little or nothing had been done by the then lessee to check its spread, and it extended considerably over the broken shingle country adjacent to the homestead; the seed is being constantly carried down by the creek and spread over the adjacent run and reserved land, both of which are bound to be injured by the briar, though not yet much affected. Since the present occupant has obtained pasturage rights he has done a great deal of work in eradicating it, employing horses to drag the larger plants out by the roots and stubbing the smaller ones; he is going over the ground systematically, and I think he will at least succeed in keeping it from seeding and spreading. On the other run the briar has also been prevalent for several years; the freehold near the homestead is badly affected by it, and it has spread on the run to a serious extent along the creek near the homestead and on the slopes and saddles adjacent. The manager, who has had charge of the station for several years, has done much work, at intervals, to prevent its spread, but it is still holding possession of many of the rough and broken parts, and though not a large number of big plants are to be seen, small ones are plentiful.

"There is a considerable quantity of sweetbriar on the freehold land near the Waitaki, and I think it must have spread on the run and also on the next one; the seed from this locality is certain to spread the plant over the Waitaki River bed and islands.

"I have requested the officers of the Stock Department to note down any place where they see the plant growing on pastoral leaseholds or adjacent to them, and to inform me of the locality, which they have kindly promised to do.

"On some of the up-cuuntry roads a few plants of sweetbriar are to be seen, and I have generally notified the road-overseers of the fact, but I think it would be advisable to send a circular to the different local bodies requesting their attention to the destruction of any plants that may happen to be growing on the roads or reserves under their charge.

"I have dwelt chiefly on the subject of sweetbriar in this report, as I consider it to be by far the most injurious vegetable pest that at present threatens the pastoral country, and the most difficult of any to destroy if once allowed to get firm hold, while it can be easily cleared out with a little care before it extends itself into rough, broken country.

"I found the runs I have visited generally more free from gorse and broom than I expected, though, of course, there may be many places affected which I have not been able to see.

"I regret to have to report that the runs in the Mackenzie Country have suffered very severely from drought this season, and that feed is very scarce, the stock being in many cases low in condition. It is to be feared the losses this winter will be considerable if weather proves bad and much snow falls."

Revaluations, &c.—As a consequence of the depreciation in the value of stock and agricultural produce, the Land Board has been petitioned or requested to reduce rents or make other concessions. So far, the applications have been confined to the small grazing-run selectors on the Station and Greta Peaks, and a few selectors at Hind's, Burkes Pass, and elsewhere. Eight pastoral tenants applied to be allowed to surrender their licenses or obtain a reduction of rent. The Land Board considered that only three cases appeared to require relief, the view taken being that one unfavourable year could not be considered sufficient warrant for a reduction, even if the Board possessed the power to comply with such requests. As before stated, though payments of rents were generally enforced, it has been decided that those cases which appear to claim special consideration shall be reported upon. A favourable season and better prices for wool, wheat, and other produce doubtless would restore confidence and obviate the necessity for reductions in rents.

Change of Tenure.—The perpetual-lease tenants in this district continue to exchange to the lease-in-perpetuity system. Forty-five availed themselves of this privilege during the year. The reduction of one-fifth in rent appears to be the chief incentive.

"*Thirds*" and "*Fourths.*"—There is little to add to the previous year's report under this head. I did all that was possible to obtain full and enduring proposals for the expenditure of all the funds set aside, but in some cases without success. Nor has it been possible to obtain for your information particulars of the works executed by the local bodies by means of the sums paid over to them.

Lands for Future Disposal.—This subject may be dismissed with the remark that the remnants of the Crown's once splendid estate in the Canterbury district are of little worth, and consequently afford no attraction to residents or to persons arriving from outside the colony, who may be desirous of securing farms and homes.

Departmental.—The clerical and draughting work connected with the united local Land, Survey and Road branches of your department; business connected with the advances to settlers; inquiries as to the necessity for a Fair-rent Bill, and other new work, together with the land-for-settlement valuations and reports, have taxed the strength and resources of the staff. Some of the arrears have been worked off; the new Land Office registers, records, and maps are still, unfortunately, incomplete. I trust that the whole will shortly be put in thorough working order. The arrears of title have been considerably reduced, but I am much dissatisfied with the accumulations of the various arrears still to be overtaken, as I feel that, whatever the cost, such should not be permitted.

It is my pleasing duty to report that the staff generally have worked assiduously and efficiently.

J. W. A. Marchant,
Commissioner of Crown Lands.

SETTLEMENT ON CHEVIOT ESTATE.

Though there is little or no money here, there is mutton and milk and potatoes—enough apparently to last the winter; and there is a fair amount of oaten hay to help out the grass for the stock, which, on the whole, are looking well. It may be hoped that if a moderate amount of road work can be given to help the settlers through the winter months, nearly all the villagers who are now here will stop here, and will endeavour to make Cheviot their home. I may state that much hope is being centered in the dairy factory now approaching completion.

With regard to settlement generally on Cheviot, all would have been well if only stock and produce had retained their usual values; but, with such prices as have ruled for some time past, some of the settlers may find themselves unable to meet their liabilities.

Progress.—I find that a number of dwellings, and some fair-sized houses have been built since December last, and there are signs that the people generally like Cheviot, and will make an effort to remain here.

Hurunui River-bed.—I have spent two days examining into the value of the Hurunui River-bed, and have interviewed most of the settlers having frontages thereto, but I have not yet been able to complete the work. I fear that not more than from £20 to £30 per annum will be realised from this river-bed, and that not without considerable trouble.

Village Drains.—Relative to the sum allocated for expenditure on drainage, I am endeavouring to get the villagers to do the work themselves, to receive a share of the money proportionate to the value and extent of drainage when done; but as yet I can get only about one-half of them to agree to this method of utilising the money.

F. WARD.

WESTLAND.

Summary of Land taken up and available for Settlement.—The total area available for selection is as follows: Unsurveyed 69,100 acres, surveyed 9,967 acres, making a total area open for the public to select from of 79,067 acres. The area under the various systems disposed of during the year amounted to 1,826 acres, taken up by fourteen selectors. It may be remarked that, of the apparently large area open for settlement, the situation and quality of the land will prevent it from being selected during the next decade.

Analysis of Holdings taken up.—This shews that the favourite settlement system in this district is occupation with right to purchase, the ultimate acquisition of the land being looked forward to with considerable interest by those who still think freehold the best title. Some assert that the land held in fee-simple is more easy of transfer than lease in perpetuity, apart from being eventually free from residence and improvement conditions.

Cash.—This comprises a very limited area of 358 acres disposed of to four selectors. So long as the conditions of the other systems are so liberal, very few care to invest their capital in the land, when it can be more beneficially employed in its development.

Deferred Payment.—The land held under this system is practically the same as last year. I anticipate, during the next year, that the area will be considerably reduced by forfeiture and conversions into freehold.

Perpetual Lease.—The area held under this tenure is also at a standstill, and can only be a decreasing quantity on account of the later and more popular forms of settlement.

Occupation with Right of Purchase.—I have already referred to the fact that in the Westland district this system is most favoured. The area taken up during the year was 1,467 acres. It must be recollected that this is all south of the Waiho River—that is, upwards of eighty miles from the nearest market.

Lease in Perpetuity.—The area taken up under this is practically nil, the other two settlement systems being most popular. It seems to me that when this is more understood it will take the place of the others, more especially to men with limited means, and also to others with a fair amount of capital. The advantage of having money at command, instead of being locked up in the land, must be greatly appreciated by enterprising men who wish to make the most out of their holdings by agriculture and stock-raising.

The land dealings during the year have been necessarily limited on account of the small area of good land available for disposal in this district. The Midland Railway Reservation has locked up about one-half of the land in Westland, 35,500 acres of which is fit for agricultural purposes. Of course, there is a certain area south of the Waiho (the southern boundary of what was called the Midland Territory), but at present it is situated at such a distance from a market, that few care to go so far in search of land; only those accustomed to southern privation and isolation care to select in these localities. During the year these distant settlements have been brought into more constant contact with Hokitika by the subsidized steamer being required to go south every alternate month, and I anticipate that this will not only encourage the present settlers, but also induce them and their families to go in more for stock-raising and the dairy industry. The land from the Waiho north to the district boundary has been reserved under the Midland Railway Contract, and hopes were entertained, when I wrote my last annual report, that the reservation would have been lifted some time since. Until this has been realized, settlement must, of course, be in the meantime delayed. Inquiries have been received from many parts in the colony in reference to available lands for settlement in this district, but all that can be offered now will not induce outsiders to come. I have, however, great hopes for the future. Farmers are waking up to the fact that they have, in some parts of Westland, as good grass lands as can be found in many of the more favoured districts of New Zealand. This fairly good land, with the equable temperature and rainfall of the coast, keeps up an almost constant supply of grass for the greater part of the year. Were graziers to supplement this a little more than they do with root crops, I have not the least doubt about the future success of stock and dairy-farming here.

The saw-milling industry is now an important feature along the Hokitika–Grey and Midland Company's lines to Jackson. Several mills have been erected during the year, and all seem to have been busily employed, the output exceeding that of any other year from this locality. Among the varieties of timber special prominence has been given this season to white-pine. This timber

has, I understand, been somewhat out of favour for some time, until it was found to be specially adapted for butter-boxes, the result of this being extensive orders, from Victoria especially.

The total output of timber is as follows: From mining blocks, red-pine, 2,971,156ft.; from mining blocks, white-pine, 361,000ft.; from mining blocks, silver-pine, 131,527ft.; from Crown lands, silver-pine, 527,799ft.; from Grey Harbour Board Reserve, red-pine, 585,100ft.: total, 4,576,582ft. In addition to this an equal quantity is supposed to have been cut from Midland Railway Company's lands and freeholds.

D. Barron,
Commissioner of Crown Lands.

OTAGO.

At the outset it may be observed that in almost every particular the remarks made on the several matters touched upon in the report for 1893–94 would be equally apposite to such matters on the present occasion, to wit, as to the shrinkage of revenue, the difficulties of settlers in consequence of the fall in the prices of all kinds of agricultural and farm produce, the partiality of selectors for the lease-in-perpetuity system as compared with other systems, the demand for pasture lands under the small-grazing system at moderately low rentals, as well as the suitability of operations under the Land for Settlements Act to meet the demand for small settlement in populous districts, where outside work is obtainable.

Last Year's Transactions.—The attached summary furnishes, as it were, a bird's-eye view of the last year's transactions, showing the number of selections of all kinds during the year, the areas held under the several tenures at the close of the year, and the revenue received from all sources:—

Summary of Land Transactions, 1894–95.

Class of Selection.	Selections made during the Year.		Area held at 31st March, 1895.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£ s. d.
Cash	50	748 0 21	...	...	1,192 8 2
Deferred payments	...	...	260	70,949 0 19	4,408 9 0
Deferred payments made freehold	31	5,257 1 19	...	...	...
Perpetual leases	...	...	579	119,144 3 38	4,463 2 1
Perpetual lease made freehold	4	1,026 2 11	...	...	682 0 0
Occupation, right purchase	31	5,193 0 9	68	13,146 2 26	480 1 3
Lease in perpetuity	75	16,251 1 2	292	91,718 1 1	1,588 1 7
Lease in perpetuity exchanged from other tenures	45	20,074 1 7			
Agricultural leases	2	44 2 5	47	4,280 1 34	204 0 9
Village settlement, cash	2	0 3 0	...	...	17 0 0
Village settlement, deferred payment	...	...	23	395 3 14	94 14 10
Village settlement, made freehold	13	103 1 15	...	...	...
Village settlement, perpetual lease	...	...	44	981 3 27	76 8 2
Village settlement, made freehold	2	58 2 7	...	...	55 10 0
Village settlements, right of purchase	3	1 2 28	3	1 2 28	0 8 0
Village settlement, lease in perpetuity	45	554 3 27	96	1,516 2 15	96 15 10
Village homestead, special settlement	...	...	96	1,585 0 20	198 17 6
Special-settlements association	...	...	15	2,954 3 12	10 17 1
Improved farm settlements	28	2,775 2 18	43	4,140 2 18	...
Homestead lands	...	...	6	604 3 4	...
Small grazing-runs	28	53,119 2 34	245	482,296 0 10	10,993 10 8
Pastoral licenses	19	150,122 1 11	323	3,964,159 0 0	41,547 11 5
Coal and mineral licenses &c.	4	122 3 24	261	73,630 0 23	714 7 0
Timber-cutting licenses	1	20 0 0			
Miscellaneous licenses	76	26,919 2 0			
Survey fees	...	...	...	...	237 2 6
Other sources	...	...	...	...	584 12 3
Land for settlements	17	1,739 1 30	43	5,686 1 9	434 17 5
Total Crown lands	476	284,143 3 28	2,444	4,837,192 1 18	68,080 15 6
Endowments	5	25,552 3 22	59	47,586 2 36	1,723 7 6
Gross totals	481	309,696 3 10	2,503	4,884,779 0 14	69,804 3 0

On reference to last year's report, it will be seen that, both in the quantity of land disposed of and in the amount of revenue received, there has been a falling-off,—much less land being disposed of, and less money received, than was estimated would be the case. This is, no doubt, partly owing to the low prices prevailing, but chiefly to the fact that, through unforeseen and unavoidable

delay, a large area of land was not brought into the market, as anticipated, before the end of the financial year. In 1893-94, for instance, a total area of 582,417 acres of all classes of land was opened for sale or selection, but during the past year only 381,458 acres. Had the subdivisions of the Hamilton runs, and other blocks in Woodland, Catlins, and Tautuku districts been ready in time, the area would have been increased by some 50,500 acres, making a total of 431,828 acres in addition to the areas previously opened and not disposed of. There have also been, as you are aware, a considerable number of surrenders of small grazing-run leases and pastoral licenses, which has also tended to bring the revenue below the estimate.

The following are the areas opened during the year under the several methods of disposal: 22,206 acres, under the optional system of Part III. of the Act; 1,324 acres as village-homestead allotments, under Part IV.; 214 acres as village allotments, under the said Part IV.; 84,289 acres under the small grazing-run system, Part V.; 268,263 acres for pastoral leasing, under Part VI.; 425 acres for sale by auction, being town, suburban, &c.; and there were 4,737 acres disposed of under sections 114 and 115 of the Act. There was also allotted, under the Improved Farm-settlement Regulations, an area of 2,775 acres 2 roods 18 perches to twenty-eight settlers.

The number of applications received on the first days of application were: Under the optional system, 633, of which 58 were successful; for small grazing-runs, 122, of which 8 were successful; for village-homestead allotments, 27, of which 13 were successful. Thus, for 79 sections or allotments balloted for, there were 782 applications. This does not, however, exhibit such keen competition as was shown in the operations of the previous year. I may here mention that, in the disposal of the subdivisions of portion of Run 206A, near Naseby, and known as part of Kyeburn Run, a number of sections were dealt with under section 116 of the Act, yearly licenses being granted to the persons who had been residing on the land for many years by virtue either of the runholder's consent, or under privileges granted out of the Warden's Court. This temporary system was adopted on account of the alleged auriferous character of the land and the proximity of mining operations thereto.

The lease-in-perpetuity system still continues the most popular, the proportion to occupation-with-the-right-of-purchase system being, in this district, including the exchanges, as ten to one. It will be noticed that the large area of 20,074 acres was exchanged from other tenures, principally from perpetual lease to lease in perpetuity, during the year. Operations of this character, as I mentioned last year, have a marked downward effect on the revenue, and no doubt these exchanges will continue in the future, especially as settlers find themselves pressed for money—availing themselves of this method of obtaining temporary relief and lower rentals. There still appears to be a considerable demand for pastoral country under the small grazing system; but owing, of course, to the unprecedentedly low prices for wool and sheep, at much lower rentals than have previously obtained.

Revenue, 1894-95.—The estimate of gross receipts, including endowments, was £73,695; the amount realised being £69,804 3s., a deficiency of £3,890 17s., of which the sum of £2,420 13s. 10d. comes under the head of small grazing-runs, attributable mainly, as has already been mentioned, to the failure to bring into market the area anticipated. The allocation of the year's revenue is as follows:—

	£	s.	d.	£	s.	d.
Gross receipts				69,804	3	0
Repayments—						
"Thirds" and "Fourths" to local bodies...	£6,304	3	1			
Land for Settlement Account	434	17	5			
Endowment Account	1,710	10	8			
Other refunds, survey fees, &c.	1,794	3	11			
				10,243	15	1
Total net revenue				£59,560	7	11

With respect to the item, "Endowment Account," it is perhaps as well to explain that the difference between the gross receipts shown in the summary of transactions—namely, £1,723 7s. 6d., and the amount of £1,710 10s. 8d given in the items of repayments, is for statutory deductions paid into Public Account. While on the subject of revenue, it may not be uninteresting to summarise the receipts from this district during the seven years since the alteration of the boundaries of the Otago and Southland Land Districts, as has been done in the accompanying comparative statement, from which it will be seen that there has been a gradual decline, with the exception of the years 1890–91 and 1891–92, the latter showing an increase over the former. There can be no doubt, however, that the principal cause of the smaller amount in 1890–91 was the operations under the Selectors' Lands Revaluation Act; indeed, it may safely be affirmed that that Act has operated more or less as one of the chief factors in the reduction of the revenue since the year 1888–89. The following is the statement referred to:—

COMPARATIVE STATEMENT of GROSS RECEIPTS from ALL SOURCES during the Seven Years since the Alteration of the Land District (exclusive of Scrip.)

Years.	From Crown Lands.	From Endowment Lands.	Total.
	£ s. d.	£ s. d.	£ s. d.
1888–89	104,487 4 9	1,625 17 4	106,113 2 1
1889–90	86,187 10 10	1,724 18 9	87,912 9 7
1890–91	81,974 9 11	1,171 12 1	83,146 2 0
1891–92	86,728 11 6	1,735 3 4	88,463 14 10
1892–93	76,115 0 5	1,854 10 4	77,969 10 9
1893–94	72,327 10 6	1,574 6 7	73,901 17 1
1894–95	68,080 15 6	1,723 7 6	69,804 3 0
Totals ...	575,901 3 5	11,409 15 11	587,310 19 4

Rents and Arrears.—Taking into consideration the present state of the markets, and the consequent struggle that all classes of settlers have had, and are having, to hold their own, it appears to me a matter for congratulation that the rents have come in as well as they have done, and that the list of arrears is not greater than shown in the tables attached to this report. For the purpose of showing the state of the arrears in respect of Crown lands as at the 31st March in each year since the alteration of the land districts before referred to, I have had the subjoined statement prepared, which I venture to think will be found instructive and interesting. The drop shown in 1891 to £12,472 from £21,605 in 1890, and again in 1892 to £8,880, is no doubt significant of the effect of the Selectors' Lands Revaluation Act before mentioned, while the gradual and slight increase since 1892 to the present time may be accounted for by the fact that the periods for which the revaluations placed many of the selectors in credit have expired, and that payments are again becoming due; also, by the increasing number of selectors on the books, and by the lower prices of produce before alluded to. But, although the amount of arrears is greater now than in 1892, when it was less than at any period during the seven years shown in the statement, it will be found that the average per selector in arrear is less, the respective amounts being, for 1892, £17 4s. 11d., and, for 1895, £14 10s. 5d. I may add that, out of 763 selectors in arrear on the 31st March last, only 101 were for more than the current half-year's rent, in the case of ordinary settlement due in advance on the 1st January, and in the case of small grazing-runs and pastoral licenses due in advance on the 1st March. The following is the statement to which reference has been made:—

COMPARATIVE STATEMENT of ARREARS of RENTS in respect of Crown Lands as at 31st March in each Year since the Alteration of the Land District; also, Number of Holdings of all Kinds on the Books of the Office.

Years.	No. in Arrear.	Area in Acres.	Amount of Arrears.	Holdings on Books.
			£ s. d.	
31st March, 1889	850	454,732	20,145 12 1	1,864
" 1890	1,009	505,275	21,605 19 6	1,987
" 1891	764	763,116	12,472 12 6	2,006
" 1892	519	392,610	8,880 12 2	2,170
" 1893	675	442,116	9,115 4 9	2,196
" 1894	675	609,926	9,143 1 2	2,239
" 1895	763	806,317	11,082 2 3	2,503

Progress of Settlement.—Notwithstanding the many drawbacks with which settlement has had to contend, the returns for the year, though they, for reasons already given, show a small diminution as compared with those of the immediately-preceding year, are sufficiently convincing of steady growth; and, all things considered, the year's operations must be regarded as not altogether unsatisfactory. It will be seen from the attached comparative table of Crown lands taken up on settlement conditions during the seven years ended the 31st March last that the average per holding for 1894–95, exclusive of small grazing-runs, was only 137 acres, and, even with small grazing-runs, only 382 acres, which, considering the classes of land dealt with, cannot be looked upon otherwise than with gratification. Assuming, however, a better state of things as regards prices of produce, and, as a natural consequence, a greater demand for farm lands, there can be no doubt that, as far as this district is concerned, the supply of good land in the hands of the Crown to meet that demand is becoming very limited, what is now available being more or less of a broken and rugged nature, of high altitudes, and suitable mainly for pastoral purposes. Herein comes the necessity for the acquisition of suitable land for small settlement under the Land for Settlements Act.

COMPARATIVE TABLE showing CROWN LANDS taken up on SETTLEMENT CONDITIONS during the Seven Years since the Alteration of the Land District (exclusive of Cash Lands).

Years.	Without Small Grazing-runs.			Including Small Grazing-runs.		
	No.	Area.	Average per Holding.	No.	Area.	Average per Holding.
		Acres.	Acres.		Acres.	Acres.
1888–89	291	38,947	134	334	137,518	411
1889–90	182	34,297	188	192	50,978	265
1890–91	136	28,498	209	143	43,215	302
1891–92	266	57,692	219	305	136,813	448
1892–93	108	19,035	176	128	85,500	668
1893–94	210	41,173	196	288	158,099	548
1894–95	173	23,795	137	201	76,915	382
Totals ...	1,366	243,437	178	1,591	689,038	433

NOTE.—This Return does not include the lands provisionally allotted during the last two years under the improved-farm-settlement scheme.

Swinburn Farm Homestead Association.—The Ranger's report relative to this settlement is very satisfactory. Of the fifteen members of the association, thirteen are actually residing on their holdings, one is residing on adjoining lands, and the other, unfortunately, met his death recently by an accident on the railway-works. Mr. Ranger Fraser, in his report, states that improvements in the way of buildings and fencing have been effected to the value of £1,192, there being about 1,237 chains of the latter erected; 56 acres have been cultivated for oats, and 138 for root-crops. The settlers own twenty-five head of cattle, sixteen pigs, and nine horses, and the total population settled on the block amounts to seventy-nine. The Ranger further states that he considers this settlement one of the most satisfactory in the interior of this district. The land is fair and well watered, the climate good, and the settlers will shortly have near access to railway communication. It would be well, he thinks, where practicable, to effect more of this class of settlement, which, in this particular case, is very *bonâ fide*. The settlers get employment on the public works, and expend their savings on improvements to their lands. The Ranger further states that these settlers will sooner become self-supporting than if they had settled in bush districts, and that, although their holdings are only of moderate size (the average being about 200 acres), with careful culture, combined with thrift, each farm can be made to support a family independently.

Village Homestead Special Settlements.—Reference to Table N will show that by forfeiture and surrender the holdings under this head have decreased during the year by ten in number, and 136 acres 1 rood 20 perches in area. No further applications are now entertained under this system, the village-homestead allotments on lease-in-perpetuity system having taken its place. Notwithstanding the decrease mentioned, there has been an increase in the area cultivated of 65 acres, valued at £325, and an increase in the value of buildings, after allowing for depreciation in certain cases, of £21. Judging by the Ranger's report, it would appear that the whole of the settlers now remaining in these settlements may be regarded as having permanently located themselves on their selections as their homes, and that the progress made during the year is satisfactory. It seems to me, however, that this is one of the cases in which authority might be sought to merge the whole of the holdings under the village-homestead allotment on lease-in-perpetuity system. The whole of these settlers are poor men struggling to make a living for themselves and families, to whom the exchange to lease in perpetuity would be a measure of relief, if effected without the expense of a new lease. In cases where advances have been made, the amounts could be added to the capital value of the land, and so do away with the necessity of collecting a double payment in the shape of rental and interest as under the present system.

Settlement Conditions and Rangers' Inspections.—In making reference to the manner and the extent to which settlers are fulfilling the conditions under which they hold the selections, I have no desire to do so in terms of an over-sanguine nature. There can be no doubt that there is in a number of instances failure to comply to the fullest extent with all the requirements of the Act—failure in consequence of want of capital, or on account of the quality of the land, and, perhaps, in a few cases, wilful neglect; but on the average, and taking the district all through, I think I can safely affirm that sufficient has been accomplished to afford general satisfaction.

The Rangers, I may say, have had a great deal of special work during the year in connection with surrendered pastoral and small grazing-runs, in arranging for the occupation of unsold lands and reserves under the 116th section of the Act, so as to relieve the Stock Department from the expense of keeping down the rabbits, and in reporting upon many other special matters for the guidance of the department and the Land Board. Ranger Hughan's services have also been enlisted to a considerable extent in reporting upon the suitability, or otherwise, of lands offered under the Land for Settlements Act. Rangers Hughan and Fraser report having furnished 203 specially-written reports on various matters, 35 statutory valuations, upwards of 100 reports required under the Advances to Settlers Act, besides a large number of minor reports of a departmental and routine character. They have also visited and inspected 673 holdings on settlement conditions during the year. Ranger Mackenzie, in the Lakes District, reports having made 23 special inspections and reports for the Warden's Court in connection with occupation licenses and leases, special claims, &c., 26 statutory valuations, 32 other special inspections and reports, and 153 general inspections. Mr. Mackenzie has also performed a considerable amount of work of a professional character for the survey branch of the department. He states that, comparatively speaking, very little progress has been made in his district during the year in the way of improvements, the settlers being hard pressed to make both ends meet.

I may add that, as so much of the time of the Rangers has been taken up with work of a special nature, routine inspections have not been as methodical as I should like them to be, but every effort will be made to ensure more regular and systematic inspection in the future.

"*Mining Districts Land Occupation Act, 1894.*"—Since the regulations under this Act were gazetted a number of applications for land thereunder have been made, and are in process of being advertised, reported on, &c., preliminary to the final hearing by the Land Board. The provisions of this Act will doubtless afford a better tenure to the lessee than under the old occupation-license system, but the requirements of the regulations render the acquisition of land thereunder somewhat more difficult and expensive than under the former regulations. It is very necessary, however, that great caution should be exercised in granting these leases where land is more or less auriferous, and where the granting thereof might seriously interfere either with the present working of a run or with its future disposal for settlement. In some instances, I am given to understand, it is regarded as a hardship that a survey should be required and survey-fees demanded before the issue of a lease, but when it is considered that the survey-fees are allowed to be credited as rent the hardship is surely reduced to a minimum. The operation of the Act will, however, be more apparent when the time comes for making the next annual report.

Lands Available for Selection during the current Year.—The principal new lands that will be available for selection during the current year are: (1.) Under the optional system of Part III. of the Act, a settlement block of about 6,000 acres in Rock and Pillar Disiricts, being portion of the Hamilton

Runs Nos. 204 and 204A; 2,000 acres in Block VIII., Tautuku District; 8,500 acres in Blocks V., VI., and VII., Catlin's District; 3,300 acres in Blocks II. and VIII., Woodland District. The whole of these lands are fairly good, the Tautuku, Catlin's, and Woodland Blocks being bush lands. (2.) Under the village-homestead allotment system of Part IV. of the Act, 100 acres in Block XI,, Maniototo District; 26 acres in Block X., Glenkenich District; and 200 acres on Run 140A, Glenkenich. (3.) Under the small grazing-run system of Part V. of the Act, 13,200 acres in Rock and Pillar and Upper Taieri Districts, being subdivisions of Runs 204, 204A, and 205; 20,000 acres in Blackstone and Gimmerburn Districts, being Run Subdivisions 224, 224A, 224B, 224D, and 225B; Sections 25, Block III., and 21, Block VII., Maniototo District, and 13, Block X., Naseby District; all fairly good pastoral and agricultural land. (4.) For pastoral license under Part VI. of the Act, 15,520 acres, being subdivisions of Runs 204, 204A, and 205, before referred to; Run 134A, containing 22,580 acres. Of runs the licenses of which expire on the 28th February, 1897, there will probably be from 40,000 to 50,000 acres reoffered for pastoral license before the end of the current financial year. There will also be a considerable area of forfeited and surrendered lands under each heading reoffered, the particulars of which cannot now be given, nor would it be necessary or advisable to do so in this report were the details available.

Administration and Clerical Work.—It may seem somewhat paradoxical that, with a smaller amount of land disposed of than formerly, and a more than proportionately smaller revenue, the work of administration, and the clerical work in connection therewith, should have very largely increased; nevertheless, such is the case, and not only so, but the work is of a more irksome and complicated character, owing to the many systems of tenure, and the large number of holdings that are still current under former systems, Acts, and regulations, each system having to be worked, accounted for, and returned on its own particular lines. It would be of immense advantage in the administration if the old systems could be made to merge into the new, a suggestion which I have already made in the case of village homestead special settlements. Of course, in a few years the deferred-payment systems will run out by effluxion of time, but the perpetual-lease systems, both ordinary and village-settlement, are continuous, having the right of renewal at the end of existing terms. The following summary may afford some approximate idea of the extent of the clerical work of this branch of the department, although it does not necessarily embrace everything: A large amount of time is taken up with giving information to the public as to the various systems, regulations, and Orders in Council affecting land-tenures, and the procedure required thereunder for applications, transfers, &c.; meetings of Land Board, 54; entries in minutes of Board, including 223 applications dealt with, 1,357; defaulters dealt with, 400; surrenders and forfeitures, 84; exchanges from other tenures to lease in perpetuity, 52; holdings made freehold, 52; transfers, 96; applications received, 1,011; correspondence, letters, and telegrams received, 3,920; letters and telegrams despatched, 4,294; notices of various kinds sent out, 3,605; sale-plans distributed, 7,500; returns of various kinds made out, 350; schedules sent to local bodies in connection with thirds and fourths, 100; titles scheduled, 129; leases and licenses completed and sent out—in triplicate, 292, equal to 876 sheets; in duplicate, 103, equal to 206 sheets: total, 395, equal to 1,082 sheets; audit cards made out and forwarded to Auditor of Land Revenue, 500; sheets of schedules of land for notification, 66; notices of applications for advances under the Government Advances to Settlers' Act, 128 received, 100 reported; weekly copies of cash-books, &c. It may be mentioned that exchanges and transfers demand a considerable amount of time and attention in the various entries necessary, in ledgers and other records, and in the preparation of new leases.

I may add that the officers of this branch of the service, one and all, have devoted themselves throughout the year with commendable diligence and painstaking exactness to the several duties devolving upon them.

J. P. MAITLAND,
Commissioner of Crown Lands.

SOUTHLAND.

Although the demand for land has been less than for several years past, yet there has been a net increase of 137 tenants, the total number, including selectors of improved farms, now on the books being 1,636 under all systems. This falling-off in the demand is no doubt largely due to the low prices of the staple productions of the district, and this again has resulted not only in less new business being done, but of inducing a considerable number of selectors to attempt in various ways to evade or repudiate their contracts as Crown tenants. Persons thus seeking to evade their responsibilities invariably allege reasons such as rent being too high, prices too low, bad roads, remote markets, in fact, anything but their own management, or want of management, but I have no hesitation in affirming that, since the Revaluation Act became law, there are very few rents indeed which are too high, if settlers will only pursue their occupations in a business-like manner, and display more judgment and resource in their operations. Such cases as I refer to would not be remedied by any adjustment or readjustment of rent which could possibly be made, because the average rent paid by each tenant is only £12 10s., or scarcely as much as the rent of a workman's cottage in any of the towns; therefore, assuming that he obtained a reduction of 50 per cent., the few pounds he would save would not make all the difference between success and failure.

These failures and partial failures are greatly due to a craving to occupy larger areas than the occupant's means would warrant, and, if this conclusion is correct, it follows that the undertaking would not succeed even if they paid no rent at all. In such cases what usually happens is this: the selector pleads inability to pay rent and live on his farm, and applies to be put on Government works, and from the sett'ement point of view this only intensifies the evil, because his place is neglected, and, even if it is not forfeited for breach of conditions, there is no chance of his becoming a producer. Having said this much in criticism, I may fairly be asked to suggest a remedy. It is not easy to do this in a few words, but I would say to the settler, "Take up only so much land as

you and your family can efficiently work; grow everything you possibly can on your own place for home use; do not neglect the small industries such as gardening, poultry, rearing bees, and many others; and do not depend entirely on sheep or cattle rearing, but adopt a mixed system of farming. Above all, never work away from your own place when by doing so you will lose the season for some important operation, or unless absolutely obliged to do so.

Forfeitures and Surrenders.—Forty-nine holdings under the various systems of tenure have been determined by forfeiture and surrender, under somewhat similar circumstances to those described in the foregoing copy of letter.

Transfers.—Forty-five transfers have been given effect to, and many of these had their origin in hasty and ill-considered applications, which would have resulted in forfeiture in the absence of transferees.

Exchanges of Tenure.—Forty-five leases and licenses were exchanged for forty-one leases in perpetuity.

Residence and Improvements.—The Ranger has furnished the following information, as the result of the year's inspections :—

SUMMARY OF CROWN LANDS RANGERS' REPORTS, 1894–95.

Reports, Term, and Tenure.	Number of Selectors.	Area.	Partial Default.	Total Default.	Absent.	Double Improvements in lieu of Residence.	Living Adjoining.	Residing on Selection.
Deferred-payment—								
Second year ...	...	...	...	...	...	...	...	...
Fourth year ...	43	1,695	9	...	9	...	16	18
Final year ...	36	1,475	2	...	1	...	10	25
Total ...	79	3,170	11	...	10	...	26	43
Perpetual lease—								
Second	...	...	...	...	...	...	...	...
Fourth	204	26,018	18	11	70	41	50	84
Final	75	13,749	4	...	10	6	25	40
Total ...	279	39,767	22	11	80	47	75	124
Lease in perpetuity—								
First year ...	32	9,014	9	12	21	...	1	10
Second year ...	113	31,270	22	17	39	...	29	45
Total ...	145	40,284	31	29	60	...	30	55
Occupation with right of purchase—								
First year ...	8	1,735	4	2	6	...	...	2
Second year ...	42	18,459	3	6	17	...	4	21
Total ...	50	20,194	7	8	23	...	4	23
Small grazing-runs ...	24	71,473	3	1	4	...	4	16
Grand totals ...	577	174,888	74	49	177	47	139	261

In his report the Ranger expresses the opinion that, if the settlers are to live by their land, they would require to make at least four times the improvements they have done, and that the incidence of local taxation militates against improvements, inasmuch as the more they do the more they are taxed. The principal of taxing improvements is certainly open to argument; but, as the weakness of these bodies' finances is notorious, and settlers are ever increasing their demands for works, it is hard to see in what way the rates could be reduced.

Of forest-land taken up during the period under review, 132 acres have been felled.

Small Grazing- and Pastoral-runs.—Some of the small grazing-runs offered about two years ago have not yet found tenants. In some cases the tenants have so far failed to comply with conditions, and three have been surrendered. It has been found expedient to let some of these runs for short terms, and at low rents, in order to relieve the country from the burthen and cost of keeping down the rabbit-pest. There is reason for believing that some of the large runs held under pastoral license, situated in high and inferior country, will be left on our hands before very long, owing to the rabbits, unless merino wool advances in price.

During the year the Auckland and Campbell Islands were offered for pastoral license, and most of these have found purchasers. A syndicate of Gisborne men have joined the lessee of Campbell Islands for the purpose of exploiting these, and developing their pastoral capacities, and the pioneers of the party have just chartered a schooner and sailed for the islands.

The experiment of establishing what would practically be a special settlement on a small scale in that high and isolated latitude will be watched with a considerable amount of interest.

Arrears.—It is satisfactory to be able to report that, notwithstanding the depressed condition of the agricultural and pastoral interests, the arrears of rent compare favourably with those of last year—viz.: For 1894, 412 selectors for £3,023; and, for 1895, 258 selectors for £1,811. But this result has only been brought about by the most unremitting attention.

The following is a summary of Crown lands surveyed, under survey, open for application before survey, or as pastoral runs:—

	Acres.
Southland County—	
Surveyed rural lands, mostly second-class open country, in areas from 20 to 1,500 acres	50,000
Village homestead sections, mostly first-class land, in areas from 1 to 20 acres	1,860
Town lands	390
Five small grazing-runs, mostly hilly, and carrying fairly good tussock and other grasses	15,400
Unsurveyed land, now being prepared for settlement, mostly forest country, but with good soil	41,300
Wallace County—	
Surveyed rural lands, mostly second-class and partly open country, in areas from 50 to 1,900 acres	19,000
"Land for Settlements Act, 1892" (Merrivale)	10,000
Village homestead sections, mostly first-class bush-lands, in areas from 1 to 20 acres	750
Town lands	130
Seven small grazing-runs, mostly hilly open country, carrying tussock and other grasses	10,800
Lake County—	
Surveyed rural lands, second class, in areas from 80 to 100 acres	1,600
Town lands	12
Fiord County—	
Ten pastoral runs, high, rugged country, chiefly on West Coast	760,000
Stewart Island County—	
Surveyed rural lands, second-class forest-country, in areas varying from 30 to 300 acres	2,360
Unsurveyed land, but open for application, mostly second-class forest-country	143,900
Total	1,057,502

G. W. Williams,
Commissioner of Crown Lands.

APPENDIX No. 2.—SURVEYS.

EXTRACTS FROM THE REPORTS OF CHIEF SURVEYORS.

AUCKLAND.

Minor Triangulation.—The comparatively small area of 98 square miles shown in the table has been covered by minor triangulation, and this has been completed by two officers—Messrs. L. Cussen and J. I. Philips. Mr. L. Cussen had to carry a series of small triangles over portion of the land known as the Aotea Rohe Potae, for the purpose of checking the Native Land Court surveys along the Mokau from the west coast, including the Awakino section surveys, and extending into the Taranaki District, and to the Ohura South; whilst the trigonometrical work done by Mr. Philips was carried out as a check upon the roads laid out by him over the Waimana and other districts near Opotiki, and also to serve as a check upon the section work done by authorised surveyors. The mean cost was only 0·65d. per acre.

Rural and Suburban Surveys.—The area of this class of survey completed during the year is 116,667 acres, and this area has been subdivided into 725 sections, which gives the small average for each section of 160 acres; so that though the output has been nearly 29,000 acres less than last year, yet the number of sections surveyed has been increased from 626 to 725, or an increase of 99 sections. This has necessarily raised the cost of survey per acre to a mean of 1·65s., or slightly more than last year. Nearly all these surveys have been in densely-wooded and broken country, and the past year has also been unusually wet. Of the total area given above, some 533 sections, of an area of 76,451 acres, were surveyed by the staff at a mean cost per acre of 1·55s.; whilst authorised surveyors, at schedule rates, surveyed 192 sections, of an area of 40,216 acres, the mean per acre being 1·83s., or slightly in excess of that done by the staff.

Town Section Surveys.—Only nineteen lots have been surveyed under this heading, at Opotiki and Onehunga, with a total area of 39 acres, and costing nearly £1 19s. per lot.

S. PERCY SMITH
Surveyor General.

NEW ZEALAND

SHEWING LAND TRANSACTIONS
1894-5.

Scale of English Miles.

20 15 10 5 0 40 80 120

North Island

Middle Island

REFERENCE.

Land taken up during the year

Lands available for settlement

Lithographed at the Head Office, Department of Lands and Survey, Wellington, N.Z. June 1895.
A. Barron, Superintending Surveyor.

NEW ZEALAND

S PERCY SMITH
Surveyor-General

Scale of English Miles

North Island

Middle Island

REFERENCE.

Standard Surveys ... shewn thus
Minor Triangulation ... shewn thus
Stations Surveys under check ... shewn thus
... built ...

Three Kings
North Cape
C Maria van Diemen
Doubtless Bay
Whangaroa Har
Hen and Chickens Is
Cavalli Is
Bream Hd
Bream Tail
Whangarei Har
Poor Knights
Great Barrier Is
C Colville
Hauraki Gulf
Hauraki Plains
Hauraki Gulf
Hauraki Gulf
Hauraki Gulf

AJHR - 1895 - J. A-C
C-1. after pg. no - 26. map-2

S. PERCY SMITH
Surveyor General

NEW ZEALAND

SHOWING THE

ROADS TO OPEN CROWN LANDS FOR SALE

SURVEYED & CONSTRUCTED DURING 1881-1895

Scale of English Miles.

20 15 10 5 0 40 80 120

Reference.

Chief Towns ..... *shewn thus*	WELLINGTON
Minor Towns and Post Offices	HAMILTON
Roads	
Railways	
Roads cleared	
Roads cleared and formed	
Roads surveyed and graded	

North Island

Middle Island

TASMAN SEA

PACIFIC OCEAN

Three Kings

C. Maria van Dieman

North Cape

Bay of Islands

Poor Knights

Great Barrier Is.

D'Hausses Group

Mercury Bay

Aldermen Is.

Mayor Is.

White Is.

Motiti Is.

BAY OF PLENTY

Hicks Bay

East C.

Open Bay

Tolago Bay

Table Cape

Mahia Peninsula

HAWKE BAY

NAPIER

C. Kidnappers

North Taranaki Bight

South Taranaki Bight

Cook Strait

Foveaux Strait

Stewart Is.

Banks Peninsula

Taupo

Mt Egmont 8260

Ruapehu 9175

Tongariro 5641

Ngauruhoe 7481

Mt Cook 12,349

Mt Aspiring 9960

Mt Domett 5400

Mt Arthur 5200

Mt Owen 6150

Mt Eyles 5552

Mt Eakaslaw 6665

Mt Stokes 6837

Auckland

Wellington

Nelson

Blenheim

New Plymouth

Napier

Gisborne

Hokitika

Greymouth

Westport

Christchurch

Dunedin

Invercargil

Lithographed at the Head Office Department of Lands and Survey, Wellington, N.Z. July 1895

Native Land Court Surveys.—The total area surveyed for Native Land Court purposes during the year has been 198,137 acres, in 127 separate blocks. Of this amount the staff has surveyed fifteen blocks, of a total area of 15,087 acres, and at a mean cost of 1·22s. per acre. Authorised surveyors, at contract rates, have surveyed twenty-eight blocks, of an area of 24,409 acres, at a total cost of £788, or a mean of 0·65s. per acre. The balance has been surveyed by authorised surveyors, who have arranged privately with the Native owners, and who may or may not apply for a certificate of lien.

Gold-mining Surveys.—Owing to the recent rich discoveries at Coromandel, and the continued handsome yields in the Waihi and other mining centres, there has been a great revival of the gold-mining industry. During the past year the total plans received and surveys authorised have been for sixty-two claims, of a total area of 1,752 acres. These claims were surveyed at a cost of nearly 9s. per acre, or a total cost at schedule rates of £767 12s. 7d.

In addition to these, five areas have been surveyed for coal-mining leases, with an area of 1,398 acres, and at a total cost of £179 2s.

Roads, Railways, &c.—A very large mileage has been surveyed during the year, totalling to 226 miles, at the low mean cost of £11 per mile, nearly the whole of which was done by the staff. When it is borne in mind that this has nearly all been surveyed in broken forest country requiring an immense amount of patient exploration before the requisite grades could be obtained, the results must be admitted to be very satisfactory.

Detention by Native Opposition, &c.—The sum under this head is only £10, and the greater portion was incurred by Mr. J. B. Thomson at Mangakahia, owing to a dispute with the Maoris over the Kauaeranga Block sold to the Crown.

Other Work.—Of the total sum of £1,468 12s. 5d. set down under this heading no less than £783 9s. 8d. is the cost incurred by Mr. L. Cussen, District Surveyor, for inspection of the Native Land Court subdivision surveys within the Aotea Rohe Potae Block, and also the inspection of the Awakino and Mokau Mohakatino Blocks within the Auckland Native Land Court District; and, with the exception of the survey of a road from Kawhia to Harihari, the whole of Mr. Cussen's time has been given to this work. The remaining sum is divided amongst ten other surveyors, and is, in Mr. Baber's case, inspection, ranging, and exploration, at a cost of £225; also, in Mr. F. K. Thomson's case it is the cost of defining boundary between Crown and Native lands at Muriwhenua, and also for inspection of sections for Ranger, at a total cost of £175; the other items are principally for ranging work done, and also for the survey of five coal-mining leases, &c.

Work in Progress.—I have now no less than 2,547 square miles of triangulation in progress, some 500 of which are being surveyed by Mr. T. K. Thompson, from Rangaunu northwards to the North Cape and Cape Maria van Diemen, for the purpose of enabling the office to correctly lay down this portion of the colony upon the record maps, and also for the purpose of checking small-area section surveys laid out for gum-diggers, thus encouraging them to become permanent settlers. There are also 2,000 square miles in progress by Messrs. Philips and Foster in the Urewera country, for the purpose of enabling the colony to obtain a knowledge of its topography, and also of obtaining a closure between the Bay of Plenty and Poverty Bay circuits. There are also under survey at the present time 142,686 acres of rural surveys, mostly in comparatively small areas; also 307,944 acres of Native Land Court surveys and Native land purchase surveys, and some 283 miles of road, to which will probably be added another 100 miles during the year. There will doubtless be a large addition to the section surveys owing to extensive Government purchases within the Aotea boundaries between Pirongia and Taranaki.

Land Transfer Work.—Under this heading the work has been very small; only 131 plans have been approved, containing 460 subdivisions, and of a total area of 15,928 acres. I do not anticipate any increase during the ensuing year.

Crown Grants, Native Titles, and Land-purchase Deeds, &c.—The return this year is very satisfactory; there have been 1,778 grants, &c. prepared, involving 4,890 marginal plans, of a total area of 1,165,324 acres, at a cost of £354 7s. 2d., or 1s. 5½d. per marginal plan.

Office Work in General.—The return of expenditure attached will give some idea of the great increase of office work. The vouchers passed by Mr. Kallender and his assistant, Mr. Edwards, amount to 2,209 in number, for a total amount of £45,283. Mr. Kallender has also had charge of the preparation of the quarterly revenue statements; and also has computed the tables attached to the Lands Report. The general correspondence out and in cannot fall short of from 20,000 to 25,000 letters. Some ninety-two plans of roads taken and closed for local bodies, comprising eighty miles of road, have been examined, recorded, and traced; also eleven miles and a half of water-race plans under Public Works Act, and eight miles and a half of railway-plans have undergone the same course. Two hundred and twenty-eight plans and specifications for road contracts have been prepared; also 162 specifications sent in by local bodies have been examined and approved. The energies of the office staff have been taxed to the utmost to keep pace with the work and to prevent arrears accumulating.

GERHARD MUELLER, Chief Surveyor.

HAWKE'S BAY.

Minor Triangulation.—We have succeeded this year, notwithstanding some opposition, in completing the triangulation of the East Cape country, so long resisted by the Natives in that locality. This area is 84,000 acres, and the work was done in a very creditable manner by Mr. M. Carkeek, by contract, at slightly over 1d. an acre. The effect of this survey has been the breaking down of the long and strenuously sustained opposition to the dealing with this country by the Natives, for since its completion applications for investigation of title, embracing the whole, have

been made to the Native Land Court, and the surveys of the blocks have been carried out without opposition.

Topographical Survey for Selection.—Two blocks of 22,200 acres, in the Motu and Hikurangi districts, have been completed, at a cost of 6¾d. an acre. Both have since been thrown open for selection, and a considerable portion taken up.

Rural and Suburban.—42,481 acres have been surveyed, at 6d. an acre, which low rate is accounted for by a large block at Hangaroa having been subdivided into small grazing-runs. Exclusive of this the purely sectional work for close settlement has cost 1s. 6d. an acre.

Native Land Court Surveys.—The output this year has been sixteen blocks, comprising 93,661 acres, all in the East Cape country. The greater part was executed by Mr. Wheeler, staff surveyor; the remainder, 12,728 acres, was done by contract. The Government has advanced the cost in all these instances, and the amount will be recovered from the Native owners, or secured on mortgage over the land, under section 65 of "The Native Land Court Act, 1894." In addition to the foregoing, sixty-four blocks, with a total of 79,281 acres, have been surveyed by private surveyors engaged by the Native owners, all of which had to be checked and recorded.

Road Surveys.—There has been very little of this work done during the year, but every prospect of a heavy call upon us in the ensuing, as the right in some instances is about lapsing.

Inspection.—Inspection and field check, I regret to say, has not been as frequent as could have been desired, as the District Surveyor at Poverty Bay has so many other duties—more especially, of late, the co-operative roadworks in different parts of the district—that little time can be given to the duty. In all, twelve field checks have been made, and generally, though not always, in cases where for certain reasons it was deemed advisable.

Work for Ensuing Year.—Of settlement surveys, we have 52,040 acres in hand, and there will be in all probability 20,000 acres more of selections that will be made as "unsurveyed." Two surveyors are now at work at Motu and Hikurangi surveying land for settlement, and three are engaged preparing the Waikopiro Block for close settlement, which work, it is hoped, will be done about the end of June next. Seventeen miles of road are in hand, and it is more than probable that the survey of more will be forced upon us in the exercise of rights over Native land. One staff surveyor has 44 134 acres of Native blocks in hand, and three blocks of 22,666 acres are under contract by authorised surveyors. It is probable that there will be additional in this direction, but, I anticipate, not to the same extent as last year, unless the department undertake the subdivisions of the blocks at the East Cape.

The following is a summary of the work completed during the year and of that in progress:—

	During 1894-95.	In Progress.
Minor triangulation	84,000 acres.	20.000 acres.
Topographical surveys	22,200 "	30,000 "
Rural and suburban	42,481 "	22,040 "
Native Land Court—		
By staff surveyors or contract	93,661 "	66,800 "
By authorised surveyors	79,281 "	41,972 "
Roads	4 miles.	30 miles.

THOMAS HUMPHRIES, Chief Surveyor.

TARANAKI.

Topographical Survey.—This comprises the result of exploratory survey of the Upper Urenui country, its tributaries, &c., by Mr. Morpeth, with a view of locating suitable areas for small-farm settlement purposes, but with the result that the lands proved fit for large holdings only.

Minor Triangulation.—Almost the whole of the area shown in this table was "breaking-down" work from major triangulation, necessary for section surveys in hand. As referred to in last year's report, further extension of this class of work is very necessary, as the trigs. are at present too far apart to be of much use to section surveyors. During the year several prominent hills in Taurakawa and Kapara districts have been cleared by various surveyors while at their sectional work, with a view to connecting the Taranaki triangulation with that of Wellington District. During next summer, should an officer be available, the triangulation in the south-east corner of this district will be completed, as it is unsatisfactory at present.

Rural and Suburban Sectional Surveys comprise all varieties, from cutting up more or less large areas into sections for special-settlement and small-farm-settlement purposes to "spotting" sections selected before survey, under the provisions of the Land Act, the cost being considerably enhanced by the expensive nature of the country, which is very broken, densely timbered, and inaccessible until roads are made; the weather in the interior for a considerable part of the year being generally wet and inclement, retarding operations very considerably.

Town Section Surveys comprised that of the Matapouri Township, a new one on the Waitotara River.

The Native Land Court Survey was one done for subdivisional purposes only.

Road Surveys were principally the engineering surveys of the Rawhitiroa and Mimi Roads, over very difficult and densely-timbered papa country, though with the latter road previous exploratory trial surveys somewhat lessened the cost. The Maben Road was also surveyed through similar country for twelve miles and a half.

Other Work.—Under this heading is included a multifarious collection of smaller works, such as field-inspection, checks of ordinary surveys and of those for land-transfer purposes. Explorations for road-lines from the Mimi *viâ* the Upper Waitara Valley and Moanatairi Special Settlement,

to join the Ohura Road in the Tangarakau Valley, and from the Wangamomona country through to the Waitara Valley, were made. (These explorations have assisted in search for areas available for special-settlement and improved small-farm-settlement purposes.)

Some extra ridge-traversing beyond present applications in Opaku District is included; so is the cost of setting-out bushfelling lots for improved-farm-settlement purposes; also the running of boundary-lines of old partly-surveyed sections omitted from or incorrect in former surveys. The preliminary cost of cutting up land in the Urenui Valley into holdings for small-farm-settlement purposes, which work was abandoned before completion, on account of its unsuitability for the required purpose, is also included. This work at a future time will be utilised for subdivision in larger areas. The extension of the town standard survey of New Plymouth, alignments therefor, and placing of new blocks and marks—a work necessitated by the increase in dealings with private lands for land-transfer purposes—is accounted for; also the cost of labour in clearing sundry hill-tops for the future and current trig. works; and for sundry small works, such as the burning and sowing of Government grass paddocks in the back blocks, to assist in future settlement. The cost of the field-work of periodical harbour surveys and soundings at New Plymouth is also added.

Field-work in Progress and Incomplete.—The total finished during the year, although fair for the class of country and weather experienced, is not as much as was desired. The total on hand is even larger than last year, as no sooner is one lot of work completed than another of perhaps greater area has to be attacked. The unfortunate delay caused by the devious routes to be followed in reaching new blocks allocated for subdivision far inland, owing to the broken and heavily-timbered nature of the country, is a great drawback; and the necessity of having to actually hew one's way first, and then carry in stores and material on one's back, is in the first case a great deterrent to speed and cheapness of work. The field officers have to be complimented on what they have done under the circumstances; and the decided increase in the demand for land, and in the revenue therefrom, with the further advance in the settlement programme, gives promise of still more work to be done in the future.

Proposed Course of Work for the Year 1895–96.—Within a couple of months the bulk of the surveys, the field-work of which is either complete or nearly so, will be mapped and finished, but all field-work will be pushed on as quickly as possible; the late unfinished plotting can remain in abeyance a little time longer, and be finished by the field-staff in office during the two worst of the winter months. The most of our survey parties will during the coming season be engaged on ordinary Crown land settlement surveys, and in completing those of special-settlement blocks already selected—viz., Mangaehu, Whenuakura, Moeawatea, and Kaitangiwhenua; also in laying out improved-farm-settlement blocks for occupation in 100-acre lots by the co-operative workmen on our roads under the partial time payment proposed to be introduced by the Government, and which should, if the settlements are judiciously planted, prove a considerable factor in solving the great unemployed-labour question and congestion of population in the towns. Too many families should not be located together; they should be settled in groups of ten or twelve families, at intervals of ten or twenty miles apart, with larger holdings under the ordinary sections of the Land Act between, on which, after the Government road-works are finished, these men may reasonably expect to obtain employment in bushfelling, clearing, &c., for a few years, until thoroughly established. Care should also be taken not to monopolize all the available frontages for these settlements, and thus destroy all chance of profitably settling the back country; otherwise both classes of settlement may prove a failure, as one must to a large extent depend upon the other for support, especially during the initial years.

JOHN STRAUCHON, Chief Surveyor.

WELLINGTON.

Minor Triangulation.—Although no work under this heading has been returned as completed this year, a very large area in the Upper Pohangina, Umutoi, and Awarua country is in hand by Mr. Lowe, on which a sum of £864 8s. has been spent in this and previous seasons; and, but for the fact that this officer had to take over road construction and supervision duties in the absence of Mr. G. T. Murray, he would have had a substantial area completed by this time. Mr. Lowe, however, hopes next season to have 250,000 acres finished and mapped, which will practically complete all the untriangulated country in the north-eastern portion of this provincial district, extending from the Upper Pohangina to the northern portion of the Awarua Block, and easterly to the Ruahines.

Topographical Selection Surveys.—The work under this heading during the past year has been confined to two blocks, aggregating 49,437 acres, at an average cost of 6d. per acre. Of these, one —the Retaruke Block—has been done by Mr. Dalziell, containing about 44,000 acres, situated in the Upper Waimarino country, and which really could have been offered this season, but I thought it better to wait, on account of its remoteness from settlement, until the coming spring or the early summer, when the road into it, leading from the Waimarino–Taumaranui, should be completed, allowing intending settlers to get in to the block to inspect it. The other block was that south of the Kawatau River, which was roaded, &c., by Mr. Morice, and opened for selection in December last, most of which has already been taken up. Further blocks in the Awarua have been started. One block of about 19,000 acres, adjoining the Mangaweka or Three-log Whare Township, on which Messrs. Climie, Roche, and Earle are at work, has been sectionised, and should be ready for selection in July next. A block north of Kawatau is being got ready by Mr. Morice; a further block, between the Huatapu and Rangitikei Rivers, and another south-east of Moawhango, are in progress by Mr. J McKay and Mr. Briggs respectively.

Sectional Surveys.—This class of survey comprises the great bulk of the year's operations, the result being the completion of 152,584 acres, at a mean cost of 1s. 10·2d. per acre, subdivided into

904 sections, the average size throughout being about 169 acres. The bulk of the work was executed by twelve staff and two contract surveyors, all in heavy forest country. This work finishes up several large pieces of country that have been on hand for settlement in various stages for the past three or four years.

On the East Coast, for instance, the pegging and mapping of the Rising Sun and Pahiatua Nos. 1 and 2 Farm Homestead Blocks completes the sectional survey of the whole of the East Puketoi country of about 90,000 acres. The roading and settlement of this territory, you will remember, formed the subject of one of my first reports to you when I took charge of this district in 1891. I then recommended its being cut up into areas suitable for ordinary settlement. The demand, however, for farm homestead settlement blocks subsequently necessitated its being surveyed into 200-acre sections, which, of course, has vastly increased the length of roading, as compared with my original proposals, and necessarily took longer to complete.

Coming to the West Coast, Mr. Dickie's survey of the Marton No. 1 and 2 Blocks, and part of the Onslow Block, completes the farm homestead lands, as well as those taken up under ordinary conditions, in all that stretch of country extending from the Upper Pohangina on the south to the Awarua Block on the north, taking in all the available land fit for settlement between the Rangitikei River and the Ruahine Ranges on the east.

Again, in the Pohonuiatane Block, Messrs. Bristed, McKay, and Maitland have cleared off the Hunterville Nos. 1, 2, and 3 Blocks (farm homestead settlements), besides doing adjoining Native surveys, and roads leading to the areas being taken up. Also, in the Waimarino country, Messrs. Dunnage, C. A. Mountfort, and Lewis's surveys clear off in the interior all the farm homestead settlement blocks, except the Gladstone and Marton Nos. 3 and 4. The field-work of the Gladstone and Marton No. 4 is practically finished, and Marton No. 3 is well in hand by Mr. C. A. Mountfort. Therefore the farm homestead blocks completed as above during the year are: Rising Sun, Danevirke-Centennial, Pahiatua Nos. 1 and 2, Marton Nos. 1 and 2, Onslow, Waimarino, Wanganui-United (East and West), Clifton No. 2, Hunterville Nos. 1 and 2, and Malton, together with nearly all the selection surveys adjoining any of these associations.

Township Surveys.—These comprised an area of 134 acres, subdivided into 310 allotments, at an average cost of 21s. 4d. each, the principal surveys being at Mangaweka, Taihape, and Ohakune. The cost is somewhat higher than usual, but is accounted for by the hindrance caused by fallen timber, and bad weather being experienced whilst Mangaweka (which comprises the bulk of the area) was being done. Raetihi Township extension has also been completed by Mr. C. A. Mountfort; but plans were not sent in in time to be included, and consequently the survey is not returned this year.

Road Surveys.—These amounted in the gross to 137 miles, at a cost of £13 9s. per mile, as against 157 miles last year, at £16 14s. 2d. The principal items were Mr. Thompson's surveys of 38½ miles in South Wairarapa, in settled districts; Mr. Otway's of 15¼ miles, inland from Castlepoint, to connect with our road systems in the country further back; 14¼ miles by Mr. W. D. B. Murray of the Main Inland Road; and over 32 miles of engineering work by various surveyors, refunds for which have of course been asked from their respective road votes.

Native Land Court Surveys.—The work undertaken by the department for Native Land Court purposes was 76,702 acres, in ten blocks, at an average cost of 5s. 4d. per acre. These included a contract for five blocks, containing 68,114 acres, east of the Wanganui River, in which the Native Land Purchase Office was interested, and was let to Messrs. Richardson and Reardon. The only other item of importance was the survey of two of the Waimarino Reserves by Mr. Dalziell, having an area of 7,485 acres, and several others are in progress. Mr. Otway has also completed three other large reserves on the Wanganui River, entailing some very hard and arduous work on his part, as well as on the part of Mr. Dalziell, the surveys being in the most outlying portions of the district. It must also be borne in mind that these surveys form but a small portion of the year's Native Land Court operations, as plans from private surveyors have been checked and examined (and in some cases checked in the field before being passed) of 114 blocks, representing an area of 104,000 acres. It is needless, of course, to remind you that this class of work is far more troublesome than that done directly by the department, from want of immediate control, and involves questions of authorisation, inspection, &c., and liens to protect the surveyors' costs.

Other Work.—Classed in this category is all the miscellaneous work that cannot well come under the headings of Form No. 1 of the annual return. These total up to £2,013 1s. 10d. The chief items are Mr. L. Smith's inspections and other costs, amounting to £560 4s. 1d.; Mr. W. D. B. Murray's expenditure of £646 2s. 8d., which, from its nature, I had no option but to bring under this heading; Mr. Lowe's supervision, &c., of the inland and other roads for Mr. Road-surveyor Murray, at a cost of £145 17s. 11d.; and Mr. Lewis's work of a similar character in Waimarino, &c., cost £221 2s. 7d.; whilst Mr. Thompson's amount of £150 is chiefly for reports and explorations of Crown lands, Ranger's duties, river-bed surveys, &c. These five items thus account for £1,723 7s. 3d. of the total of £2,013 1s. 10d.

Survey Inspections.—Mr. L. Smith, in addition to having tested, up to date, nearly the whole of the staff surveyors' work in the field, has also made twelve inspections of the surveys of private surveyors, the result of his labours going to prove that, taken as a whole, the work of the staff, with one exception, is satisfactory both as regards accuracy and cost of output, and that notwithstanding the fact that many of the surveyors have been working under great disadvantages, on account of the rough nature of the country and the remoteness from settlement, involving in some instances the packing of supplies long distances.

Regarding the work of private surveyors, although the better class of men turn out exceptionally good surveys, there are others that show the necessity for very close inspection before allowing their plans to pass.

Road-works.—You are already in possession of Captain Turner's very comprehensive report, giving all the details in connection with the year's operations and expenditure under this heading,

together with various tables required by you, as also his report on the co-operative system of contract, to which I have simply the honour to refer you for information.

Operations for 1895-96.—The amount of £7,698 has been carried forward to next year as against work unfinished and in progress, and a special feature of this balance is that it is nearly all for surveys commenced during the past year, and not, as has been the case previously, for work extending sometimes over four years. The main work to look forward to for the coming season will be somewhat as follows, viz:—

Mr. Lowe's triangulation in the Awarua-Pohangina country, of a quarter of a million acres; the settlement surveys in the Awarua Block, by Messrs. Climie, Earle, Roche, McKay, Biggs, and Morice, amounting altogether to about 62,500 acres; the completion of Marton Nos. 3 and 4 and Gladstone Farm Homestead Blocks in the Waimarino country, and also the balance of the applications there, by Messrs. C. A. and A. J. Mountfort, and Messrs. Dunnage, Seaton, and Lewis; and a new selection block north of the Gladstone Farm Homestead Block should also be got ready. The Waimarino Native Land Court orders and reserves should be completed by Mr. Dalziell, and the small grazing-run block at Retaruke prepared for offering. The Raetihi Native Land Court Block of 17,200 acres, in which the Government has interests, and now almost surrounded by sectional surveys, requires completion, mapping being the principal part of the work. At Ruanui, Mr. Bristed is subdividing the Government purchase of 1,500 acres, and Mr. Maitland will complete the survey of the Hunterville-Tokaano Road, of about 60 miles.

Coming to the East Coast, Mr. Littlejohn will take up miscellaneous surveys in different parts of the Wairarapa, such as odd applications, back-pegging, Kaiwhata runs, &c., and possibly any surveys of roads in use, but not mapped, near where he may be working. Mr. Thompson will continue the survey of the Wairarapa roads in the north and south counties. I hope to have an officer available for road surveys of a similar character in the Rangitikei County. I should like also to put on an officer to undertake the standard surveys, long promised and urgently required, for such places as Feilding, Palmerston, Pahiatua, Petone, Hutt, and other suburbs of Wellington.

Office Work.—A noteworthy feature of the year has been the location of the indoor staff in our new and convenient offices, and for the first time since I took charge of the Wellington District have all the officers been together and in settled quarters, which, taken now as a whole, leaves very little to be desired in the way of completeness.

Mr. Mackenzie, Chief Draftsman, reports that much of the general work for the past year, as has been the case for the two previous years, consisted in attending to the wants of the field staff, and supplying tracings and information for the public, local bodies, selectors of lands under special and ordinary settlement conditions, Crown Lands Rangers, &c.

The computer, Mr. Carrington, received and examined sixteen sectional, seventy-one Native, forty-five road, four township, eight railway, and fourteen miscellaneous plans, or one hundred and fifty-eight in all, which were passed on for reduction and record in the usual manner.

In the general office, twelve tracings were prepared for photo-lithography of lands to be offered under ordinary conditions, and eight of special-settlement blocks, besides a number of others on transfer paper.

In compilations, seven new Crown grant record maps were constructed. As many of the field staff were working in districts where the triangulation and topographical information was defective, and where the Crown purchases depended on further survey, it has become necessary, in the absence of reliable forty-chain compilations, for me to have prepared provisional maps or tracings as data comes to hand, which has taken up the time of the office staff considerably. In the coming year, however, now that farm-homestead work and the wants of the field surveyors will be less pressing, I hope to make a start with the solid work of the compilation of new maps on the forty and eighty scale, which I have been gradually working up to and laying the foundation for in the general classification of the maps since I took charge here.

Land Transfer Branch.—Mr. J. W. Davis, the draftsman in charge of the work in this branch, in addition to the information scheduled in Table 4, reports that the amount of work passing through the office has been slightly less than last year, although greater than in 1892-93. Plans of 864 allotments, ranging in area from 1½ perches to 3,595 acres, and totalling 29,860 acres, underwent the different stages of examination and recording. Mr. Davis draws attention to the necessity for standard surveys in the suburban districts and country towns, so that the land transfer operations can be kept under proper check. All arrears have been brought up to date, and, as time permits, land transfer index maps are being prepared.

Ruapehu Ascent.—A further report, in continuation of his report of last year, has been made by Mr. W. H. Dunnage, describing his reascent of Ruapehu since the lately-reported increased thermal action of the lake situated on the top of the mountain. His report has already been forwarded to you, and shows that the immense column of steam seen to ascend from the mountain on the 10th March last could only have arisen from an increased temperature of the lake, which, probably, was then in a boiling condition. This, he finds, has now moderated, the temperature of the lake at the time of his reascent having fallen to 128 degrees Fahr., and it will probably soon resume its normal condition. No other disturbance has taken place, and the smoke and flame, said to have been seen arising from the mountain, could only have existed in the imagination of the persons reporting it.

In concluding my report, I would draw your special attention to the very large amount of work which has been put through by officers of the department this season, and to express my thanks, both to the staff and temporary officers, for the way they have worked to complete such an excellent return for the year's work now under review.

JOHN H. BAKER,
Assistant Surveyor-General.

NELSON.

Minor Triangulation.—Mr. F. S. Smith, having been transferred from Cheviot, has been engaged on the triangulation of Marlborough and part of the Nelson District, completing the portions left, adjoining the common boundary, in the field, and then continuing the Marlborough work. Mr. T. Sadd has extended triangulation in the Onetaua District over 16,000 acres, and topography over about 9,000 acres between Mount Burnett and Knuckle Hill, both in the Collingwood District. These lands will be brought under the Land Act, and will be opened for selection. The field-work of the above is nearly completed.

Rural and Suburban.—The large amount of acreage returned this year is owing to the completion of areas selected by the Midland Railway Company in B1 Blocks 127 and 130, and blocks purchased under previous Land Acts. These surveys were jointly executed by Messrs. Smith, Barron, and Montgomerie. One hundred and three sectional surveys, containing 16,288 acres, have been made by Messrs. Snodgrass, Sadd, and Thompson, at a cost of 1s. 8·2d. per acre, and thirty-one others by authorised surveyor, containing 4,610 acres, at a cost of 2s. 0·4d. per acre.

Native Reserve Survey.—A block of 1,797 acres in the Croixelles has been laid off for landless Natives, partly subdivided into thirty-four allotments by Mr. J. A. Robertson, at a cost of 2s. 2d. per acre.

Gold-mining Surveys.—Fifteen surveys have been made during the year, the larger portion of these being situate in the Buller district.

Roads.—Seven miles and three-quarters of roads have been surveyed for construction in the Buller district. The taking over by the Government of the maintenance of 166 miles of the Nelson–Westport–Reefton Road has entailed a large amount of extra work on the department during the present year.

Other Work.—Of the sum of £1,289 set down under this heading, £725 is for field-work in hand at the end of the year; £169 for work connected with taking over maintenance of roads; Reefton office, £70; and the balance for road-inspections, cutting back lines of old sections, reports on improvements by surveyors (there being no Rangers for this purpose), and other miscellaneous duties.

Land Transfer.—The work in this branch shows a slight decrease during the past year.

General Work.—During the winter season Mr. Innes Barron, after plotting up his field-work in hand, will assist Mr. F. Smith with the calculations of the trig. field-work done by him in the Nelson District, adjoining Marlborough. Mr. Montgomerie will plot up the field-work of a block made freehold in the Amuri. In the Buller district there are in hand 2,191 acres in small sections, mining surveys, and current applications; also supervision of maintenance and bridge repairs of 166 miles of main-road contracts, and about 50 miles of other roads. In the Nelson and Collingwood districts there are about 4,500 acres in small areas waiting survey, and current applications. The extension of triangulation with topography is required over a block of country lying between the Lyell, Wangapeka, and Karamea, to connect with present surveys at Mount Arthur, Takaka, and Aorere districts. As the surveys in the Amuri district have been brought up to date, it is proposed that Mr. Innes Barron should undertake this work. This block is more or less auriferous throughout, and, when the Wangapeka–Karamea Road is constructed to the Karamea Bend, settlement, in addition to mining, should take place.

There is a large amount of work likely to arise in the Reefton and Grey districts as soon as the Government are able to deal with the lands now under selection by the Midland Railway Company.

JOHN S. BROWNING, Chief Surveyor.

MARLBOROUGH.

Triangulation with Topography.—The topographical survey of the country covered by the leaseholds, which will for the most part fall in on the 1st July, 1896, was commenced in December last, when Mr. Morgan Carkeek (temporary staff) started work in the Awatere Valley, and subsequently Mr. F. Stephenson Smith, District Surveyor, commenced at the southern end of the district. So far, Mr. Carkeek has erected twenty-two new stations, and observed at twenty-five; and Mr. Smith has erected ten new ones, and observed at twelve; the whole covering an area of about 310,000 acres. One of Mr. Carkeek's stations is on Tapuaenuku, the highest point of the inland Kaikouras, 9,460ft. above sea-level. This is, I believe, the highest trig. station in New Zealand, the one on Ruapehu in the North Island (9,012ft.), erected by Mr. Laurence Cussen, coming next. A permanent signal was designed, and erected by Mr. Carkeek on Tapuaenuku, the staff being made of three pieces of galvanised-iron piping—the lowest one securely fitted into the trig. tube, the middle piece into the lowest one, and the top one into the middle one. Two galvanised-iron discs, 2ft. in diameter, are placed at right angles at the head of the staff, and the whole is kept in position by four wire stays fastened to flat iron pins firmly driven into the rock. A cairn, 6ft. 6in. high, is built round the staff, and plates of zinc fastened to the stays at the top. In order to expedite the work as much as possible, Mr. D. W. Gillies, assistant surveyor, and Mr. T. W. Hughes (temporary staff) were transferred in March last from the Hawke's Bay and Wellington Districts respectively, the former to assist Mr. Carkeek in the Awatere district, and the latter, Mr. Smith, in the Kaikoura district. They have been engaged principally in traversing rivers, streams, fences, &c.

Minor Triangulation.—No minor triangulation was completed during the year. A good deal of subsidiary was executed in connection with settlement surveys.

Topographical, for Selection under Land Act.—A small area of 3,000 acres appears under this heading, executed by Mr. A. Simpson, at Tennyson Inlet, Pelorus Sound, at a cost of 2d. per acre.

Rural and Suburban.—An area of 46,345 acres has been surveyed into 175 sections at a mean cost of 1s. 2d. per acre, which may be considered a low rate, as the greater part of this work was adjoining old sections and chiefly in rough forest country. Of the above-mentioned area 3,869 acres comprise old sections which had to be resurveyed, and 11,413 acres are made up of exchanges of tenure, the most of which were surveyed by Mr. A. D. Wilson, paid by deposits.

Town Section Survey.—Five allotments, averaging about 5 acres each, were surveyed in the Town of Kaikoura by Mr. S. A. Slater, to be offered on lease.

Native Land Court Survey.—Under this heading 4,669 acres were surveyed, of which area 4,053 comprise the balance of Mr. J. A. Robertson's contract of blocks surveyed on the shores of Queen Charlotte Sound for landless Natives. An old Native reserve named Wekenui, situate in Tory Channel, was surveyed by Mr. Simpson, and a small one at Kaikoura by Mr. Slater.

Roads.—Only 4·4 miles of roads were surveyed—viz., 3 miles by Mr. Simpson, from Matau-a-Maui Bay, Kenepuru Sound, to Crail Bay, Pelorus Sound; and 1·4 miles by Mr. Wilson through private property to fill up gaps on the Kenepuru–Manaroa Road, and on the one up the Kenepuru Valley. In addition to the above, a detail engineering survey was made by Mr. N. Marchant on the road-lines laid out through the Blind River Estate, 9 miles 11 chains in length.

Field Inspection, &c.—I spent a fortnight during September and October inspecting Mr. J. A. Robertson's survey of land for landless Natives at Okoha and Endeavour Inlet, the result of which was reported to you in my memo. of 10th November, No. $\frac{200}{205}$. I found the work on the whole very satisfactory. More attention might have been given to permanently marking the coast traverses. During June last, in accordance with your instructions, I spent eight days in the Rai and Ronga Valleys measuring timber within the State Forest, for the purpose of obtaining an estimate of the amount of convertible timber growing there. In December I spent a few days in Kenepuru Sound inspecting some of Mr. Wilson's and Mr. Simpson's work, and attending to other matters there. I have also inspected and furnished reports of two estates which have been offered to the Government under the Land for Settlements Act.

At the end of January I had the pleasure of accompanying Mr. Carkeek to the summit of Tapuaenuku, going in from the Gladstone Homestead, on the Awatere, and following up the main branch of the Hodder almost to its source. It was a most interesting journey, but, unfortunately, a dense fog and fierce gale came on a few minutes after we reached the top, giving Mr. Carkeek barely time to put in the tube and erect the signal, when we were compelled to descend as fast as we could.

Mr. Carkeek went up again from the Kekerangu or coast side, when he succeeded in completing his observations. He is of opinion that the ascent from the Awatere *vid* the Hodder is by far the easier one.

Work for Next Year.—Probably the most important work during the year will be the prosecution of the topographical survey over the large areas held under what are known as the "Marlborough leases." As only a little more than a year has to run before they fall in, all the expedition possible should be used in getting the maps and reports completed, so that the classification of the country may be well in hand before the leases expire. I think with the present field staff employed this should be done. In addition to this we may have some large blocks to survey, which the lessees have applied to purchase. Some of these may be conveniently surveyed by the staff in connection with the topographical surveys.

I propose next season that Mr. McFarland should make a topographical survey of the country lying between the Onamalutu and Wakamarina Valleys, which is at present a *terra incognita* on our maps, and, as the Mines Department is forming a track to connect these places, it is time, I think, that we should know something of the nature and capabilities of the country. The proposed removal of the State Forest restrictions over a strip of country in the lower Wakamarina Valley will doubtless necessitate the survey of some leases under the Mining Districts Land Occupation Act.

We have also some Native reserves scattered about Queen Charlotte Sound, comprising an area of 11,220 acres, the survey of which will be taken in hand soon. In addition to the above, there will be the usual settlement surveys, including exchanges of tenure, &c.

Twelve surveyors were employed during the year just ended, as against seven last year, and considerably more than double the area has been surveyed, which of course means a corresponding increase in the office-work; while, with the exception of a cadet, the office staff remains the same. Notwithstanding this, I am glad to be able to state that, owing to the praiseworthy industry and energy of the staff, the current work has so far been kept well up to date; while I regret to say that the arrears of block-sheets, Crown-grant and Land Transfer record-maps, as mentioned in my last report, are steadily on the increase. SIDNEY WEETMAN, Chief Surveyor.

WESTLAND.

Topographical Survey.—The work completed in this class comprises an area of 59,195 acres, the principal portion of which was carried out by Messrs. Douglas and Harper during their explorations in the country immediately south of Mount Cook. The other portion, by District Surveyor Murray, fills in certain wants in the topography of the several districts adjoining those on which he was engaged on section work. Mr. Wilson was also enabled to complete some of the features in the Waiho and Cook Survey Districts, which were somewhat vague and undefined; his work will be a valuable adjunct to the exploration plans of Messrs. Douglas and Harper.

Rural and Suburban.—An area of 10,135 acres has been surveyed during the year, at a cost of 2s. 6·1d. per acre; this included portion of the Midland Company's Block 26 (B1 map). The

survey of this necessitated, practically, a resurvey of about 4,000 acres of old work contained inside of the selection. The remainder of the work was distributed over the south, extending from Hokitika to Okuru, a distance of upwards of 190 miles. The extreme distance to be travelled in overtaking this class of work adds greatly to the acreage cost.

Town Section Survey.—The only work in progress under this heading was the standard survey of Greymouth by Mr. Lord. During the greater part of the year he has been engaged in carrying out this work, which has now been completed on the ground, subject to further inspection. This will prove a great benefit to the Corporation of Greymouth, and will be a guarantee of future accuracy in land-transfer surveys.

Gold-mining Surveys.—The area surveyed for mining purposes was even more limited than that of last year, only five licensed holdings and special claims having been taken up during the period. All the best ground has been secured in the old fields, and until a fresh development takes place there will be only a limited number of areas of this class taken up. The English syndicate referred to in my last report has so far done nothing towards the development of the large area granted to it during the previous year.

Road Surveys.—The principal work carried out in connection with roads was the survey of a new line from the main road near Stafford to the proposed Waimea Railway-station. This road will give direct access to the railway to the residents of that locality. The remainder of the road surveys do not call for any remark, as they were merely portions of deviations and road-traverses. In reference to the several proposed routes and tracks in the Karangarua Valley and towards the "Hermitage," I would refer you to Mr. Harper's report. (See Appendix No. 6, "Explorations.")

Proposed Operations for 1895-96.—I propose that Mr. Murray continue as long as possible at the revision of the old magnetic surveys, as until these have been overtaken they will prove a constant source of worry and expense. Mr. Wilson is now engaged in redefining the positions of sections lately taken up for settlement at Okuru. These sections were surveyed many years ago, and before the adoption of the more modern system of survey, hence they are less accurate than newer work; while the pegging, which was also carried out on a different method then, has practically disappeared. The settlers who now take up the land naturally require their boundaries redefined, so that what amounts to the cost of a new survey has to be again undertaken. I mention this for the purpose of showing that our limited staff can be fully employed for years at revision work, although there may appear to be a very limited turnout of new surveys. I strongly advocate the prosecution of this work as much as possible, and principally for the purpose of giving accurate certificates of title. I need hardly add that if the Midland Railway Company reservation were removed our surveyors would have to leave revision work to overtake the applications likely to be made.

Explorations, &c.—Mr. Douglas, who has been carrying on this work for some time along with Mr. Harper, has become incapacitated from doing any walking by a severe attack of rheumatism. I regret this very much, both for the work and himself. Mr. Douglas is a born explorer, and has, I understand, undergone extreme privation in carrying out his duties. He is a man considerably beyond the average. His attainments as a botanist and geologist would have placed him in a much better position were it not for his retiring habits. For twenty years he has led the life of an enthusiastic explorer, and is undoubtedly the first bushman on the coast. He has frequently gone for months, without cutting a track, or the assistance of a comrade, up the untrodden densely-timbered inland valleys of Westland, traversing the rivers and streams, scaling peaks, determining geological features, patiently tracing mineral belts, making sketches of the scenery, and afterwards sending up plain good maps, replete with information of the greatest interest and importance. He is most painstaking in his work, and his reconnaissance surveys, when afterwards checked by the positions of peaks determined by the Westland triangulation, have proved to be remarkably accurate. He conducted the pioneer surveys of the Main South Road from Mahitahi to Haast Rivers, when he rendered invaluable help in traversing alternate routes and determining the heights of the numerous saddles, &c., intervening. The topographical and geological survey of the wild inland country from the Kokatahi to Lake McKerrow, the exploration of the coalfields of Paranga and Bullock Creek, the mineral belts of Mount Argentine, and the copper-lodes of the Matakitaki Range, are all due to his indomitable perseverance.

Mr. Harper has also done good work, and his report with the necessary photographs will, I trust, not only find a place in the annual report,* but will also supply a valuable addition to the interesting explorations in connection with Mount Cook. There is certainly no better authority than he on the complete surroundings of this mountain, as seen from all points of view. These photographs should be specially interesting just now, in view of the book, I understand, Mr. Fitzgerald is about to publish, in connection with his travels in that locality.

After Mr. Harper has mapped all the data obtained by him and Mr. Douglas, it is not intended to continue these explorations further in the meantime.

DAVID BARRON, Chief Surveyor.

CANTERBURY.

Rural and Suburban Surveys.—Mr. T. N. Brodrick's surveys comprised the definition of areas sold by my predecessor, and situated principally on the Hunters Hills, the Brothers Range, and Mount Nessing. Mr. G. H. M. McClure's include part of the Cheviot Estate surveyed the previous season, and some scattered surveys in North Canterbury. Mr. L. O. Mathias's also includes the return of his portion of the Cheviot surveys, and an instalment of the surveys now in hand of

* See Appendix, "Explorations."

former sales near the Waitohi Hills. Mr. George Mackenzie, Crown Lands Ranger of Queenstown, Otago, kindly surveyed a few sections in the Makarora Valley, at the head of Lake Wanaka. Mr. J. Stevenson completed the subdivisional surveys of the runs resumed about Burke's Pass and Cannington. Mr. J. Roddick surveyed and mapped the southern portion of the Hunters Hills, which comprised sections disposed of in 1891, and several scattered lots in the Stonyhurst District. Mr. J. Adam returned portion of his Cheviot surveys and the balance of the Midland Railway Company's Block 61. Mr. R. C. Taylor's Cheviot surveys as mapped by Mr. E. H. Farnie, Messrs. Meason's and Marchant's contract survey of portions of Messrs. Pringle's and Copland's estates purchased under the Land for Settlements Act, and a small survey by Mr. G. Slater, comprise the balance of the area returned under this head.

These surveys, as usual, have been marked by iron tubes, in safe positions, at convenient intervals, to insure permanent reference-points for all time.

The following table gives the mileage and particulars as to the character of the traverse-work executed by the staff:—

Name of Surveyor.	Number of Closures.	Number of Stations.	Number of Miles.	Total Error. (Links.)		Total Error per Mile. (Links.)		Remarks. (Nature of Country.)
				On the Meridian.	On the Perpendicular.	On the Meridian.	On the Perpendicular.	
T. N. Brodrick ...	27	607	97·38	119·2	105·0	1·22	1·07	Part flat, part hilly.
G. H. M. McClure...	19	284	49·15	19·6	27·7	0·40	0·56	Rough precipitous bush, and open.
L. O. Mathias ...	9	131	18·00	11·4	14·6	0·63	0·80	Flat, undulating, part very steep.
J. Adam ...	34	310	78·34	52·0	84·8	0·66	1·08	Part flat, part hilly.
J. Stevenson ...	10	191	35·00	23·9	19·2	0·68	0·54	Lake Ellesmere, flat.
J. Roddick ...	25	307	40·06	73·1	77·7	1·82	1·93	Rough and mountainous.
E. H. Farnie ...	6	70	11·48	7·3	10·9	0·63	0·94	Part flat, part hills, rough, broken.
R. C. Taylor ...	17	351	46·32	51·5	38·6	1·10	0·80	Undulating, flat, and part steep hills.
Totals and means	147	2,251	376·13	358·0	378·5	0·95	1·00	

Town Surveys.—The only surveys of this class were those of Mackenzie and Port Robinson, by Mr. G. H. M. McClure, and Mr. J. Adam's definition of Domett—all at Cheviot.

Native Land Court Surveys.—The two small surveys under this head comprise the Native reserve and the half-caste claims at Little River.

Road Surveys.—The nineteen miles returned comprise Mr. Brodrick's engineering surveys of the Mount Cook Road, the drain for the Kapua Settlement, Waimate Gorge, &c., and Mr. Mathias's standard traverse of the Mount Somers tramway reserve.

Other Work.—An analysis of the tables under this head shows that the chief items comprise cost of mapping surveys on hand, supervision of road-works, revising old surveys, and the usual miscellaneous valuations, special inspections, and reports.

Future Operations.—During the current year it is proposed to complete the surveys of lands disposed of in former years, comprising 206,067 acres. To this end, Mr. Brodrick will continue the definition of the sections embracing the Hunters Hill, Waitohi Hills, the Mackenzie County Reserves, and the School Commissioners' Run No. 5, which was exchanged for the educational reserves near Waimate. Mr. McClure will undertake the survey of the Midland Railway Company's blocks, and a few scattered sections situated in North Canterbury, and comprising in all 107,480 acres. Mr. Mathias will continue his surveys in the middle Canterbury district, including the Midland Railway Company's blocks. Unless the Government repurchase lands for settlement, the above three officers should suffice for the present requirements of this district.

Office Work.—Fair progress was made in overtaking arrears. Seventy-nine plans were received from the field staff and other surveyors, comprising an area of 105,438 acres. Mr. Burns examined, tested, and reported upon 103 plans, covering an area of 159,956 acres. Twenty-six plans, representing 29,399 acres, have still to be examined. The reduction and recording upon the Crown-grant record, County and Land Office district maps, embraced forty-seven maps, representing 53,274 acres. The arrears under this head amount to fifty maps, and an area of 86,855 acres, which, it must be admitted, is an undesirable and excessive accumulation. Unfortunately, the important and useful work of constructing or adding to the original district and block maps had to be left undone, owing to the want of an extra draftsman. Though 348 leases were prepared, the arrears amount to 219, which, for obvious reasons, is far too much, and is unsatisfactory to the lessees and the department. There is a prospect of the arrears of this class, as well as freehold titles, being worked off shortly. The publications were confined to eleven plans, forwarded to the Head Office for photo-lithography.

The only extra work deserving special mention was that connected with the Land for Settlements Act. One of the most competent draftsmen was almost constantly engaged recording and furnishing tracings, &c., of the numerous estates and sections offered for sale to the Government.

In the land transfer branch of this office, the volume of work decreased under most headings comprised in the tables, particularly as to certificates of titles and transfers. Two plans were prepared of part of the Papanui district. During the absence of Mr. Monro on leave for six months, his assistants, Messrs. Cane and Leversedge, carried on the work efficiently.

J. W. A. MARCHANT, Chief Surveyor.

OTAGO.

Triangulation with Topography.—Mr. Langmuir returns 13,200 acres, and Mr. Wilmot 23,000 acres, situated in the Tautuku, Rimu, and Mokoreta Districts. This completes the triangulation of the Tautuku Forest. The calculations and mapping of Mr. Langmuir's work extended over a much greater area, hence the cost is slightly increased.

Topographical for small Grazing-runs.—31,210 acres of the area returned was the subdivision of the Barewood Runs for the Otago University Council. The endowment was cut up into nine small grazing-runs, all under mathematical check. The remaining 29,050 acres in the Upper Taieri and Rock and Pillar Districts were surveyed by Mr. Calder into ten small grazing-runs, the boundaries all being traversed.

Rural and Suburban.—16,000 acres of the area returned under this heading was in dense bush, situated, for the most part, in the Tautuku Forest. The principal blocks under this heading are the following: Subdivision of Bush Reserve, Block XV., Maungatua, 1,560 acres, by Mr. J. Langmuir. Blocks II. and VIII., Woodland District; area, 4,400 acres. Block II. will be opened under the improved-farm system, and Block VIII., under Part III. of the Land Act. The survey of these blocks was commenced by Mr. H. Maitland, which accounts for the low price per acre of Mr. Wilmot, who finished them. Block VIII., Tautuku, 3,600 acres, by Mr. McCurdie; situated on the Main Catlins–Waikawa Road, to the north of Tautuku Native Reserve. Blocks V., VI., and VII., Catlin's District; area, 3,800 acres, by J. Edie; situated in the Catlin's Valley. In Central Otago Mr. Calder surveyed 9,454 acres into 129 sections, being chiefly subdivisions of small grazing-runs, and the good land in some of the pastoral runs.

Town Sections.—Mr. Wilmot completed his survey of the sections in the Townships of Glenorchy and Alexandra, and Mr. Calder subdivided 500 acres in Blocks XI. and XVI., Maniototo District, into village allotments.

Native Land Courts Survey.—Mr. Barr completed his survey of the Taieri Native Reserve. Plans have been prepared and forwarded to the Native Land Court.

Gold-mining.—Seventeen sections, having an area of 660 acres, were surveyed by the staff surveyors, and eleven sections, having an area of 260 acres, were surveyed by authorised surveyors at the rates laid down in the Mining Act.

Roads and Railways.—Under this heading a distance of forty-seven miles is returned, fifteen miles of which is the coastal traverse from Tautuku Native Reserve to Waikawa by Mr McCurdie. The remainder consists chiefly of engineering surveys of roads in the Woodland District at present under construction.

Proposed Operations for 1895–96.—Mr. Langmuir will be required to subdivide the Maerewhenua Estate, and besides the ordinary work in his own district his services will be available for the subdivision of any other property that may be acquired under the Land for Settlements Act. I also propose, if any time can be spared from his other duties, that he should extend the standard traverse in the Clutha and Taieri Districts, in those parts where there are no trig. stations available for reference when surveys are required under the Land Transfer Act. In this connection it would be very desirable if a fresh standard survey could be made of the City of Dunedin; the only work of the kind that has been done was the survey of the late J. A. Connell, on behalf of the Dunedin Corporation in the year 1871. There are also other towns in various parts of Otago where I think it would be wise economy to put in a few standard points while it is still possible to do so before most of the reliable points are lost. Mr. Wilmot will be engaged in the subdivision of the Merrivale Estate in Southland, and, if the routine work in his own district does not keep him fully employed, there will probably be some work in cutting up properties that may be acquired in this district. Mr. Calder will, I anticipate, be constantly employed with the surveys in his own district, and Mr. McCurdie will continue subdividing bush blocks fronting the main Catlin's-Waikawa Road. He will proceed at once with the survey of Block XII., Tautuku, which will be opened under the improved settlement farm system, and when completed he will finish off the survey of the Tautuku Native Reserve.

Survey Inspections, &c.—During the year I have paid twelve monthly visits to the co-operative road-works in the Catlin's and surrounding districts, and six monthly visits to those on the Pomahaka Downs Estate; also two to the Teaneraki Village Settlement, two to the West Harbour Road, and one to the Leith Valley Road. I have paid twenty-two visits to the surveyors in their camps, chiefly with the object of seeing that the roads were being laid off to the best advantage. The staff surveyors do not require to have their field-book tested for accuracy, as it is uniformly of a high standard of excellence.

I was absent from my district from 1st to 15th September attending the inquiry in Wellington into the sale of the Pomahaka Downs Estate. I also attended the Minister of Lands on his journey from Catlin's River to Waikawa and Fortrose from the 30th November to the 4th December, and was inspecting pastoral runs, falling in with the other Land Classification Commissioner from the 7th December to the 13th. inclusive.

One contract survey was inspected during the year; and of miscellaneous inspections there were two at Willsher's Bay, two of new trig. stations, two pastoral runs, and the sand encroachments at the Otago Heads.

C. W. ADAMS, Chief Surveyor.

SOUTHLAND.

Trigonometrical and Topographical.—About 100,000 acres of Stewart Island and 64,000 acres west of Waiau River are on hand, but nothing under this system has been completed during the year.

Rural and Suburban.—1,018 acres in Hokonui district were surveyed into fourteen sections, averaging about 80 acres each. This, which is forest land, has all been taken up. 8,847 acres, also forest land, in Hokonui and Forest Hill, were surveyed into thirty-four sections, averaging 260 acres, but this is not yet open for selection. 2,643 acres, principally forest land, were surveyed in Waikawa district, but these will not be open for selection just yet, being encumbered with saw-mill licenses at present. 2,148 acres were surveyed in Seaward Bush, for the purpose of offering these under the improved-settlement-farm system as soon as the land is free from saw-milling operations, the average size being 96 acres. 1,479 acres of forest land, west of Waiau River, were surveyed into fifteen sections, averaging slightly under 100 acres each. These were immediately taken up as improved settlement farms, under the name of "Papatotara," and a considerable amount of clearing, burning, sowing, roading, &c., has been done, as will be seen from other annual reports. 3,091 acres of forest land, now known as the Haldane Improved Settlement Farms, were surveyed into twenty-eight sections, twenty-four of these being available for allotment. Twenty of these sections have already been allotted, and it is proposed to begin the work of bush-felling and road- or tramway-making almost at once. 556 acres of second-class open land, selected before survey, were surveyed in Wairio district. Of sawmill areas, nine of these, aggregating 1,318 acres, averaging 146 acres each, were surveyed, the localities being Longwood and Seaward Bush.

Gold-mining.—The mining claims comprised 14 areas, containing 370 acres, or an average of 26 acres each.

Roads.—The bulk of mileage returned was for engineering surveys of roads prior to formation under the co-operative system. Four miles of road were surveyed through the forest reserve from the Limestone Gorge along the eastern side of the Waiau Valley, and one mile was laid off through the Hillend Bush, in order to open a line for which a subsidy was granted to the Southland County.

Inspection.—The exigencies of the Land Branch, and the rapid increase of duties generally, have prevented my making any formal inspections; but I frequently visit the surveyors, and see their roads, ground-marking, &c.

Proposed Operations for 1895–96.—To complete the trig. and topographical work referred to above; to finish settlement surveys now on hand in Forest Hill, Waikawa, Otara, and Invercargill, &c.; also to subdivide the Upper Merrivale Estate, recently acquired under "The Land for Settlements Act, 1894."

G. W. Williams, Chief Surveyor.

APPENDIX No 3.—ROADS.

ROADS CONSTRUCTED, IMPROVED, AND MAINTAINED DURING YEAR ENDED 31st MARCH, 1895.—EXTRACTS FROM REPORTS OF CHIEF AND ROAD SURVEYORS.

AUCKLAND.

Main Roads.

Warkworth–Awanui.—This is now a good summer road from Warkworth to Ohaeawai, in the Bay of Islands County. The road is metalled in places throughout. From Ohaeawai to Mongonui it is only a bridle-track. Several of the streams are not bridged, nor, in fact, is the road formed in places. From Mongonui to Awanui there is a good road, and by the expenditure of this year's vote the greater portion will have been metalled. The grants to the various counties have nearly all been expended in metalling.

Hokianga Heads–Ohaeawai–Rawene.—The vote for this road is being expended by the Hokianga and the Bay of Islands Counties. A new line will have to be laid out between Hokianga Heads and Omania, as there are too steep gradients on the present road, which, unfortunately, cannot be improved. The portions of the road between Omania and Rawene and Omania and Ohaeawai are now being improved. Both these roads have been laid out with good grades, but in former times have been allowed to get into very bad repair.

Dargaville–Tangiteroria.—Works have been carried out under the supervision of the Hobson County Council. This road has been formed one mile and quarter, 12ft. wide. The Tautauroa Bridge has been almost rebuilt.

Birkenhead–Warkworth.—The vote for this road has been expended by the Waitemata County Council, and all in metalling the worst places.

Raglan–Waipa.—Works on this road are being carried out by the Raglan County Council. 25½ chains of road have been metalled.

Hamilton Bridge.—Five of the shore spans of this bridge are being done away with by continuing the embankment on the Hamilton West bank. The timber-work throughout the whole bridge requires painting. The work is being done by the Hamilton Borough Council.

Whatawhata Bridge.—Repairs are to be undertaken by the Raglan County Council, but as yet nothing has been done; the authority for expenditure has only recently been issued.

District Roads.

Mongonui Boundary–Iwitaua.—Under the supervision of the Whangaroa County Council a deviation was laid out and constructed on this road for a distance of about half a mile, and repairs made to the line throughout.

Iwitaua–Kaeo.—This vote has been expended by the Whangaroa County. The work consists of the erection of culverts, some road-formation, metalling and general repairs throughout.

Totara–Whangaroa–Kaeo.—The works done on this road under the supervision of the Whangaroa County Council have been the erecting of small breastworks to prevent the sea encroaching on the road, the repairs to two bridges, and the road generally.

Kaeo–Waimate.—The portion of this vote granted to the Whangaroa County Council is being expended in the construction of one 50ft. bridge 8ft. wide, a deviation near Kukuparere, and in repairs to bridges, culverts, and the road in places. The portion of the vote expended by the Bay of Islands County Council was used in the erection of a bridge over the Waipapa River, with stone abutments; unfortunately, these stone abutments were not properly constructed, and the bridge consequently collapsed. I have declined to authorise the payment of the grant till a new bridge has been built.

Utakura Bridge.—This work was carried out by the Hokianga County Council from plans supplied by the department; it consists of two 40ft. and two 20ft. spans.

Hokianga County Roads.—The Hokianga County Council expended this vote in the improvement of six miles and a half of dray-road, about half a mile of bridle-track, and the construction of one 20ft.-span bridge, and one culvert.

Ngapipito Road.—This road gives access to 4,000 acres of Crown land, and will, when completed, be the main road between Kawakawa and Rawene. During the year the bridle-track has been formed to Ngapipito, a distance of 6 miles 71 chains; there is yet about three miles to form before a junction is made with the Mangakahia Road. Most of the works on this road have been carried out under a modified system of the co-operative works, the difference being that the men had to find all tools, &c., themselves, and the supervision was made by periodical visits of the Inspector.

Opua–Waimate.—This road opens up 4,000 acres of Crown land, and is the only road from the Opua Wharf. During the year about two miles and three-quarters of dray-road have been constructed, with thirteen bridges and culverts, and about seven miles and a half of bridle-track have been made. I propose making a deviation from the original surveyed road, near the Pakaraka–Waitangi Road, so as to avoid building a second bridge across the Taratara Stream. The works will be proceeded with as soon as title to the deviation is secured.

Towai–Ruapekapeka.—A dispute has arisen among the settlers as to where this money ought to be expended—some wishing it spent on the Ruapekapeka to Hukerenui South Road, and others on the Ruapekapeka–Towai Road. I suggested to the Bay of Islands County Council, who have the charge of the expenditure of the vote, to divide the vote, erecting the bridge across the Waipuakakaho Stream on the Ruapekapeka–Hukerenui South Road, and expending the balance of the vote in constructing as much as possible of the Ruapekapeka–Towai Road. This suggestion they are now carrying out.

Mititai–Tokatoka.—This grant is being expended by the Hobson County Council, and consists of metalling 100 chains of road 6ft. wide.

Aratapu–Tatarariki.—The Hobson County Council are to expend this vote, and are now preparing plans for about one mile of drains.

Tokatoka Post Office Road.—Considerable delay has taken place in the expenditure of this vote, owing to the amount of compensation demanded for lands required. I have now abandoned my original intention of taking the road on the north side of the Tokatoka Peak, and am going to construct it on the south side. The line has been laid out and tenders received for the work.

Tangihua.—The vote for this road was expended under the supervision of the Whangarei County Council, about 50 chains constructed and 20 chains metalled. But this road is bad, owing to the slippy nature of country.

Whareora–Grahamstown.—This road has been repaired and improved; about 11 chains have been metalled, 12ft. wide and 10in. deep. The works have been carried out by the Whangarei County Council.

Ruatangata.—The works have been done by the Whangarei County Council, and consist of metalling about 13 chains of road 10ft. wide by 12in. deep.

Grahamstown–Whangarei.—This vote is being expended by the Whangarei County Council, and consists of the formation of a bridle-track between the two places.

Waipu–Marsden Point.—Works have been carried out under the supervision of the Whangarei County Council, and consist of metalling and general repairs.

Opuawhanga Main Road.—The works done on this road have been the re-formation and metalling of portions, and have been carried out under the supervision of the Whangarei County Council.

Maungatapere Road.—The works being done upon this road consist of 8 chains of new metalling, 14ft. wide by 12in. deep; also, repairs to metalling already done, and the construction of about one mile of new road 21ft. wide. The works are being carried out by the Whangarei County Council.

Warkworth–Awanui Road.—This is now a good summer road from Warkworth to Ohaeawai, in the Bay of Islands County—the road being metalled in places throughout. From Ohaeawai to Mongonui it is only a bridle-track; several of the streams are not bridged, nor is the road formed in places. From Mongonui to Aawnui there is a good road, and by the expenditure of this year's grant a considerable portion will have been metalled. The grant for the various counties was expended as follows: Rodney County: One mile of dray-road was formed, and five miles of dray-road improved, at a cost of £350. Otamatea County: 1 mile 51 chains of dray-road were constructed, and about seven miles and a half repaired, at a cost of £100. Whangarei County: Four miles and three quarters of metalling, averaging 10ft. wide and 9in. deep; ten miles of ditching and pipe-claying, and seven miles repaired—the total cost of which was £1,725. Bay of Islands County: Metalling, 10ft. wide and 9in. deep, of one mile in length, and about three miles of dray-road improved, at a cost of £274. Whangaroa County: 31½ chains of bridle-track have been formed 6ft. wide, one bridge of 32ft. span constructed, and 54 chains of bridle-track have been improved, at a cost of £100. Mongonui County: 2 miles 35 chains of metalling 9ft. and 10ft. wide and 9in. deep, and 2 miles 20 chains dray-road improved, one bridge of 14ft. erected, and thirty-two culverts 2ft. 6in. in size built, and twenty repaired, at a cost of £1,350.

Hokianga Heads–Ohaeawai, Rawene.—The vote for this road is being expended by the Hokianga and the Bay of Islands Counties. A new line will have to be laid out between Hokianga Heads and Omania as there are two steep gradients on the present line, which unfortunately cannot be improved. The portion of the road between Omania and Rawene, and Omania and Ohaeawai, are now being improved; both these roads have been laid out with good grades, but in former times have been allowed to get into very bad repair. Out of this year's vote the Hokianga County Council have expended £100 in metalling 8 chains of road 10ft. wide by 9in. deep, repaired three bridges, and made 1½ chains of fascining, and done general repairs to twenty-one miles of road. Further works are now in progress. The Bay of Islands County Council have expended out of their portion of the grant £73 17s in metalling 13 chains of road 10ft. wide by 9in. deep, and other works are now being carried out.

Opua–Waimate.—This road opens up 4,000 acres of Crown land, and is the only road from the Opua wharf, from which township it runs in a westerly direction. During the year about two miles and three quarters of road have been constructed at the Waimate end, near the Taratara River, and thirteen bridges and culverts. I propose making a deviation from the original surveyed road, commencing at the end of present formation, and keeping the south side of the Taratara River till I run into the Paikaraka–Waitangi Road, so as to avoid building a bridge across the Taratara Stream, which is already bridged on the Paikaraka–Waitangi Road. Works will be proceeded with as soon as a title to the deviation is secured.

Aratapu–Tatarariki.—The Hobson County Council are to expend this vote, and are now preparing for 74 chains of drain, averaging 6ft. wide and 4ft. deep. These drains are alongside of road, the outfall drains having already been constructed.

North River–Waipu.—The works done on this road during the past year consist of 300 chains of road-formation, 10ft. wide, and have been carried out under the supervision of the Waipu North Road Board.

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Matakohe–Tokatoka.—This is the main road through the Otamatea County from east to west. During the year four miles and a half of road have been partially formed 14ft. wide, five bridges, and seven culverts of a total span of 132ft. The further grant now to hand will be used in raising and fascining the road through the swamp, deepening and widening the out-fall drains, and in completing the formation of the four miles and a half of road. As soon as the Otamatea County Council have selected a good line between the end of this new formation and the Tokatoka Post-office, and obtained a legal title to the road, I would recommend that a further sum be granted to form this road.

Pahi Wharf.—This wharf is on the opposite side of the Otamatea River from the Pahi Township. It is now nearly completed. The works have been carried out under the supervision of the Otamatea County Council.

Pahi–Maungaturoto.—Some necessary deviations on a portion of this road in the Paparoa Parish have been laid out by the department, and works will be undertaken as soon as the Otamatea County Council have obtained a legal title to the road.

Otamatea County Roads.—This vote has been expended by the Otamatea County Council. Seven contracts have been completed, consisting of 67 chains of formation, 64 chains of formation and metalling, and eleven culverts.

Puhoi–Makarau.—About two miles and a half of dray-road have been improved, and 15 chains metalled, under the supervision of the Ahuroa Road Board. About 3,400 acres of Crown land have been made more accessible by this road.

Ahuroa Roads.—Works are to be carried out under the supervision of the Rodney County Council. Nothing as yet has been done.

Warkworth.—During the year the Rodney County Council have expended this vote in repairs and metalling.

Warkworth Southwards.—The works on this road are being carried out by the Rodney County Council, and consist of about 40 chains of metalling and general repairs.

Wade–Lucas Creek Road.—During the year one mile and a quarter of road was formed, 26ft. wide, through the Dairy Flat district, and about 21 chains metalled, 9ft. wide, through the Wade Township. Metal was brought from Rangitoto.

Roads to Kaukapakapa Railway-station.—This vote was expended in part payment of compensation for road through the Waikahikatea Block.

Waikomiti–West Coast.—During the year three deviations were made, 200 chains in length, and were formed to an average width of 14ft.; and about 38 chains was metalled. The works were carried out under the supervision of the Waitemata County Council.

Waikomiti–Swanson.—This road is being metalled with scoria from Mount Smart. During the year 35 chains have been done. This is under the control of the Waitemata County Council.

Miranda Road.—The works to be undertaken on this road have been laid out, plans and specifications prepared, and I am now arranging to get it done by co-operative labour.

Mauku District.—This has been done by the Mauku Road Board, and, I believe, consists chiefly of re-forming and metalling.

Patumahoe Road.—The works consist of re-forming and metalling, and are being carried out under the supervision of the Mauku Road Board.

Brigmen's Landing and Mercer Road.—Nothing has been done with this vote, as the title to the road has not yet been obtained.

Gibbon's Creek Bridge.—Works are to be carried out under the Hamilton Borough Council. Their plans and specifications have been approved, but beyond taking down the old bridge, which was unsafe, nothing has been done. The other local bodies interested have not come to an amicable settlement as to the share of the subsidy which they are to provide towards the cost of the work.

Tairua–Whenuakite.—About one mile of road has been constructed, two bridges erected and one repaired. The works have been carried out under the supervision of the Coromandel County Council.

Kuaotunu Cemetery Road.—About 17 chains of roads are to be formed, 16ft. wide. The works are being done under the supervision of the Coromandel County Council.

Lands Improvement Roads.

Ahipara–Herekino.—This road has been formed into a cart-road from Ahipara to Herekino, and into a bridle-track from Herekino to Whangape. During the year the road has been kept in repair throughout. About 26 chains of metal have been laid, and 1 chain of heavy rock-cutting widened, and several sharp curves eased. In the Herekino Settlement 21½ chains of road have been formed and about half a mile re-formed, and about 5,500ft. of timber have been cut for the purpose of erecting a bridge over the Uwhiroa Stream.

Kaitaia–Ahipara.—This vote was expended by the Mongonui County Council in repairs.

Oruru–Mangamuka.—The bridle-track between these two places has been made fairly passable by the expenditure of the vote by the Mongonui County Council.

Bridge over Puhi River, Mongonui.—The bridge over this river has been erected under the supervision of the Mongonui County Council.

Victoria Valley to Main Road.—This road is intended to give better access to the Victoria Valley settlers, and has now been formed to the junction with the Mangatoetoe Road. During the year about half a mile has been completed. It is intended to continue the road towards the Peria, and an engineering survey will be undertaken shortly.

Takahue–Herekino.—Of this road some ten miles and a half have been surveyed, and about half a mile constructed into a bridle-track. It opens about 7,000 acres of Crown lands, besides giving a more direct road to Mongonui for the Herekino settlers. As soon as further moneys are available the construction of the road will be continued. The works on this line were done under the co-operative system.

Takahue.—This vote has not been expended, as I have not yet been able to get the roads laid out through the block.

Okaihau–Victoria Valley.—This road is chiefly through Native land and 7,000 acres of Crown land, and will be the main road to the north. Eleven miles and a half of the road have been formed, averaging 8ft. wide, of which eight miles and a half are at the south end and three miles at the north end. During the year about half a mile of new road was formed, and the road has been repaired throughout. When the survey is completed further works can be carried out.

Maungataniwha.—The roads in this block are now being laid out. As soon as the engineering survey is completed works will be begun.

Kohukohu–Rakautapu.—Four miles and a half of bridle-track have been repaired under the supervision of the Hokianga County Council.

Herd's Point–Takahue.—This, which is the only formed road throughout connecting the Mongonui County with the districts south, has been constructed into a dray-road between the Takahue Settlement and Mongonui–Awanui Road. Between the Takahue Settlement and Mongonui-o-wae it is only formed into a bridle-track. Between Mongonui-o-wae and Herd's Point it is being formed into a cart-road. With the expenditure now authorised I hope to be able to finish this portion of the road. During the year eight miles have been widened from 6ft. to 14ft., and the road kept in repair throughout by co-operative works. About three miles and a half have also been regraded.

Waimamaku–Pakanae.—This road, when formed into a dray-road, will be the best and most direct outlet for the Waimamaku and back settlements to the wharf on the Hokianga Harbour. It opens up about 4,000 acres of Crown land, and has been formed into a bridle-track throughout. During the year the vote has been expended in widening about one mile of the road to a width of 10ft., and in blasting large boulders in the stream, which were causing the stream in time of flood to encroach on the road. There are still some bridges to be erected, and as settlement in this district is increasing it is recommended that this road be formed throughout into a dray-road.

Opanake–Hokianga.—This road will connect the north with the Dargaville Railway. It opens up 100,000 acres of some of the best Crown land, which is now being rapidly taken up. During the year about thirteen miles of dray-road have been constructed, and the formed portion improved and maintained. There is still some five miles of road to be formed before the north and south ends are connected. Works have all been carried out under the co-operative system. It will be necessary, owing to the loamy nature of some portions of the soil, that the road be metalled in places. About one mile and a half has been metalled in the centre of the road, an average width of 6ft., and 9in. deep; but this is not a sufficient width for dray-traffic. The metal used has been taken from the most convenient places along the line of road where good metal was easily obtained. Where gravel could be obtained it has been used. As stated previously, this road is very boggy in places along the top of the range, there being in places 3ft. of loam. I have had, therefore, to spread the metal just sufficient width and thickness as I deemed necessary to allow for horse-traffic, so as to allow the packmen to get their stores as far as possible for the supply of the co-operative men. It has therefore been impossible to adhere strictly to the standard plans with the limited funds available for expenditure. The work done consists of road formed 14ft. wide, 13 miles; bush felled one chain wide, 13 miles; bridges and culverts 1,700ft.; embankments with ditches, 110 chains; stone-pitching, 1,728 cubic yards; 457 perches rubble masonry; metalling 4ft. to 8ft. wide by 9in. deep, 67 chains; hand-packed spauls quarried and broken to 4in., 130 cubic yards; quarried and spauled 9in. to 4in., 525 cubic yards; metalling 3ft. to 6ft. wide, and 6in. to 12in. deep, 87 chains; quarried 60 cubic yards spauls; 25 cubic yards stone filling, 473 cubic yards spreading, 20 cubic yards shingle, breaking out 120 cubic yards for culverts, splitting 12,500ft. totara slabs for 27 temporary bridges and culverts, clearing 2 miles pack track 6ft. wide; formed and ditched 5ft. by 2ft, 6in. by 2in., 30 chains; and 414 cubic yards metal broken to 3in. Expenditure, £6,026 8s. 7d.

Ramarama Valley Road.—This road opens up the Ramarama Valley. During the year three miles and a half of road were formed, and about 226ft. of bridges and culverts were constructed. With the authority now to hand, I trust to be able to complete the road throughout, though there are several places which could be greatly improved were more money available.

Dargaville–Aratapu.—Works are being laid out by the Hobson County Council, and consist of contracts for drainage, and a road, and bridge over Kaihu Creek of five spans; total length, 144ft.

Main Road to Opanake Railway-station.—About 20 chains of dray-road were formed, and three 18in. culverts, under the supervision of the Hobson County Council.

Maropui–Kai-Iwi.—This vote was expended by the Hobson County Council. The work done during the year consists of 57 chains of bridle-track, and the maintenance and improvement of another two miles and a quarter.

Tangowahine Bridge.—This bridge, of a total length of 118ft., was made under the supervision of the Hobson County Council.

Tokatoka–Mangapai.—Opens up direct communication between Whangarei and the Wairoa River. The road has now been formed as a bridle-track to the Mongonui River, a distance of six miles and three-quarters. The Mongonui River was bridged last year, so that the road is now available for horse-traffic throughout. The survey and construction of the road was carried out by this department; the last expenditure in the removal of slips, &c., was made under the supervision of the Whangarei County.

Bridge over Opanaki River.—This bridge, which is of a total length of 177ft., was constructed under the supervision of the Hobson County Council.

Maungakaramea Road.—Works done upon this road consist of 15 chains of metalling, 15 chains covered with pipeclay, and general repairs, and were carried out under the supervision of the Whangarei County Council.

Ngunguru Main Road.—Works have been carried out by the Whangarei County Council, and consist of repairs and improvements to the road.

Purua–Ruatangata–Mangakahia.—During the year 63 chains of road were formed, and 23 chains metalled; 28ft. of bridges and culverts were erected, and the road repaired throughout. The work was done under the supervision of the Whangarei County Council.

Wairua–Helena Bay.—This is a branch road leaving the Opuawhanga-Whananaki main road at Section 6, Block IV., Opuawhanga Survey District, and going towards Helena Bay a distance of about 7 miles. The vote was expended by the Whangarei County Council, and consists of widening half a mile of road near Helena Bay, and removal of slips, and improvement of road throughout.

Waipu–Mareretu.—Works done upon this road consist of the formation of about one mile and a half of road 10ft. wide, and were carried out under the supervision of the Whangarei County Council.

Waipu Central.—This work is being done by the Whangarei County Council, and consists of improving five miles of road.

Mareretu.—Two contracts were let by the Otamatea County Council, and are now being carried out under the supervision of this department, and consist of the construction of about one mile of road. An engineering survey has been made of the unformed portion of the road, and as much as possible of it will be formed with the balance of the vote available for expenditure. This road should be formed into a dray-road, as it will be the main road between Otamatea and Whangarei, and would save a considerable distance in the journey between Whangarei and Auckland.

Maunu–Otuhe.—About 55 chains of dray-road have been constructed, and 10 chains of metalling, under the Whangarei County Council.

Opuawhanga–Whananaki.—This vote has been expended by the Whangarei County Council in widening the road through the Wairahi Block.

Whananaki–Ngunguru.—This vote is being expended by the Whangarei County Council in the construction of about two miles and a half of bridle-track; this is the continuation of the road laid out by the department, and on which the loan under the Government Loans to Local Bodies Act, Opuawhanga–Whangarei, was expended.

Tikiponga Hill–Paranui Bridge.—The works done were general repairs and a few chains of metalling, and were carried out by the Whangarei County Council.

Parua–Taheke.—The works done on this road have been carried out under the supervision of the Whangarei County Council, and consist of about two miles of bridle-track, formed 6ft. wide.

Pahi–Waikiekie.—30 chains of road were formed 14ft. wide during the year, under the control of the Otamatea County Council.

Kaukapakapa–Port Albert.—Works on this road have been carried out under the Rodney County Council, and consist of about half a mile of new formation, and the metalling and covering with burnt clay of portion of the road between Port Albert and Wharehine.

Kaipara Flats Settlement Road.—About two miles and a quarter of bridle-road has been formed under the supervision of the Upper Mahurangi Road Board.

Kourawera District.—This vote has been expended under the supervision of the Upper Mahurangi Road Board, and consists of forming, to a width of 14ft., about two miles and a quarter of deviation in the old Kaipara Flats Road.

Huia–Muddy Creek.—Works are now being laid out by the engineer of the Waitemata County Council.

Maioro Swamp.—The money authorised is being expended by the Waipipi Road Board in deepening the drain, now formed 2ft., and constructing a bridle-track alongside drain, with the material taken from drains, a distance of about two miles. As the present Maioro Settlement Road to Waiuku is being blocked with the encroaching sand from the coast I would recommend that a further sum be granted, so as to make this line available for wheel-traffic.

Abram's Gully (Waiuku–Maioro Swamp).—Works are to be carried out by the Waiuku Road Board. I have recommended them to make a deviation on this line, as a much better road will thus be obtained at less cost, and more easily maintained.

Huntly–Kahuruhuru.—Works have been carried out under the co-operative system, and consist of about five miles of road being widened to an average width of 9ft.; all the embankments having been raised, and all broken culverts rebuilt or replaced by pipes, and the road put in order throughout. If further moneys are available for this road, it would be advisable to make an engineering survey round the base of Pukemiro, and see if a good road can be obtained; for if so a practically level road will be obtained between Huntly and Waingaro Hot Springs and Kahuruhuru. Not only are some of the grades on Pukemiro steep, but a part of the hill is slipping, and keeps that portion continually boggy.

Huntly Punt.—This punt is now constructed, and is working admirably. The works were carried out under the supervision of the Raglan County Council.

Waingaro–Ngaruawahia.—This road, which has now been widened to 12ft. within about a mile of the Waingaro Hot Springs, is very much used. Works done during the year consist of the widening the road to 12ft. four miles and a half, with all necessary embankments and culverts, and was carried out under the co-operative system. There is yet about one mile to be widened, and the work already done requires to be finished up, and several corners require to be cut. I would strongly urge that a further sum be granted to carry out these works. A vote should be provided for widening the portion of the road not yet completed between the branch-off to the landing and Waitetuna. Were this done, the road would be available for wheel traffic between Raglan and Ngaruawahia.

Matahuru.—This work is to be carried out under the Huntly Road Board, the plans for which have not yet been approved.

Rangiriri Lake–Matahuru Road.—This work also is to be carried out under the supervision of the Huntly Road Board.

Mangapiko and Maire.—During the year a breastwork has been made to the Kahuhuru Bridge, which was being damaged by heavy floods. The new authority for expenditure having only lately

come to hand, nothing has yet been done with it, but works will be put in hand at an early date. This will be a portion of the main road through the Raglan County.

Tuakau–Opuatia–Kahuruhuru.—This, when completed, will be the main road through the Raglan County, and has been made available for wheel traffic by the Road Boards as far as the Onewhero Special Settlement boundary. From there I have made a horse-track through the Opuatia Block. During the year two miles of this track have been widened to a width of 16ft. at the Onewhero boundary, and, with the present authority, I am continuing the work. I am also laying out and making a survey of a direct road from the Opuatia boundary to the Maire Stream. From there to Kahuruhuru—known as the Mangapiko–Maire Road—is being constructed by the County out of thirds, and by Government grants. All works on this road have been carried out under the co-operative system, or by day-labour.

Tuakau Punt.—This vote has not been expended, the money not being sufficient for the purpose. The present punt is almost unsafe for traffic. What is required is a new one, similar to the one built for the Huntly ferry. There is a considerable amount of traffic across the river at this point, and as the Tuakau–Opuatia Road is being formed the traffic will be much increased.

Awaroa (XI.).—The survey of the roads in this block has not yet been done.

Waiotahi Village Homestead, Thames.—This work has been done under the supervision of the Thames County Council, and consists of the improving of nine miles of bridle-track.

Te Aroha and Waitoa Drains.—This vote is being carried out under the Public Works Department. The works consist of deepening the old drains.

Kaueranga Valley Road.—This vote is to be expended by the Thames County Council. Their plans and specifications have not yet been sent in for approval.

Waioeka, Waiotahi, and Whakatane Bridges.—This vote was granted to the Whakatane County Council in January last, but as the amount was found to be insufficient to construct all the bridges, the county was authorised to spend the money solely on the Waiotahi Bridge.

Takahue Block.—The roads in this block are not yet surveyed, but will probably be taken in hand shortly.

Maungataniwha Block.—The roads in this block are now being laid out, and works will be undertaken as soon as plans and specifications can be got out.

Mangonui-o-wae Block.—A bridle-track is being constructed under the co-operative system from the junction of the Herd's Point–Takahue Road westward towards the Mangonui-o-wae Block. During the year about one mile has been constructed in the block.

Waipoua Block.—The loan under the Government Loans to Local Bodies Act raised on this block is being expended on the Opanake–Hokianga Road, upon which I have already reported.

Ruapekapeka Block.—The amount raised under the Government Loans to Local Bodies Act was expended in forming about six miles of bridle-tracks through the block, and a total length of 198ft. of bridges and culverts; the work being carried out under the co-operative system.

Motatau Block.—The loan raised on this block was spent on the Wairua Bridge and Road and the Ramarama Valley Roads. These two, which are really one road, the Wairua Bridge and Road being the south end, and the Ramarama Valley the north end, runs through the middle of the block.

Opuawhanga–Whangarei No. 1 Block.—During the year about six miles of road were formed through this block, the work being carried out under the co-operative system; the money expended was raised under the Loans to Local Bodies Act.

Tauhoa Block.—The small balance of this vote, which was raised under the Government Loans to Local Bodies Act, was expended by the Rodney County Council in making a connection with the West Coast Road, and in repairs.

Tauhoa and Komokoriki Block.—About three-quarters of a mile of bridle-track was formed, to give better access to Hoteo settlers.

Ahuroa Block.—This authority for expenditure, raised under the Government Loans to Local Bodies Act, was partly expended last year. During this year about one mile and a quarter more of bridle-track has been constructed. I am about to continue the survey of the road through this block to join the Tuakau Opuatia–Kahuhuru Road, and give direct access to the block; when, I have no doubt, though the land is broken, it will soon be taken up.

Akaaka Swamp.—The balance of this authority, raised under the Government Loans to Local Bodies Act, was expended this year in forming 173 chains of drain. A considerable portion of this swamp is now under grass.

Otau Block.—The moneys raised on this block under the Loans to Local Bodies Act have been expended this year in constructing about eight miles and a half of bridle-track, making the total length constructed about fifteen miles and a half; besides this, rough tracks have been made along the surveyed road to give access to some side sections. There is yet about one mile and a half of road to construct before the road through the block *viâ* the Wairoa River is completed. The road through Manning's is stopped pending settlement of his claim for compensation. All works in this block have been carried out under the co-operative system or day labour.

Mangaokahu Block, Karamu.—During the year the bridge over the Waitetuna River, of three spans of a total length of 78ft., was completed, and about 25 chains of road 12ft. wide were formed. The moneys required were raised on the block under the Government Loans to Local Bodies Act.

Kaimarama Block.—This road has been formed for three miles 9ft. by the Coromandel County, and 138ft. of bridging has been erected.

Village Settlement Roads.

Herekino.—Works done have been on a portion of what will be the Takahue–Herekino, also on the main Ahipara–Herekino Road. The roads throughout the settlement have been kept in fair repair. (See Ahipara–Herekino.)

Hukerenui–Motatau.—Beyond one 20ft. bridge built by County Council out of Government grant, and a small sum for improvement of tracks leading to the school, nothing has been done in this settlement.

Motukaraka–Kohukohu.—About half a mile of bridle-track has been formed, and the worst places throughout the settlement repaired.

Takahue.—Repairs have been done on the Herd's Point–Takahue Road, which passes through the middle of the settlement.

Swanson.—About three miles of bridle-track, 6ft. wide, have been constructed in a Government block adjacent to the settlement, also about half a mile in the settlement, and two bridges 6ft. wide, of a total span of 60ft., made out of railway rails, with wooden decking. The whole of these works were let to the settlers, and carried out under the co-operative system.

Waimamaku.—About one mile of new bridle-track has been formed through the settlement, the bush only being felled, and a rough track cleared throughout. Repairs have been done on the various roads through the settlement, but owing to the loamy nature of the soil the roads will never be good till metalled. Three considerable-size bridges are required before the present main road through the settlement is really serviceable at all times.

Fern Flat.—The road leading to this settlement has been kept in repair as far as funds would allow.

General.—During the year a total sum of about £18,200 was expended in the Auckland District on roads, of which about £11,000 was expended by the County Councils, and £7,200 by the department. Instructions issued to the various counties with the authorities for road grants state that the plans and specifications are to be approved by me before works are carried out, and on my certificate that the work had been properly done before payments would be made. These regulations have been carried out, and the works have been inspected by Mr. Wright or myself before final payment. The laying-out and looking after the work under County Council control has been done by the county engineers, the county clerks, or members of County Councils. The work carried out by the department has been done under Mr. Wright's supervision, assisted by Mr. Menzies, Mr. Breakell, and other inspectors, as occasion required in the field, and Mr. Burd in the office. Messrs. H. D. M. Haszard and A. H. Vickerman, of the survey staff, have also laid out and supervised some of the works in their districts. GERHARD MUELLER, Chief Surveyor.

HAWKE'S BAY.

Napier–Wairoa.—The expenditure on this line of road during the year has been £800, in constructing and improving thirty-two miles of dray-road and horse-track. This is a most important line, being the overland route from Napier to Wairoa. At present it is only available for horse-traffic, but all future expenditure will now be in the direction of converting the bridle-track into a dray-road. The money was given in grants to the Wairoa County Council, which undertook the carrying-out of the work.

Gisborne–Wairoa.—£300 has been spent by the Cook and Wairoa County authorities in improving and metalling the worst parts of the main road, but much remains to be done before it can come within the category of a fair road, on account of the very hilly nature of the country through which it passes.

Opotiki Bridge.—This large bridge on the Gisborne–Wairoa Road was destroyed by last winter floods, and the vote of £500 that has been expended enabled the Council to replace it.

Mohaka Bridge.—The Mohaka is the largest river on the Napier–Wairoa Road, which greatly needed bridging, and last year's vote of £500 assisted the Wairoa County Council in erecting it. The total cost of the bridge, which will shortly be completed, will be £3,900, of which the Government contributes £500.

Gisborne–Opotiki.—This road connects Poverty Bay with the Bay of Plenty, and at the present time the department undertakes the control and maintenance of sixty-six miles of bridle-track through the Motu bush, and onwards towards Opotiki. This year six miles and a half have been improved, and five maintenance-men have been continually employed upon it. The cost for the year has been £1,163 9s. 9d.

Gisborne–Tolago–Tauwhareparae.—There has been an expenditure of £300 in building a bridge and improving one mile and a quarter of the road running inland from Tolago Bay to Tauwhareparae.

Waimata–Waiapu.—The expenditure of £600 was intrusted to the Cook County authorities for this line of road, which, in my opinion, is destined to be the main road through the heart of the country towards Waiapu. Three miles have been widened to a dray-road, and two miles and three-quarters of horse-track formed. There remains eight miles to be opened up to junction with the inland Waiapu Road near Tauwhareparae.

Waiapu County.—The Waiapu County Council has been granted £400 for the improvement of their roads, with which three miles and a quarter of dray-road has been constructed, and two miles of bridle-road improved.

Waikohu–Motu.—67 chains of dray-road has been formed and 18 miles improved out of the grant, the object being to open up and improve the access to a considerable extent of Crown land in that locality, some of which has lately been thrown open for selection, and other not yet surveyed.

Muriwai–Mahia.—£150 has been handed over to the Cook and Wairoa Counties for a greatly-needed improvement on this road. 25 chains of dray-road has been constructed, and two miles and a half of bridle-road, besides improvements on other portions.

Waimata Riding.—On account of the destruction of all the bridges and serious injury to the road to Waimata by the disastrous flood in that locality, £830 was granted to assist in reopening it for traffic, and with this money four bridges have been rebuilt and ten miles of dray-road made passable again.

Pouawa Road Board.—The road in this district was seriously injured by the same flood as destroyed the Waimata Road, and a grant of £130 was given, of which only £37 5s. was paid within the financial year.

Nuhaka.—Five miles and a quarter of bridle-road was constructed by co-operative labour. The object of the work is to connect the Nuhaka settlement with Gisborne, and afford means of communication between that town and Wairoa by this route, which will, when completed, be an improvement on the present main road by way of Tiniroto.

Waiapu Inland Road.—£100 has been spent by the Cook County Council in constructing two small bridges and generally improving four miles of dray-road.

Frasertown–Waikaremoana.—The Wairoa County authorities have had the spending of £400 in rebuilding bridges, removing slips, and generally repairing the serious damage done to the road by last winter's floods, by which the road was rendered perfectly useless and impassable. This road leads to many thousands of acres of Crown land, and the famous Waikaremoana Lake.

Awanui–Hick's Bay.—Co-operative labour has been employed on forming four miles and a half of bridle-road, but several miles now require to be done to complete it the entire length.

Cook County Flood-damage.—£200 was granted to assist in repairing damages, and has been expended in this manner.

Tauwharetoi.—A sum of £1,175 was borrowed under the Government Loans to Local Bodies Act for opening up this block of Crown land, and £1,160 6s. 2d. has been spent in forming six miles and a half of bridle-road and improving two miles and a half by co-operative labour. This block has now been disposed of, and no doubt the facilities given by these road-works contributed greatly to its early selection.

Pohui Block.—The expenditure in this block has also been out of loans under the Government Loans to Local Bodies Act, and one mile and three-quarters of road has been felled and cleared, and a bridle-track formed for the greater part of the distance by heavy sidings in papa rock, at a cost of £264 7s. The work was done by co-operative labour.

Liberal Block.—£51 2s. 2d. out of a loan on the land has been expended in felling and clearing 44 chains of road.

Umutaoroa Block.—This has been similar work, 56 chains having cost £28 7s. 1d.

Woodville.—This work, which cost £26 9s. 10d., was the clearing of previously-felled road 60 chains in length.

Meanee Protection-works.—£100 of the vote of £500 has been spent in cutting down the willows on the banks, and otherwise removing obstructions in bed of the Tutaekuri River. The Meanee River Board also spent £200 raised by rates in renewing the portion of the stop-banks that were demolished by the floods in December of 1893, when the river overflowed its banks and broke through, overrunning the adjacent country. THOMAS HUMPHRIES, Chief Surveyor.

TARANAKI.

Mohakatino Bridge (Vote, £856; expenditure, £699 6s. 4d.).—A bridge, of a total length of 174ft., has been erected over the Mohakatino Stream, on the Mokau Road, about three miles from Mokau. The bridge consists of two main spans of 70ft. each, and two end spans of 15ft. each. The stream being a tidal one necessitates the piles and other parts exposed to the action of the *Teredos navalis* (sea-worm) being sheathed with muntz metal. The lower timbers of the bridge to the level of the corbels are of totara, the superstructure is of kauri. The bridge will be a boon to settlers and others travelling between Waitara and Mokau or Awakino, as the dangerous quicksands at the mouth of the stream can now be avoided. Three lives have been lost in crossing the stream, and there have been many narrow escapes. The necessary approaches have been made, and the bridge is now open for traffic. As it was found that in extreme storms the waves endangered the embankment-approach at the south end of the bridge, protection sheeting had to be fixed of stub-piles and planking for a length of about 3 chains, at an extra cost of £46 10s. This gives complete protection against the combined effects of special high tides and floods. The total cost of the bridge will be £1,180.

Mimi–Mangaroa Road (Vote, £300; expenditure, *nil*).—A subsidy of £300 at £1 for £1 was granted the Clifton County Council for metalling the worst parts of the Mimi Road, between the Main North Road (Mokau Road) and Uruti Road. Tenders were on two occasions invited for the work, but in consequence of the lateness of the season when tenders were called, and of the uncertainty of obtaining suitable material near the parts to be metalled, the tenders received were higher than the County felt justified in accepting, and the work has therefore been deferred until next season.

Pukearuhe Inland to Mohakatino–Mimi Road (Votes, £1,507 and £4,000; expenditure, £2,359 17s. 8d).—This road had previously been felled, formed as a dray-road, and bridged, for a distance of 6 miles 3 chains from the Mokau Road, and at the beginning of the year a contract was in hand for forming (including one bridge) a further length of 79 chains. This contract was completed early in the year, bringing up the formation to 7 miles 2 chains. From thence the felling, formation, and culverting has been carried on by co-operative labour a further distance of two miles to the Lepperton Special Settlement, and is now nearly completed. Two bridges, however—over the Uruti and Mangahia Streams—are still required, and will shortly be put in hand. The road has been felled, stumped, and cleared through the Lepperton Special Settlement—a distance of four miles and a quarter

Waikopiro : Work done on the Whole Block.—A sum of £1,116 16s. 4d. has been expended in formation of roads to open up the 14,000 acres of Crown land in this block. Two miles and three-quarters have been felled a chain wide and cleared 33ft., and 53 chains of dray-road formed. This latter has been a very costly work, the road on both sides of the Manawatu River, from plateau to bridge-site, necessitating very heavy side-cuttings in papa-rock,—at one point 58ft. in height. The worst and most expensive part of the road is nearly completed, and what remains will be cheaply done. The sum mentioned includes the cost of a foot-bridge over the river, the purchase of land, and compensation for fencing, engineering, and expenses of supervision.

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—by the settlers themselves. Beyond this point—13 miles 30 chains—the road is being felled, cleared, and formed as a dray-road by co-operative labour. Similar work is, at the same time, in operation backwards from the Tongaporutu end, where the Mimi Road runs along the Tongaporutu Stream between the usual crossing and the Mangaongaonga Stream. Of this portion of the road 3 miles 64 chains have been felled, grubbed, and cleared, and the formation of a dray-road is being proceeded with, about 50 chains being completed, while a further 100 chains is under contract. About six miles of the formation-work will be exceptionally heavy, the line running along steep sidings in papa-rock, the angles of the cross-section varying from about 25° to 26°, and as no embankment will stand on a papa-face of a steeper angle than about 28°, the greater part of the base of the road will have to be cut out of the solid. The whole of this work is being done on the co-operative-contract system, in short lengths, to suit the numbers in the parties. The expenditure for the year includes the cost of an engineering survey of fifteen miles and a half of road between the Uruti and Tongaporutu Streams. When completed this road will be of great value as a connection between Waitara and Mokau, avoiding as it will the track along the sea-beach at Pukearuhe, the tunnel at Parininihi, and the bridle-road, frequently out of repair, between Parininihi and Tongaporutu, this track being at times very dangerous. In connection with the roadwork, improved-farm settlements have been established in the Mimi and Tongaporutu Valleys, particulars of which will be found under the heading "Improved-farm Settlements."

Okoke Road (Expenditure, £500).—A block of Crown lands having been surveyed for sale in Blocks V. to XIV., Upper Waitara, this road, which leads through the block, was felled to a width of 1 chain, stumped and cleared 12ft., and formed as a bridle-road 5ft. wide for a distance of 6 miles 36 chains from the point to which it was already passable, the length now open from where it leaves the Mokau Road being about nine miles, of which about two miles and a half is dray-road. The work has been finished to about the centre of the block, and will be continued so soon as a loan (under the Government Loans to Local Bodies Act) is granted. In connection with the formation, a large number of culverts and pack-bridges had to be made over the numerous watercourses crossing the road-line. The work was done by settlers under the co-operative-contract system. The Clifton County Council formed the first part of the road—two miles and a half—as a dray-road last year out of loan moneys, spending £300 upon the work, upon which they were promised a subsidy of £1 for £1. This further £300 is being spent this year in building a cart-bridge 90ft. long over the Urenui Stream, at the junction of this and the Kohangamoa Road. The bridge will be completed in May.

Junction Road to Purangi (Vote, £2,000; expenditure, £1,000).—The metalling on this road between Tarata Bridge and Mataro Road—a little over five miles—was commenced last year, but had to be discontinued on account of wet weather in April. A further length of nearly three miles and a half has been laid this year, or a total length from Tarata Bridge of nearly four miles and a half. The contract, should the weather be favourable, will be completed in May. Out of the above vote of £2,000 the sum of £325 has been expended in dressing up the formation and metalling 48 chains of the worst parts of the road over the zig-zag west of Tarata Bridge. This will assist in keeping open the road during the coming winter, if it is not destroyed by the heavy traffic on narrow-tired wheels which obtains on this road, and tends to cut through the newly-laid metal and destroy it. The road will never be really serviceable until the gap of nearly six miles still unmetalled between Inglewood and Tarata is properly laid with broken metal, or with a thick coat of the best gravel, and until the wheel-traffic and width of tires is regulated by the local bodies, as it has to bear the whole of the traffic of the Tarata to Purangi settlements, including the Milsom, Tanner, and Oxford Special Settlements. The 48 chains of metalling was done by ordinary contract.

Bridge at Purangi (Vote, £400; expenditure, *nil*).—No arrangements have yet been made for bridging the Waitara River at this point. At present, the whole traffic of the Milsom, Tanner, and Oxford Special Settlements has to go over a ⅝in.-diameter wire cable, under which a cage is suspended to a travelling block, the span of the cable being over 220ft., stretched at about 45ft. above the water. A temporary ford has been made at a shallow part of the river, but a few hours' rain renders it impassable. The above settlers have to sledge their goods three miles and three-quarters from the end of the dray-road between Mataro Road and Purangi, sling them in parcels across the wire cable, and then pack them with horses to their homes—in some instances a further seven or eight miles. A bridge over this river, the widening the Junction Road, and a bridge over the Matau Stream, in the Tanner Settlement, are each urgently required if the settlements are to be a success.

Tikorangi–Tarata Road (Vote, £300; expenditure, £150 3s. 6d.).—In previous years, out of votes, the whole length of the road between the open land at Tikorangi and the formed road at Tarata has been felled, stumped, and cleared the usual widths, and a bridle-road formed from the Tikorangi end to within about one mile and a half of the Makara Stream. At the Tarata end, the Clifton County Council formed the road as a dray one (out of loan moneys) to within about 40 chains of the Makara Stream. There was therefore left a gap of about two miles, the formation and culverting of which as a bridle-road has been let on the co-operative-contract system to settlers having farms near the work. The contracts will be completed in May, when there will be road-communication open between the Ngatimaru district, about Tarata, and the Tikorangi and Waitara districts. Sixty chains of this work, including 80 lineal feet of culverts, was completed by the 31st March.

Tikorangi Bridge (Vote, £300; expenditure, £21).—A plan was prepared for a cable suspension-bridge to take the place of the proposed trestle pier-bridge over the Waitara River at this point, but no contract has yet been entered into for its erection. The whole of the bridge material prepared for the truss-bridge is carefully stacked, and is available for the erection of the new one.

Ararata Bridge (Vote, £150; expenditure, £150).—The bridge over the Ararata Stream at junction of the Rotokare, Whareroa, and Makino Roads, which was commenced last year under the supervision and control of the Hawera County Council, has been completed. It is a light but

strong Warren truss of 55ft. span, the total length being 60ft. The timber used is kauri, imported from Auckland, it being found cheaper and considered more durable than local timber. The bridge is well built, painted, and the approaches made. There is now road-communication between Hawera and Mangamingi Settlement.

Mangamingi (Vote, £700; expenditure, £493 19s. 5d.).—Within this block 314 chains of the Pukengahu and Sangster Roads have been felled 1 chain wide, stumped and cleared 12ft. wide, by local men under the co-operative-contract system. Some necessary culverting has still to be done to give some of the back settlers access to their farms.

Roads East of Waitara (Vote, £501; expenditure, £424 16s. 9d.).—On the Matau and Mangamairi Roads (Tanner Special Settlement), 129 chains of road-felling, stumping, and clearing has been done; also 15½ chains of 6ft. bridle-road formation, including 72ft. of culverting, the work being performed by the special settlers on the co-operative-contract system. Further works are needed to give access to some of the sections in the Tanner Block, but these had to be delayed, as the authorities granted were exhausted.

Anderson Road (Vote, £500; expenditure, £252 18s.).—As this road forms the principal outlet to the recently-surveyed lands in the Ngaire Swamp Block, its formation as a dray-road is being pushed on. The engineering survey of five miles and a half was made, plans prepared, and the work is being let on the co-operative-contract system to local married men. Fifty-eight chains of dray-road, commencing, at Chapman Road, was completed on the 31st March, out of three miles let and in progress; the further lengths will be let as the back contracts are completed. To give better and shorter access to Eltham, and to improve the road, a deviation from the Anderson Road was laid off to connect with Chapman Road. Including this deviation, 150 chains of the road has been felled 1 chain wide, stumped, and cleared 30ft. wide in advance of the dray-road formation. The whole formation will probably be completed in June, when there will be a continuous dray-road for ten miles through the Ngaire and Mangamingi Blocks.

Kaimanuka and Rawhitiroa–Waitotara Valley Road (Vote, £1,000; expenditure, £804 4s.).—About 64 chains of this road has been formed as a 5ft. bridle-road during the year, completing the contracts in hand at the end of last year. Four cart-bridges have also been erected, of a total length of 267ft. 6in., the main spans being 55ft., 40ft., 20ft., 55ft. A bridge over the Kapara Creek, 85ft. in length, is now in hand, and will be completed in May. The expenditure for the year includes also the maintenance of the part of the road used within the Taranaki District, about ten miles. The work is all done on the co-operative system.

Autawa and Pita Roads (Votes, £400 and £700; expenditure, *nil*).—Under this heading is also included the Pukemahoe Road, a length of 104 chains of which has been felled, stumped, and cleared the usual width. On the Autawa Road, in Blocks IV. and VIII., Huiroa, commencing from the north end of Section No. 16, Block IV., the road is being felled, stumped, cleared, and a 5ft. bridle-road formed. About three miles of the work has been let to local men on the co-operative-contract system, and is in hand, about 176 chains being completed, the greater part being on steep sidings in papa-rock. Some expensive work and a great deal of bridging will be required on the Autawa Road in consequence of the numerous ravines crossing it. If possible the work will be continued so as to give access to each section in the block.

South Egmont Forest Reserve (Vote, £100; expenditure, *nil*).—This vote was for the purpose of assisting the South Egmont Board of Conservators to improve the road-access within the Forest Reserve, on the continuation of the Manaia Road leading to Dawson's Falls and the summit of Mount Egmont. The work is now being done, and the settlers are also erecting a small house for the use of tourists on a suitable site near Dawson's Falls, at an elevation of nearly 3,000 feet above the sea.

Newall Road (Vote, £100; expenditure, *nil*).—Three contracts have been let by open tender for the felling, stumping, and clearing to usual width 144 chains of this road, commencing from the north boundary of school-site No. 7, Block XIV., Opunkae, and extending to Section No. 3, Block XIV. About 35 chains of the work has been completed, but no payments made. The work will be completed in May.

Huiroa Block (Vote, £1,199; expenditure, £1,254 6s. 8d.). The expenditure under this item was for completing the 8ft. bridle-road, formation of part of the Motukawa Road in progress last year, and the completion of contracts Nos. 151–152, formation and bridging two miles of the Kawau–Motukawa Road; also dressing up the work already done; and in felling, stumping, and clearing 170 chains of Makara Road to give access to some sections in Block XII., Huiroa. A further length of this latter work is now in hand, and will be completed in May.

Mangaehu Block (Vote, £287; expenditure, £13 17s. 6d.). As the Stratford County Council were spending a large amount of loan money (loans to local bodies) on the Mangaehu Road it was deemed advisable to hand over to them the balance available for work on the road, in order that they could spend it, in conjunction with their own money, instead of having two sets of contracts and two supervising bodies on the one road, involving increased expense. The Council has formed the whole length as a dray-road—including stumping and clearing—between the Makuri and Mangaehu Streams, our money providing only a small portion of the cost.

Mangaere Block (Vote, £800; expenditure, £1,456 14s. 11d.).—The work of roading this block, entered upon last year, has been continued a further length of two miles; 52 chains of the Akama, Kirai, and Mohakau Road having been felled, stumped, and cleared in the usual way, and 12 miles 70 chains of 5ft. bridle-road formation made, including 971 lineal feet of culverts. A length of 63 chains of the Akama and Mohakau Roads has been widened to dray-road formation, and further portions will be widened in a similar manner this year. The work has been done chiefly by settlers owning land in the block, the contracts being let to them on the co-operative principle.

Ngatimaru Block, Douglas, Makuri, and Kiori Roads (Vote, £1,000; expenditure, £1,657 2s. 5d.).—The felling of these roads was commenced just prior to the last annual report, and is there mentioned under the heading of "Roads East of Waipuku." The expenditure is from moneys

ERRATUM.—*For* the word "three" on the last line but one of page 47, *read* "thirty-three."

[To face page 47.

provided under the Government Loans to Local Bodies Act. On the three roads mentioned 15 miles 30 chains have been felled, stumped, and cleared; 6 miles 46 chains of this has been formed as a 5ft.—in some parts 6ft.—bridle-road, including 984 lineal feet of culverts, 30 chains of drains, and nine bridges of a total length of 199ft., the bridges being built of heartwood of rimu, and estimated to last ten or twelve years, before which time the road will be widened, and cart-bridges erected. The work was done by settlers on the block and local applicants for work, and was let in fairly small contracts under the co-operative system.

Oxford Association Block (Vote, £350; expenditure, £495 9s. 8d.).—6 miles 22 chains of the Mangaopa, Te Wera, and Mohakau Roads within this block have been felled, stumped, and cleared to usual widths, the work being done by the special settlers themselves, or those holding lands in adjoining blocks, under the co-operative-contract system. Some contracts are now in hand for bridle formation and culverting.

Upper Waitara Block, Uruti Road (Vote, £126; expenditure, £62 11s. 6d.).—86 chains of this road has been felled, stumped, and cleared, and 80 chains has been formed as a 5ft. bridle-road, by the settlers whose lands abut on it. The expenditure was from moneys raised under the Government Loans to Local Bodies Act, the whole loan being expended. The contracts were under the co-operative system.

Milsom Block (Vote, £1,000; expenditure, £1,387 7s. 8d.).—The year's work within this special settlement consisted in felling, stumping, and clearing 479 chains of the Matau and Mangaoapa Roads; also forming as a 6ft. bridle-road 462 chains, including 874 lineal feet of culverts. Some more bridle-road formation and culverting is required to give access to the furthest outlying sections, but this has to be deferred, the authorities received for the work having been exhausted.

Lepperton Block (Vote, £500; expenditure, £535 3s. 7d.).—Within the block the Mimi Road has been felled, stumped, and cleared a length of four miles and a quarter; grass-seed has been sown to bind the low or wet places, and is effecting that object in a very satisfactory manner. Dray-road formation and culverting, including draining, is now being done in connection with the formation of other parts of the Mimi Road by co-operative labour. A bridge will be erected over the Mimi River this year, and flood-openings constructed in places where culverts would be ineffectual. About one mile and three quarters of the Gilbert Road into the block from Pukearuhe was opened up as a bridle-road, to facilitate the packing-in of food-supplies to settlers and workmen, grass-seed, &c., whilst the Mimi Road is being constructed. The whole of the work within the block has been done by the settlers under the co-operative-contract system.

Mangaotuku Block (Vote, £500; expenditure, £376 12s. 7d.).—In continuation of the work on the Mangaotuku Road, mentioned in last year's annual report, a further length of 118 chains of 6ft. bridle-road has been finished, including the logging and stumping through the clearings; also the necessary culverts. The work will be resumed when the loan moneys are being expended in opening roads through the Eltham, Gatton, and Terrace End Special Settlements in the Mangaotuku Block.

Kaitangiwhenua Block, Rawhitiroa Road (Vote, £300; expenditure, £1,375).—This road when complete will form an inland connection between Eltham and Waitotara Road, and may possibly extend eventually to the Wanganui River about Pipiriki, the route lying from Eltham by way of the Anderson Road to Patea River, thence through the Matemateonga and Kaitangiwhenua Blocks to Waitotara Road; the distance between Eltham and Waitotara being about forty-three miles. Of this distance, ten miles of the Anderson Road will be open as a dray-road about June or July, and the work is being pushed on from the Waitotara end by way of Rawhitiroa Road. The Rawhitiroa Road is being felled, stumped, and cleared the usual width, and a bridle-road 5ft. wide in the solid is being formed. On the 31st March eight miles of the road, including 485 lineal feet of culverts and four bridges of a total length of 135ft., had been made, and a further 1 mile 50 chains was let and in progress. There remains, however, about thirteen miles and a half of the road to fell and form through the Kaitangiwhenua Block (Crown lands), and about eleven miles and a half through Matemateonga and Tutaiariari Blocks (private lands bought from Natives). The road will give access to a large portion of the Crown lands in the Kaitangiwhenua Block, including the three large special settlements—Whenuakura, Moeawatea, and Kaitangiwhenua—selected within the block. The work is done in small contracts by co-operative-contract labour.

Opaku Kapara Block, Okahutiria-Mataimoana and Weraweraonga Roads.—(Vote, £830; expenditure, £186).—These roads lead to and give access to over 18,000 acres of Crown land in Blocks XII. and XVI., Opaku, and Blocks V., IX., XIII., Kaipara, inland of Waverley and Waitotara, a large portion of which is now being occupied. During the year, 3 miles 32 chains of the Okahutiria and Mataimoana Roads, and 1 mile 69 chains of Weraweraonga Road, have been felled, stumped, and cleared the usual widths, and a 5ft. bridle-road formed. Two contracts are still in hand, of about one mile and a half in length, and will be finished in May.

Stratford-Ongaruhe, Ohura Road (Votes, £11,000, £2,500, and £2,500; expenditure, £6,499 18s. 9d.).—In continuation of the engineering survey in hand last year, under Mr. A. L. Sealy, a further length of four miles was made—namely, to the proposed bridge-crossing of the Tangarakau Stream. Here, however, it had to stop temporarily, owing to lateness of season, the difficulty of getting supplies to surveyor being too great. It is proposed to recommence and complete this survey, joining on to Mr. C. W. Hursthouse's survey at Heao, early in spring. The dray-road formation through Pohukura Block and down the Makahu Valley has been continued by co-operative-contract labour. 151 chains of felling, stumping, and clearing, also 6 miles 27 chains of dray-road formation, including 2,481 lineal feet of culverts, has been finished during the year. About three miles of this work was of a very heavy nature, the whole width of the formation having to be cut out of the solid papa-rock, the cross-section of the ground varying from 50 to 80 degrees. By the 31st March, a continuous dray-road was completed, and being used for traffic to two miles within the Taumatamahoe Block, a distance of three miles and a half from Stratford, and a further three miles and a half was under contract and in progress. Of the eight

miles of road beyond the point to which it is now completed, about three miles (going over the watershed between the Makahu Stream, a branch of the Patea River, and the Whangamomona Stream, a branch of the Wanganui River) will consist of very heavy and steep sidings in papa-rock, and will be expensive work. Beyond this, for about fifteen miles, the work will be of an ordinary description. About 10,500 superficial feet of heart of rimu has been cut and stacked ready for construction of the last bridge over the Mangaotuku Stream, and the work will shortly be put in hand. The expenditure for the year includes also the maintenance of Ohura Road from Gordon Road to works in progress, a length now of about twenty-five miles.

In February two contracts were let for metalling a further length of three miles and a quarter of the road, with shell-rock, from the end of the existing metal at Toko. When these contracts are completed there will be continuous metalling from Stratford for about nine miles and a half. On the 31st March about 1 mile 26 chains of this new metalling had been done. The shell-rock is very hard and tough, will apparently make a good road, and so far is sustaining the extremely heavy traffic very satisfactorily. The contracts will probably be completed in May.

There will be a difficulty in procuring suitable metal for this road after the first eighteen miles from Stratford, as we do not know of any deposits of gravel or shell-rock existing beyond. But in many of the cuttings on the road there is a hard yellow sandstone. Where this occurs, the road through the cuttings, and also whatever portion of the embankment is formed or covered with this sand, will bear ordinary traffic during winter without cutting up, when other parts of the road become nearly impassable. We are now trying an experiment with this sand, by laying a coat of 9in. deep by 12ft. wide on an embankment about 10 chains long, which was in deep mud last winter. If it answers we will be able to improve many parts of the road at a cheap rate, as the cost of the above coat was only £1 13s. per lineal chain.

Draining Ngaire Swamps (Vote, £3,500; expenditure, £1,258 1s. 10d.)—The Government having purchased the Ngaire Block of 7,500 acres for settlement purposes, and as about one-half the block consists of two swamps, having a low, wide ridge of dry land lying between them on which runs the Anderson Road, it was deemed advisable to open outlet and main drains through the swamps into which the settlers could lead the water from the drains they would cut upon their farms. The block has been surveyed into sections of from 10 acres to 200 acres each, each section containing a fair proportion of dry land. The side lines of the sections are so fixed that drains can be cut for fencing purposes, and the fall will be towards the main drains now being cut by the Government. The outlet and main drains are 13ft. wide on top, 6ft. wide at bottom, and 7ft. deep, and are found to be a very suitable size for the purpose for which they are intended. A satisfactory fall is being obtained on all the main drains. The shrinkage of the swamps will probably be not more than one-third to two-fifths the depth of the drains if they are kept cleaned out and in fair repair for about two years. It has, however, been found (by the experience of drains cut about five years since on a portion of the swamp previously sold) that the beneficial effect of the drains is not much felt until after the lapse of about three years. Prior to that grasses grow but slowly, but between the third and fourth years they improve very much, and by about the end of the fourth year from the drains being cut there is good and fairly luxuriant pasture. The length of outlet and main drains to cut in the two swamps will be about eleven miles, of which 2 miles 52 chains were cut to the 31st March, and the remainder are in progress. It is also intended to cut circuit drains round the edges of the swamps from the higher lands, and to lead such water into the main drains. The length of circuit drains thus required will be about sixteen miles, and it is intended to have these, as well as the main drains, completed during the ensuing autumn and winter. When these are completed, and drains are cut along the side boundaries of the sections by the selectors as boundary fences, the swamps will be fairly well drained—sufficiently so for grazing purposes—and it will be then a mere question of a reasonable lapse of time before the swamps become sufficiently firm or consolidated for agriculture.

In addition to the works already enumerated in this report, the engineering survey of the Moki Road has been put in hand, and to the 31st March seven miles and a half had been finished by Mr. A. L. Sealy, who is in charge of the work. The remainder, to where it will join the Ohura Road, at near the junction of the Waingarara and Tangarakau Streams, will be completed by about August. This road commences at Uruti Road, two miles from Mimi Road, crosses over the watershed between the waters of Mimi and Waitara Streams, runs up the latter to and through Moanatairi Special Settlement, and then, by way of Waingarara Valley, joins Ohura Road as above described. It will be in length about twenty-five miles, and will be the outlet for all the lands in the basin of the headwaters of the Waitara River. An excellent line of road has been obtained, though part of it will be heavy in construction.

The total number of contracts let during the year was 352, in addition to which fifty-three were in progress at the end of last year, a total number of 405 in progress during the year. Of these 332 have been completed, leaving seventy-three still in progress. Of the 405, eighteen were let by public tender, and the remaining 387 were let under the co-operative-contract system.

The cost of supervision of the work for the year, including road surveyor's and inspectors' salaries and travelling-expenses, office expenses, &c., equals 6·32 per cent. on the expenditure.

ROADWORKS PROPOSED TO BE CONTINUED OR PUT INTO OPERATION DURING THE YEAR 1895–96.

The felling, bridging, and dray-road formation of Ohura Road onwards towards the improved-farm settlements to be established in the Whangamomona Valley, and towards Tangarakau.

The felling, bridging, and dray-road formation of Mimi Road from Mimi to Tongaporutu, and on to Mokau.

The felling, bridging, and bridle-road formation of Moki Road from Uruti to and through Moanatairi Special Settlement.

The completion of the felling and bridle-road formation of the Okoke Road, and of the roads branching from it.

The construction of bridges over the Waitara River at Purangi, and the Matou and Hitoki Streams Junction Road, east of Purangi.

The felling and bridle-road formation of the Junction Road from the Confiscation Boundary to Ohura Road.

The felling and bridle-road formation of Rawhitiroa Road, from Moeawatea Stream to Anderson Road.

The cutting about eight miles of main and about eighteen miles of circuit drains on the Ngaire Swamps.

The completion of dray-road formation, Anderson Road.

The felling and bridle-road formation of roads in the Autawa, Huiroa, Mangaere, Oxford, Milsom, Lepperton, Eltham, Gatton, Terrace End, Ross, Kaitangiwhenua, Whenuakura, Moeawatea, Moanatairi, and other special settlements upon which loadings have been granted.

The felling and formation of service-roads in improved-farm settlement lands.

JOHN STRAUCHON, Chief Surveyor.

NORTH ISLAND CENTRAL ROADS.

Roads under Maintenance.—These amount to a total length of 445 miles, and include the Oxford–Rotorua, Tauranga–Napier *viâ* Taupo, Taupo–Tokaanu, Tokaanu–Ohingaiti (to Waihohonu) Rotorua–Waiotapu, Waiotapu–Galatea, Maketu–Rotorua, Alexandra–Kawhia, and Waitomo Caves Roads, and parts of the Taumarunui–Ohakune and Ongaruhe–Stratford Roads. By far the greater lengths is in the Rotorua and Taupo districts. None of the roads are metalled. The total cost of the maintenance for the year is £4,487, which gives an average of £10 1s. 8d. per mile.

The roads have been kept in good order, numerous culverts have been repaired or renewed, and three new bridges, one 85ft. and the other two each 56ft. long, have been erected where the original bridges were decayed beyond repairing. The cost of these bridges was £785, which amount is included in the cost of maintenance above stated.

It will not be long before many more of the bridges will have to be renewed, as they are fast decaying, and will not be repairable for much longer.

Of bridle-road a total length of eighty-one miles has been maintained, thirty miles of which has been much improved by the erection of two bridges, each 36ft. long, and wide enough for dray-traffic, with proper approaches; several culverts have also been made, with the necessary embankments. The cost of the maintenance and improvements has been £1 18s. per mile, or of the maintenance alone, about 15s. per mile.

In construction of new roads, the principal work has been on the Stratford–Ongaruhe, on which, during the year, three contracts for construction, each one mile long, that were in hand at last yearly report have been finished. Eleven other contracts, covering a length of twelve miles, have been let, of which five, covering five miles, have been completed; the remaining six are well forward towards completion. When these are completed the road will be made to twenty-eight miles from the junction with the Taumarunui Road, excepting the bridges in the last twelve miles. They were not included with the clearing and earthwork contracts, as they require skilled labour and special knowledge, and I find it better to construct them, when possible, under separate contracts. Timber is being sawn and delivered on the sites for some of them by co-operative workmen.

On the Taumarunui–Ohakune Road, one mile and three-quarters of cart-road has been made, and a further length of one mile and a half is in hand. The timber for two small bridges is being sawn and delivered, and the erection of them will be put in hand as soon as the timber is ready. All these works are north of the junction with the Stratford–Ongaruhe Road, the object being to complete the cart-road connection between that road and the railway when the latter is completed to the Porootarao tunnel.

Te Kuiti–Awakino Road.—A contract for building a bridge across the Awakino River was let last September, and subsequently the erection of a bridge across the Manganui River was added to the contract. These bridges ought to have been completed about the end of last February, but, owing to great difficulties met with in procuring the right kind of hardwood timber, and in getting all the materials to the sites of the bridges, delays have occurred which have so far prevented the completion of the contract. Several small contracts for forming parts of this road have been completed, and five others, covering a length of five miles, have just been let for felling the bush 1 chain wide, and making a bridle-road to the proper grades for the dray-road. A length of fifteen miles at the northern end has been made into a rough, ungraded cart-track, at a cost of £100, along which wagons drawn by ten bullocks, and carrying upwards of a ton weight, can be taken in the summer time. Whenever possible, the works on all the roads have been done on the co-operative-contract principle, which works very well.

Engineering road surveys have been made as follows: Stratford–Ongaruhe, 2 miles 3 chains; Te Kuiti–Awakino, 5 miles 3 chains; Waiotapu–Taupo, 6 miles; and Rotorua–Te Teko, 4 miles 20 chains.

I would again respectfully urge the completion without delay of the Stratford–Ongaruhe and Te Kuiti–Awakino Roads; both of them would develop large areas of good country, and form direct connections between the Auckland and Taranaki Districts.

During the past year the works and surveys have not penetrated any new country to note or describe.

C. W. HURSTHOUSE, Road Surveyor.

WELLINGTON.

Western District.

During my absence on leave, from 4th May to 17th December, 1894, the works in the Wanganui district were carried on by Messrs. H. J. Lewis and H. J. Lowe, the subdivisions of work being as below. The following were under the charge of Mr. H. J. Lewis: Pipiriki–Karioi Road, Mangawhero–Murimotu Road, Raetihi–Parapara Road, Raetihi–Ohura Road, Makotuku Valley Road, Waipuna Ridge Road, Rangataua Road, Middle Road, Taumaranui–Ohakune Road, Momohaki Village Road, Huikumu Road The remaining works were under the charge of Mr. H. J. Lowe: Ohingaiti–Tokaanu Road, Moawhango–Karioi Road, Mangawhararíki Road, Mangaweka Township, Watershed and Murray's Roads, Rongoiti Road, Turakina Valley Road, Otaihape Improved Farm, Otaihape–Paengaroa Road.

It is satisfactory to note the very efficient and conscientious manner in which these officers carried out their respective duties, often under conditions of great difficulty.

Pipiriki–Karioi Road.—This road is now in excellent condition. There were comparatively few slips during last wet season, but, owing to the mud, the road was for some months almost impassable. Coaches have been running regularly since October, usually twice a week each way. This is becoming a favourite tourist route. Most of the wool from Murimotu now comes down this way to the coast. The new work done consists of one bridge, 30ft. span; 36 chains bushwork; 92 chains formation; 160 chains metalling; and 120 chains extra bushfelling, 3 chains wide, to allow of the free action of the sun and wind. There are 60 chains of metalling still in progress near Raetihi and at Huikumu Saddle; 24 chains of a dray-road has been formed, and a large shell-rock metal-pit opened out, and breaking started. Seams of shell-rock have also been discovered at other points. Next spring metalling should be started early and twelve miles of the worst places done. Till the road is metalled it cannot be depended upon for winter traffic. Totara mile-posts have been cut for this road. It is proposed to number the distances in miles on this road, as well as on the Tokaanu and Ohingaiti Roads, from Waiouru, as the most central and convenient initial point. This should in future be called the Pipiriki–Waiouru Road. Total expenditure for the year, £1,475 7s. 10d.

Ohingaiti–Tokaanu Road (to Waihohonu).—This road is also in excellent condition, though the traffic upon it is very heavy. The amount of wool traffic has been diminished by the opening of the Pipiriki–Karioi Road, but the amount of coach and general traffic has much increased. The new work done consists of 100 chains extra bushfelling, fascining, and creek diversions, Makohine; 285 chains metalling, and 163 chains more metalling well advanced towards completion. The whole road from Vinegar Hill to 31m. 40ch. in the open country at Matapouri is now metalled, or will be during next month. About two miles and a half has been coated with 12in. of sand, naturally mixed with hard nodules, which promises to answer well. Three small repairing contracts are at present in hand, depositing metal where most required over a length of ten miles. Next summer several more repairing contracts will be necessary, also about two miles of new metalling at Turangarere and Te Horo. It is to be regretted that so much valuable milling timber is being felled and destroyed by fire on the Hautapu flats. During last spring 30,000 young trout were liberated in the Hautapu Stream. Total expenditure for the year, £3,066 7s. 2d.

Moawhango–Karioi Road.—In future this road should be called the Moawhango–Te Horo Road, the part from Te Horo to Waiouru being already included in the Ohingaiti–Tokaanu Road; and the part from Waiouru to Karioi should be included in the proposed name Pipiriki–Waiouru Road. This road is in good condition, the only bad places in winter being the Turangarere and Te Horo Bushes. The new work done consists of 82 chains light formation in the open country, a 40ft. understrut bridge with approaches over the Hautapu River at Turangarere, and 23 chains metalling near Moawhango. Total expenditure, £613 1s. 7d.

Mangawhero–Murimotu Road (Field's Track).—The work done has been chiefly maintenance. It is at present in good order, and now remains so throughout the year, except from June to October. The new work comprises two rough bridges and eleven culverts. The traffic returns are steadily diminishing, owing to the opening out of other routes, and are as follows: Travellers on horseback, 2,215; packhorses, 1,384. The Taukora Bridge is again proposed for construction during next summer. Total expenditure, £747 9s.

Raetihi–Parapara Road.—The engineering survey, twenty-three miles and a quarter in length, of this road has been completed, and twenty miles of plans drawn, of which seventeen have been done during the year. The following additional work has been done: At the southern or Parapara end—629 chains bushwork, 114 chains of which being 3 chains wide on flats, 588 chains bridle-track formation, and 240 lineal feet culverts; at the northern or Raetihi end—364 chains bushwork, of which 186 chains is 2 chains wide on flats, 181 chains dray-road formation, 400 lineal feet culverts, and a 10ft. bridge. The total length over which bushwork has been done has been burnt off and sown in grass. There still remains a gap of ten miles and three-quarters in the centre on which no work has been done. On this part an 80ft. bridge over the Mangawhero River is required. If this were built a rough horse-track could be very cheaply put through, as most of the country is easy, and in many parts already traversed by old Native tracks. All work is at present stopped. Total expenditure, £1,265 2s. 11d.

Raetihi–Ohura Road.—A large amount of work has been done on this road during the year. The bushwork for the first four miles and the formation for the last two miles were very heavy. The road is formed throughout of standard widths, all work being on the co-operative principle, and unusually well finished. From forty to sixty men have been kept constantly employed on this road. The work done comprises the following: 460 chains bushwork, 500 chains formation, 35 running feet of bridges, and 825 lineal feet of culverts; besides, 60 chains of formation up to the 7-mile peg are now approaching completion. This road is of so much importance for developing the large tract of country between Raetihi and Ohura that it should be pushed on well ahead of settlement. Land is already taken up in associations for seven miles beyond the end of the formation. Total expenditure for the year, £2,913 0s. 6d.

Makotuku Valley Road.—The work done on this road consists of 260 chains of scrubbing and clearing. A contract for stumping and clearing is now in progress. Total expenditure, £105 5s. 10d.

Waipuna Ridge Road.—All the work on this road has been done by settlers, except one contract, and consists of 256 chains bushwork, 254 chains bridle-track formation. Two miles of engineering survey have been executed ahead, and two more contracts are being let, which when done will give access to all the sections already disposed of in this block. Total expenditure to date, £533 2s. 5d.

Rangataua Road.—This road leads from the Pipiriki–Karioi Road to the Rangataua clearing in the Clifton No. 1 Special Settlement Association. 151 chains bushwork—33ft. to 41ft. width of clearing—have been finished, and two small contracts for ditches and culverts are in progress. Total expenditure, £265 16s. 3d.

Middle Road.—One contract for 80 chains of scrubbing and clearing has been completed. Two miles of engineering survey has been executed, and contracts for stumping and clearing that distance are being let. Expenditure, £56 16s.

Huikumu Road.—Besides the dray-road to metal-pit, 24 chains in length, mentioned under heading "Pipiriki–Karioi Road," and which forms part of this road, providing access to Huikumu Small Run and lands beyond, 20 chains of bushwork and 20 chains of bridle-track formation has been completed, and 20 chains more are ready to let. Expenditure, £40.

Taumaranui–Ohakune Road.—No work has been done on this road during the year, except removing a few fallen trees and putting fresh slabs on bridges; but it is proposed to fell the bush along the road-line where it abuts on Crown or association land. Expenditure, £1,854 19s. 2d.

Kaitieke Road.—Work in connection with this road was started by Mr. C. Field in January last. In order to have a road over which supplies could be packed at a reasonable cost, about fourteen miles of rough horse-track has been made across the open plains from Mangatipopo to the Taumaranui Bush. There are now two contracts in hand for bridle-track formation in the bush. Two *patakas* have been erected, and sufficient supplies stored to enable about a dozen men to keep working during the winter months in that remote district. Total expenditure, £26 12s.

Momohaki Village Roads.—The work done comprises 200 chains engineering survey and plans, 69 chains bushwork, 143 chains dray-road formation, and 150 lineal feet culverts. All work is now stopped pending decision as to continuation of road through Messrs. Howie's land. Total expenditure, £859 16s. 8d.

Mangawharariki Road.—The engineering survey of the road for 95 chains, as far as the Rangitikei River, has been done, as well as the following roadwork: 95 chains bushwork, 90 chains formation (about 10 chains of which was heavy papa cliff, and has been constructed with a substantial parapet wall on outside), 30 running feet of bridges, 110 lineal feet of culverts, and 15 chains metalling. Also, to temporarily serve settlers, a track two miles long was constructed to the Rangitikei River, across which a wire rope and cage of 330ft. span was thrown. About 5 chains of lightf ormation still remains to be done at bridge site. In order to utilise the very costly approaches already done, and to provide access to the extensive areas of land still open or recently occupied which lies beyond, this bridge should be put in hand at an early date. It will probably consist of two 120ft. spans, with two land-spans of 20ft. each. Total expenditure on roads and contingent works, £1,866 3s. 5d.

Mangaweka Township.—Prior to sale the bush was felled over an area of 60 acres in this township. This, on being fired in February, resulted in a good burn.

Te Kapua Block.—During last autumn the late Mr. A. W. Brooking completed six miles and a half of traverse surveys and plans of deviations on the Watershed Road. On this road there were also done 141 chains bushwork and formation (10ft. wide), and 120 lineal feet of culverts. The dray-road now reaches the Te Kapua Block. On Murray's Track 867 chains bushwork and 141 chains bridle-track formation had been done. On Rongoiti Road 227 chains of bushwork has been completed. The various branch roads in the block are now being felled and cleared for bridle-tracks. Two contracts, of 60 chains each, are at present in progress on the Quarry Road, and two others, for 80 chains each, on the Pukemapou Road. It is proposed to complete these branch roads, and then form the road through Patukite clearing. Total expenditure on the block, £2,042 16s. 6d.

Turakina Valley Road.—During the year the following work has been done: Maintenance, 3½ miles old formation; 200 chains bushwork; 210 chains formation (12ft. wide); creek diversions, 2 chains; 120 lineal feet of culverts; large papa culvert, 6ft. by 4ft. The dray-road now extends almost to the mouth of the Mangapapa; it is being continued on towards the Mangamahoe Road, on which a contract for 50 chains bushwork is at present in progress. It is proposed to form the road 12ft. wide to the Mangamahoe Junction, but beyond that through the block only 6ft. wide. Total expenditure, £1,100.

Otaihape–Paengaroa Road (Ross's Track).—The above settlers are now employed on this work. 40 chains bushwork, felled 2 chains wide, has been done; 110 chains bushwork is in progress; and 20 chains dray-road formation started. Expenditure, £109 12s.

Mangaweka–Makohine Road.—Two miles and a half engineering survey has been executed on this road, and two contracts for bridle-track formation are in progress, extending over 62 chains. Two more contracts, of 30 chains each, are ready for letting. Six Masterton Improved-farm settlers are employed on this work. Expenditure, £79 14s. 5d.

Patea River.—An inspection of the lower fifty miles of this river was made during March, with a view to forming estimates of cost of improvement of same by snagging, &c., sufficient for canoe traffic, and a report has been furnished.*

Hales's, Pohonuiatane.—This track leads into Hunterville Small-farm Association No. 2, and the Upper Wangaehu Road Board is subsidised for it to the extent of £500. Five miles of bridle-track has been either improved or formed, and several rough bridges erected. The track is only fit for a stock-driving route. Expenditure, £618 9s.

*See Appendix, "Report on Patea River."

Vinegar Hill, Metalling.—The Rangitikei County Council was subsidised to the extent of £200 for this work. 80 chains of metalling, 8ft. by 8in., has been spread on the worst places; some breaking is still required.

Vinegar Hill Bridge, Rangitikei River.—The Rangitikei County Council was subsidised to the extent of £1,500 for this work. Tenders have been called, and the contract let to A. Weir, of Napier, for £6,725 1s. 10d. The bridge will consist of two spans of 121ft. and two of 79ft. The approaches on both sides are now almost completed.

Wanganui River Steamer Subsidy.—During the year the service between Wanganui and Pipiriki was maintained with great regularity, only two trips being missed, one at Christmas and one in March, both owing to shallow water. Besides the regular weekly trips, thirty-nine special trips were run. During this season all the wool from Karioi Station, about four hundred bales, came down this way, and will in future continue to do so. The tourist traffic has largely increased during the season. A Government township is badly wanted at Pipiriki, as at present the land is all Native, and the progress of the place is being greatly retarded for want of building-space. The new steamer, "Manuwai," mentioned in last year's report, commenced running in December, but, owing to the present state of the river, she has not been so successful as the "Wairere," though with a load of 130 bales of wool she only draws 21in., the same draught as the "Wairere" with only her complement of coal on board. Still, the river has frequently been so low that practically no cargo could be carried for weeks, and the boats, even when empty, have suffered considerable damage on their trips up and down. Expenditure, £475.

Wanganui River Improvement.—Subsidy, £1,350. This was under my charge during March and April, 1894; since then it has been supervised by Mr. J. T. Stewart, Chairman of the River Trust.*

G. T. Murray.

Pahiatua-Makuri District.

Tiraumea Valley Road.—A sum of £200 was granted for the purpose of clearing slips, general maintenance, and extension. The road was examined and arrangements made for putting on men, but no actual work has been done during the year.

Tiraumea North Road.—One mile of engineering surveys, and 52 chains of formation, 16ft. wide, have been done. It is proposed with the money in hand to complete the formation and metal it. This work will be of great convenience to settlers in its vicinity, as well as to those coming from Kumeroa and Makairo into Woodville and Pahiatua, being a saving in distance of one mile and a half between the Mangarama Village Settlement and the Mangatainoko Township.

Mangarama Village Settlement Roads.—Two miles and a quarter of engineering surveys and one mile and a half of dray-road formation have been done. It is intended with the available funds to complete all roads for wheel traffic; and I recommend that, in order to give settlers every chance of making a success of the settlement, the roads should be metalled with a light coat of metal.

Makairo Village Settlement Roads.—22 chains of dray-road formation have been constructed, giving access to most of the settlers. This should also be metalled.

Mangatoro Valley Road.—Three miles of engineering and land surveys have been made, and three miles and a half of dray-road constructed. One mile is under construction, leaving a gap of about two miles only to connect with the formation from the Danevirke end. The original location of this road is not what it should have been; and, owing to the opposition of settlers, and work already done by the Kumeroa Road Board, I have not been able to alter it as much as I should have liked.

Pahiatua-Palmerston North.—The sum of £24 has been expended in widening and improving three miles of this road, in order to give some of the settlers better access to their holdings.

Upper Manawatu Gorge Road (£400).—Engineering surveys have been put in hand, but no formation has been done, and it has been wisely decided to divert the proposed expenditure on this road, for the purpose of giving access to the settlers on the Hall Special Settlement Block by means of a horse-road and ford across the Manawatu River.

Otawhao Road (£400).—This road has been inspected and reported on; no work has yet been done on it, pending arrangements to be made with the Kumeroa Road Board, who intend spending about £200 on it, and are negotiating with a view of spending the Government grant as well. Should this not be arranged, surveys will be proceeded with at once.

Mangahao Bridge.—£500 have been granted to the Pahiatua County Council towards the construction of this bridge, the plans of which have been approved, and a contract let for its construction. Fair progress has been made with the foundations and erection of piers.

Mangatainoko Bridge.—A sum of £500 has been granted to the Pahiatua Borough Council for the construction of this bridge. A contract has been let for four spans, and the piers are in course of erection. I have not yet had the plans, but understand they have been approved by the Engineer-in-Chief.

Tiraumea Bridge (Ngaturi).—A grant of £1,000 was made for the construction of this bridge, which was completed by the Pahiatua County Council in October of last year, at a cost of £2,798. It consists of two spans of 120ft., the trusses being on the bowstring principle, and is of great benefit to the settlers of Ngaturi, Makuri, and Coonoor, as the ford used prior to its construction was exceedingly dangerous, and often quite useless when the river was up—a frequent occurrence during the winter months.

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* For report, see Appendix, "Reports on Navigation of Patea and Wanganui Rivers."

Tiraumea Bridge (*Hull's Crossing*).—The grant for this bridge is £500. Plans have been approved, and a contract for its construction let, but nothing worthy of mention has yet been done n the way of work. The Pahiatua County Council are in charge of it.

Mangatainoka Bridge, on Bridge Road.—The sum of £150 was granted to the Pahiatua County Council for this work, £53 of which has been paid them.

Woodville–Aohanga Road.—Two miles and three-quarters of horse-road formation have been constructed, with three bridges of from 45ft. to 60ft. spans, and have also been maintained. This has all been done at the Makuri end of the road, in extension of about two miles of dray-road formation done by the Pahiatua County Council, leaving a gap of some five miles in length between it and the work at the Tiraumea end of the road, along which gap the settlers have to get as best they can; and I have strongly to recommend that the formation should be completed through as rapidly as possible.

Te Aupapa Road.—A grant of £200 has been made to the Pahiatua County for metalling and improving 78 chains of this road. The work was being done at the end of the year.

Makuri Bridge (*near Township*).—A bridge of about 45ft. span, with a land-span of about 12ft., has been built over the Makuri River by the Pahiatua County Council, the Government contributing the sum of £295 towards it. The contract was let by the county long before the grant was obtained, and neither the plans—which had to be considerably amended during the construction of the bridge—nor the bridge when built, was approved of, and the grant was paid subject to the condition that the county was responsible for its re-construction in case of loss.

Makairo Road.—30 chains of this road, being a connecting link between the Upper Makuri and Mangatoro dray-roads, have been widened from 6ft. to 16ft., and nine miles and a half of the road have been maintained for horse-traffic throughout the year, the total cost being £348.

Makairo–Kumeroa Road.—The possible routes for this connecting road have been inspected and reported on, and the sum of £200 granted to the Kumeroa Road Board towards its location, survey, and construction. I understand, however, that they decline to accept the grant, not approving of the route proposed by the Government.

Towai Road.—Two miles and a half of engineering surveys have been made, and three miles and a half of road have been maintained. About £200 are at my disposal for the maintenance and extension of this road, which sum should be considerably augmented with a view of extending it through the Rising Sun Block. Parties will be put on shortly to take the formation as far as funds will allow.

Upper Makuri Road.—This was gazetted a county road in July of last year. The department have, however, kept one man constantly employed on it ever since, with the view of assisting the county with its maintenance.

Makuri Township Roads.—These roads—being in length a mile and a half—have been maintained, and half a mile of metalling has been done on them. A foot-bridge has been put over the Turakina Creek, and the fords across that stream and the Makuri River have been kept in good order.

Makuri Aohanga.—Of this road two miles and a quarter of horse-road formation were done, the surveys and plans for which were made by Mr. T. Hughes, and eight miles of the road were maintained for horse-traffic. The formation from Makuri is now connected with that from the Rakanui end.

Makuri–Pongaroa Road.—The engineering survey of this road was made by Messrs. J. D. Climie and R. P. Greville, whose plans for twenty-six miles of the road-formation have been completed during the year in this office, and six miles of formation from 6ft. to 10ft. in width have been constructed, completing the road for horse-traffic from the Township of Makuri to that of Pongaroa, which formation includes five bridges, varying in span from 25ft. to 60ft. During the past year portions of the Township of Pongaroa have been sold, and many of the settlers on the blocks adjacent to it have taken up their holdings, thereby considerably increasing the traffic and requirements of the road, and convincing me of the necessity of widening out and metalling it for drays, and thus assisting and insuring the settlement of the country on the eastern slopes of the Puketois.

Mangatoro Township.—On this reserve an area of 60 acres of bush has been felled and burnt, and the clearing thus made sown with grass. I would suggest that the remaining 40 acres be cleared during the coming season.

Hall Special Settlement Block.—On this block seven miles and a quarter of road reserves have been cleared of bush, burned, and sown with grass-seed; engineering surveys have been made of four miles, the remainder being now in hand. As the country is of such a rough nature that most of the holdings will be inaccessible until the roads are formed, I have to urge the necessity of this work being undertaken as soon as possible.

The whole of the works carried out by me during the past year have, with the exception of bridge-construction and road-maintenance, been done on the co-operative system, entailing a considerable amount of detail work both in the field and office, particularly in the latter, in proportion to the amount of expenditure, which is appreciably greater than for any former year. My transactions in connection with local bodies have also been of greater extent than formerly, both as regards the amount of work done and the unpleasantness of its nature; and, as you are aware, I have made many reports on special matters connected with my district, all of which require time and application.

ROBERT H. REANEY, Road Surveyor.

CENTRAL AND EASTERN DISTRICTS.

Mangawhio Road.—This refers to the Mangawhio Valley and Ridge Road. A sum of £200 was granted, and has been expended in widening the road in the valley from an 8ft. track to a 12ft. dray-road for two miles and a half, removing land-slips which have come down during the previous

two winters, and effecting repairs over a distance of about seven miles. The road commences at the junction of the Omata Road, opposite Section 23, Block IV., Wairoa Survey District, running up the valley, and over the ridge to McConochie's Bridge, Waitotara River.

Waitotara–Omahine.—The sum of £200 has been granted to the Waitotara–Momahaki Road Board for extending dray-road in the Weraweraonga Valley to connect with bridle-track. This work is in progress, and 44 chains have been formed, 12ft. wide, at present.

Road through University Reserve.—This refers to the Puao Road, Waitotara, which was commenced last year as reported. Two grants—of £300 and £100—were made to the Waitotara–Momahaki Road Board to assist in the work, which has been expended. The additional work done beyond that reported last year consists of forming 145 chains dray-road, 12ft. wide, on cleared road-line; 33 chains bridle-track, 6ft. wide; 57 chains bushfelling, 1 chain wide; and 23 chains stumping, 16ft. wide; also, two rough log-bridges, 20ft. and 24ft. spans; twelve pipe-culverts, 6in. diameter, of a total length of 168ft.; and fourteen ponga culverts, 182ft. long.

Omahine Block.—In addition to the work reported as having been completed last year on the Weraweraonga Road, 28¼ chains of 6ft. bridle-track have been made, including the construction of a plain bridge, 26ft. spans, and making six ponga culverts each 7ft. long. £114 were granted the Momahaki–Waitotara Road Board, and has now been expended.

Okotuku Road.—£100 has been granted to the Okotuku Road Board, but nothing further has yet been done.

Kawhatau Valley Road.—An engineering survey has been made of 7 miles 14 chains of this road. 69 chains have been constructed for dray and 2 miles 44 chains for horse traffic, the whole 3 miles 33 chains going through forest country, the bush having been felled 66ft. wide, and cleared 33ft. The first mile and a quarter is to be a dray-road, and rises from the Rangitikei River, at bridge site, up the side of a most precipitous cliff, in solid papa-rock, and consequently is very expensive to construct—25,160 cubic yards of rock having been removed up to the present. The construction of this portion is attended by great danger, owing to heavy slips coming down from overhead and carrying all before them. Some of the men have had very narrow escapes. A further 1 mile 13 chains of this road is under construction for horse traffic. The Mangawhahariki Stream has been diverted across this road into the Rangitikei River, and will be spanned by a bridge of 53ft., for which the timber is now being sawn. This diversion is 40ft. long, 20ft. deep, and averaging 34ft. wide, and will be the means of making the road safe where otherwise there would have been considerable danger from the Mangawhahariki Stream flooding the road, and ultimately washing it away. The road bounds and gives access to the Kawatau Improved-farm Settlement sections, and opens up the northern part of Marton No. 1 Farm Homestead Block, and southern portion of the Awarua Block, east of the Rangitikei River. Before full effect can be given to the real value of this road, the bridge required at its commencement, over the Rangitikei River, must be built, to admit of an outlet to Three-log Whare Road, leading to Mangaweka Township and proposed railway-station. This bridge I strongly recommend being built at as early a date as possible.

Totara Road (Branch from Kawatau Valley Road).—This road gives access to sections in the Kawatau Improved-farm Settlement. 51 chains of the bush have been felled 66ft. wide, and stumped and cleared 16ft. wide.

Mangawhahariki Road.—8 miles 15 chains of engineering survey plans have been received, forming a connection with the Three-log Whare Road, at the Rangitikei River. Several deviations were made from the original survey, lessening the distance by over a mile, and avoiding at the same time some very heavy work. 2 miles 4 chains of bushfelling and clearing have been done, 1 mile 25 chains of dray-road 16ft. wide, and 3 miles 40 chains of horse-track 6ft. wide, formed, including the construction of three bridges of 34ft., 17ft., and 16ft. spans, crossing Bosun's, Stoney, and Wairaki Creeks respectively; and thirty-six culverts, of a total length of 643ft., varying in sizes from 12in. by 12in. to 4ft. by 4ft.; also making one mile and a quarter of drains. The forming of this road has been very heavy work, no less than 29,060 cubic yards of rock having been removed. The line runs through forest country. A start is about to be made on the Rangitikei River end of this road as well, and at the present time only about a mile intervenes remaining still to be done, in very heavy work, to open the road through and connect with the Three-log Whare Road. Some difficulty has been experienced in getting suitable timber for the bridges within a reasonable radius. This road will be the means of giving the settlers of a portion of Marton Nos. 1 and 2 Farm Homestead Blocks, and Pemberton Improved-farm Settlement, and Rangiwahia Township, access to the railway at Mangaweka when the bridge over the Rangitikei River is built. This bridge I have already alluded to, and is urgently required as a connecting link between the Three-log Whare Road on the one side and the Mangawhahariki and Kawatau Valley Roads on the other.

Pemberton–Wairaki (Pukerimu Road).—The intention is to widen the present 8ft. horse-track to a dray-road, 16ft. wide, for about one mile and a half from the junction with the Kimbolton Road leading towards the Pemberton Improved-farm Settlement, on the Mangawhahariki Road. 87½ chains have been done, including the construction of 78ft. of culverting, 12in. by 18in., and lengthening two large existing culverts by 6ft. and 8ft.; 855 cubic yards of rock also had to be removed. The remaining portion of road will be proceeded with so far as funds will permit, £460 having been granted for the purpose. What was an almost impassable road last winter will be now in fair condition.

Kelpie Road.—This road is 1 mile 29 chains in length, leaving the Mangawhahariki Road at the Pemberton Improved-farm Settlement, and running into the Marton No. 1 Block on the east side. The engineering survey has been made, and the work is in progress. The bush for the whole length has been felled and cleared, and 60 chains formed for horse-traffic, including the construction of four culverts, 12in. by 12in., of a total length of 58ft. Over 2,000 cubic yards of rock have been removed. About 34 chains have to be made in papa sidling-ground, necessitating at one portion a very heavy cutting, 30ft. deep.

Hautapu Block.—Cross Road.—A further 1 mile 49½ chains of bush has been felled 1 chain wide and cleared 33ft. The bush on the whole length of this road-line between the Mangawhahariki Road, at its northern extremity, and the Watershed Road, at the southern end, has now been felled and cleared. The greater part of the road runs along steep sidlings, rendering it wholly impassable in its present condition.

Pourangaki Valley Road.—This road-line passes through a very heavily timbered country, and is passable for 36 chains from its junction with the Auputa Road, the bush on this portion having been felled and cleared.

Lagoon Road.—This road passes through forest country, the bush having been felled and cleared, and passable horse-track made for about two miles, between Section 14, Block XVI., and Section 17, Block XII., Hautapu Survey District. One mile runs in a north-easterly direction from its junction with Kelpie Road, and the remainder south-east from the same point. The north-east branch is in further progress, and the south-east line of road is almost passable now for horse-traffic to the Auputa Road.

Mania Road.—After a small contract, at present in operation, is completed, 1 mile 49 chains of bushfelling and clearing will have been done from its junction with the Auputa Road. The bush is of a very heavy description, and has been felled 1 chain wide, one mile having been cleared 33ft., and the remainder 16½ft. For a mile the road is passable for horse-traffic.

Hautapu–Ruahine (Marton Nos. 1 and 2 Blocks), Auputa Road.—This road runs in a north-easterly direction, through the centre of the Marton Nos. 1 and 2 Blocks, extending from the Pukerimu Road to the Kawatau River, a distance of 7 miles 61 chains. With the exception of only 13 chains, the whole length passes through forest country, of which two miles were very heavily timbered. The bush has been all felled 1 chain wide, and cleared 33ft. and 16½ft. wide. The road has been formed for horse-traffic only were absolutely necessary, and is now passable the entire length. Seven small log-bridges had to be made, and between 3 miles 8 chains and 3 miles 24 chains a temporary deviation has been made for the purpose of carrying the track over a large pine-log, 60ft. in length, which spans a creek and deep gully. The top surface of the log was adzed off, and planks laid, 8in. by 3in. by 4ft. 6in. long, added to which handrails and supports were made, rendering it a perfectly safe passage for horse-traffic until the log shows signs of decaying. Sixteen culverts, 18in. by 18in. to 2ft. by 2ft. in sizes, aggregating 161ft. in length, were built, 30 chains of drains made, and 4,706 cubic yards rock removed. Portions of this road might with advantage be formed or improved, but it is quite impossible to do more with the money available out of the loading for road purposes, which has been made to go as far as possible, that all the settlers on the road may get some benefit. This road will also afford access to the south-eastern portion of the Awarua Block.

Te Parapara Road.—107 chains bushfelling, 1 chain wide, and clearing 16½ft., has been let out, and is now in progress, being nearly completed, through a heavy forest country. The portion of the road extends in an easterly and southerly direction from its junction with the main road. When this contract is completed the whole distance will be passable for horse-traffic.

Main Road.—From the Oroua River to the junction with Conspicuous Road, a distance of 1 mile 57 chains, the bush has been felled 1 chain wide and cleared 33ft., and a 6ft. horse-track formed over a portion rising up from river on to plateau, but the whole distance is passable for horse-traffic. Some heavy work was met with, 2,461 cubic yards of rock having to be removed. Eleven culverts were built, ranging from 6in. by 8in. to 4ft. by 4ft. openings, and totalling 134ft. in length.

Conspicuous Road.—A contract for bushfelling and clearing 105 chains is in operation, commencing from the Mangahuia East Road formation, and extending in a southerly direction. The whole of this portion passes through forest country, and at present is only passable for 20 chains.

Pakihikura Road.—This road was mentioned in my last annual report, being then in progress. £400 was granted the Kiwitea Road Board to assist in the work. 1 mile 14 chains of road, 16ft. wide, has been formed through the Pakihikura Village Reserve, including the construction of 132ft. of culverts, varying from 15in. by 15in. to 2ft. by 2ft. The whole length is through forest country, the bush having to be first felled and cleared. A bridge is required over the Pakihikura Stream, but the balance of grant remaining unexpended (£50) is insufficient to do this work.

Pohangina Block.—Table Flat Road.—The bush has been felled 1 chain wide and cleared 33ft. for two miles and a quarter, and of this 1 mile 29 chains are passable for horse-traffic. This road is a continuation of the one of same name running through the Mangoira Coal Creek Block.

Mangoira Coal Creek Block.—Conspicuous Road.—72 chains of bush have been felled 1 chain and cleared 33ft. wide, extending in a south-easterly direction from the junction with Main Road.

Table Flat Road.—The length of road is 3 miles 13 chains, of which two miles were formed last year. The remaining portion has now been formed to the boundary of the Pohangina Block for horse-traffic.

Apiti–Norsewood Road.—The length of this road through block is 3 miles 54 chains, of which 3 miles 47 chains were completed last year. The remaining portion has now been formed for horse-traffic.

Main Road.—The road has been continued from the existing formation down to the Oroua River, the work consisting of bushfelling 1 chain wide and clearing 33ft. for 102 chains, and the formation of a 6ft. track over a portion of same down to the river, including the construction of thirteen culverts, 6in. by 8in. to 18in. by 12in., totalling 152ft. The whole length of road is now passable for horse-traffic.

Apiti–Norsewood Road.—The bush on 2 miles 70 chains of this road has been felled 1 chain wide and cleared 33ft., being a continuation of road of same name running through the Mangoira Coal Creek Block and joining the Umutoi Road.

Makoura Road.—This road is a continuation of Main Cross Road East, and commences from

Coal Creek. 4 miles 54 chains of bush have been felled and cleared, being to the junction with the Umutoi Road.

Makiekie Road.—From its junction with the Makoura Road, three miles and a quarter are under contract, running in a south-westerly direction, and of this 90 chains of bush have been felled and cleared at present.

Umutoi Road.—From the Pohangina River, extending in a north-easterly direction, two miles of bushfelling and clearing have been done, and a contract is in progress for forming 65 chains of a bridle-track on this portion, rising up from the river on to plateau. Contracts are also in operation for continuing the bushfelling and clearing of this road to its junction with the Apiti–Norsewood Road, a distance of about four miles and a quarter.

Oroua–Coal Creek.—An engineering survey has been made of the Main Cross Road, east, from end of old formation—about four miles and a half from Apiti—to Coal Creek, a distance of 2 miles 55 chains. To make the road passable 1 mile 52 chains of bushfelling and clearing have been done, and a 4ft. track for 61 chains made down to Coal Creek. It is intended to further improve this road so far as funds will permit. Bushfelling and clearing have also been commenced, and 14 chains done, on the road known as Surveyors' Pack Track, which branches off from the Main Ridge Road, and leads to Coal Creek.

Kimbolton Road.—£300 was granted and has been expended in metalling the worst portions of the road between Birmingham and Rangiwhahia. Subsequently a further £150 was granted and expended in removing mud off road, fascining holes, and otherwise making road passable near Birmingham. The money granted has been used to the best advantage, and made to go as far as possible in improving and repairing the road, but further expenditure will be necessary, otherwise portions will be impassable this winter.

Pohangina Valley Forest Reserve.—A sum of £325 was granted to the Pohangina County Council, and has been used on road through Totara Reserve, Pohangina Valley. 114 chains of road, 14ft. wide, have been formed, including the construction of twenty-one culverts of varying sizes, from 12in. by 9in. to 8ft. by 3ft.; also 30 chains of metalling have been done, 10ft. wide by 8in. deep. The remaining 84 chains of newly-formed road also needs metalling through this forest reserve.

Aohanga Gorge Road.—£800 have been granted the Akitio Road Board for this road, half of which has been expended. The work done commences seven miles from the Aohanga Ferry, proceeding in a north-easterly direction along the Aohanga River towards Pongaroa, on the main Alfredton–Weber Road, and consists of forming two miles of dray-road, including the building of eighteen culverts, varying in sizes from 12in. by 10in., and of a total length of 524ft. Plans and specifications have been submitted and approved for a further 169 chains of formation on the above line of road, beyond the Glencoe Homestead.

Makuri–Aohanga Road.—The portion of this road under my supervision is 4 miles 38 chains in length, commencing from the Alfredton–Weber Road. It is intended for horse-traffic, and during the year 68 chains have been formed, a bridge 58ft. long erected, and fifteen culverts constructed, varying from 12in. by 12in. to 4ft. by 4ft., and totalling 473 lineal feet; also, 400 cubic yards rock were removed. 11 chains formation, and a bridge 79ft. long, are in progress. When this work is finished the road will be completed.

Mecalickstone Block.—Huia Road.—Engineering survey plans have been received for 3 miles 71 chains of this road, commencing from the Alfredton–Weber Road, and giving access to the Mecalickstone Block. The country through which the road passes is all bush, which for three miles has been felled and cleared. The formation has been made for 101 chains, making the road passable for horse-traffic for two miles. The work done includes the construction of fifteen culverts, 12in. by 12in. and 18in. by 12in., of a total length of 259ft.

Waihoki Road.—Engineering survey plans have been received for 4 miles 50 chains of this road, on which work will be commenced as soon as the Huia Road is made passable to where the Waihoki Road branches off.

Alfredton–Weber Road.—Since my last annual report the construction of this main dray-road has been extended by six miles and three-quarters, and has now reached the Pongaroa Township, making a total distance constructed of eighteen miles and three-quarters from the Waitawhiti Stream. A further eleven miles and a quarter have still to be done before the Hawke's Bay boundary is reached, and of this distance one mile and a half is in progress. About forty men will also be put on early next month to start making the road back from the Weber end, so that rapid progress may be now expected, although this is far from being the most favourable season of the year for pushing on with the work with any great degree of success. In addition to the new formation made, repairs had to be effected on 113 chains of road previously made, owing to heavy slips—in fact, this portion of the road had to be virtually re-formed.

About fourteen miles of the road have been maintained during the year. Included in the year's work is the construction of a bridge of 40ft. span, seventy-nine culverts, varying in size from 12in. by 12in. to 4ft. by 3ft., of a total length of 2,094 lineal feet, and excavating 5,253 cubic yards of rock. A temporary bridge 66ft. long has been erected over the Mangatiti Stream, at a cost of £15. This temporary bridge was made so that the works could be pushed on quickly, and owing to the difficulty of getting suitable timber in the immediate neighbourhood. For this reason, the construction of three bridges, of 20ft., 30ft., and 70ft. spans, along the road already formed have been delayed until suitable timber could be obtained ahead, as every effort to let the cutting of the requisite timber to hand-sawyers in the locality proved unsuccessful, owing to the defective condition of the totara timber. The road constructed during the year went through heavy bush for two miles and three-quarters, three-quarters of a mile ordinary bush, and three miles and a quarter open scrub and rushes, the latter being over ground of a swampy nature. Some exceptionally heavy work has been met with in cuttings, owing to the steep sidling-ground. I regret to state that, owing to the peculiar

nature of portions of the formation of this country, considerable trouble and very heavy expense for maintenance and repairs must be expected for some time to come, during wet weather, from slips coming down, the ground being of such a slippery, shaky, and precipitous condition that nothing can stop it. For this reason it is a matter of doubt, to my mind, whether it will be possible to keep this line of road open during the coming winter even for horse-traffic. At the Mangatiti Stream, about 30 chains of the original survey was altered, improving it from a grade of 1 in 8 to 1 in 19. On another portion of the road a fresh engineering survey had to be made for some chains, and made to go at a higher altitude, owing to the side of a hill slipping away bodily on the opposite side of a gully to which the road was running, thereby forming a huge lagoon, which overflowed and swept away the original road. Altogether, fresh engineering surveys have been made of one mile and a half during the year. This road could have been pushed on with greater rapidity had more means been available for the purpose, without which my hands were tied.

Burnt Papa as Metal.—An experiment has been tried on the Alfredton–Weber Road in burning papa-rock to see if it will act as metal for roads. A quantity of the rock was subjected to very great heat—portions of the rock being fused—and the result has been attended with some success, so much so that I have been instructed to make a further test. If it can be made a success of it will prove of great advantage in districts where the ordinary metal cannot be obtained but where papa-rock exists.

Christchurch Block.—Utewai Road.—The unfinished portion of formation of this road under my supervision has been completed during the year, with the exception of a deviation of about 12 chains at the bridge-site, crossing the Tiraumea River. The work done comprises 65 chains of formation for horse-traffic, including the construction of nineteen pipe-culverts, totalling 380ft. in length, and 3ft. by 2ft. box-culvert, 45ft. long; also the removal of 380 cubic yards of rock. With the exception of four bridges, two of 40ft. spans each, one of 80ft., and the other 30ft., and the above 12 chains formation, the four miles and a quarter of this road under my supervision have been completed; the first two miles being for dray and the remaining two miles and a quarter for horse-traffic. The timber for 30ft.-span bridge is on ground, and arrangements have been made for supplying timber for the remainder of bridges; also for their construction.

Burling's–Mecalickstone Road.—This road branches off from the Alfredton–Weber Road at Deep (or Falls) Creek, going through Mr Burling's property, and giving access to the Mecalickstone Farm Homestead Block. 25 chains of road, 13ft. wide, have been formed, including 5 pipe-culverts, 12in., collectively 116ft. in length. The first portion of this road runs through open country, and engineering survey plans have been received for 6 miles 46·65 chains, at which point it connects with the Waihoki Road, and runs through the Mecalickstone Farm Homestead Block.

Pori–Mount Marchant Road.—With £250 granted the Pahiatua County Council, 163 chains of road were formed 6ft. wide, and 7 chains 14ft. wide, situated between the Makuri Valley Road and Alfredton–Weber Road. Also, 26 chains were felled 1 chain and cleared 16ft., and where sideling was steeper than 1 in 5 the ground has been benched to give a track 8ft. wide. This latter portion is to give access to Section 4, Block II., Puketoi (Clulow's) through reserve. The work includes the building of a plain bridge 20ft. long, and ten culverts varying from 8in. by 18in. to 4ft. by 2ft. in sizes, of a total length of 132ft.

Tiraumea Bridge and Road (Napier's Crossing).—This bridge over the Tiraumea River, consisting of 126ft. trussed span, with two land-spans of 7ft. and 22ft., has been completed. The work was carried out by the Wairarapa North County Council, £1,000 having been granted by the Government for the purpose.

Hukanui–Hawera Road.—£500 have been granted to the Eketahuna Road Board towards this road, but no work has yet been completed.

Waiwera Block.—Nae Nae Road.—One mile and a half of bushfelling and clearing has been done from the end of existing formation of road leading from Pahiatua.

Kopikopiko Road.—4 miles 30 chains of bushfelling and clearing have been done, and the road made passable for horse-traffic, including the construction of 174 lineal feet culverting, varying in sizes from 12in. by 12in. to 2ft. by 2ft., and a rough log-bridge of 23ft. span.

Pukohai–Manawatu Road.—36 chains of bushfelling and clearing have been done, and formation made passable for horse-traffic. The loan granted for the Waiwera Block under the Loans to Local Bodies Act has been expended, and further work stopped. The money was made to go as far as possible, but is quite insufficient to make all the roads in the block.

Kakariki Road.—This road runs through the centre of the block in an easterly direction. A further 100 chains of bush have been felled and cleared, and road formed. Three miles of this road have now been made for dray-traffic, and a further 25 chains of bush felled and cleared. The loan granted under the Loans to Local Bodies Act for roading the Kakariki Block has been used, and made to go as far as possible, but is quite insufficient for the purpose, and work consequently had to be stopped.

Stirling Block.—Mangaraupi Road.—The 1 mile 45 chains under construction in my last annual report have since been completed. The work consists of bushfelling and clearing, and formation for dray-traffic, including twelve culverts, 12in. by 12in., of a total length of 228ft., and a small log-bridge. The loan granted for the Stirling Block under the Loans to Local Bodies Act having been expended, further work is stopped, but the necessary roads are far from being all made.

Mangaroa Road.—This portion, from the Mangatainoko River to junction of Mangaraupi Road, a distance of 1 mile 7 chains, was mentioned in my last annual report as being under construction for dray-traffic, and has since been completed. The work done includes the construction of 112ft. of culverting, from 12in. by 12in. to 2ft. by 2ft. openings.

Mangaroa Road South.—The 33 chains mentioned in my last annual report as under construction have since been completed. The work consists of bushfelling and clearing, formation for dray-traffic, and 50 lineal feet culverting, 12in. by 12in. This road commences from its junction with the Mangaraupi Road, and runs in a south-westerly direction.

Newman–Stirling Road.—£300 have been granted the Eketahuna Road Board for metalling this road. 102 chains have been metalled 9ft. wide by 9in. deep, starting at the Mangatainoka River and running through the Totara Reserve.

Eketahuna–Parkville Road.—£500 have been granted the Eketahuna Road Board for maintenance and repairs to this road. Specifications and conditions of first contract for 100 chains metalling, 8ft. wide and 8in. deep, commencing from end of present metalling and extending westward, have been submitted and approved.

Mount Baker (Pioneer).—In addition to the 130 chains of the Maungatakato Road formed by the Eketahuna Road Board, under the grant of £245 as mentioned in my last annual report, a further 16 chains for horse-track have been made fronting the education reserve, where the bush has been felled 1 chain wide and cleared 20ft. On the Maungatakato Road a further 52 chains of bushfelling and clearing have been done, making a total length of 2 miles 12 chains completed, the length of the engineering survey as made. Of this distance a mile has already been formed, and a contract has been let for extending it a further 51 chains, the work being now in progress.

Barton's Road.—The length of this road—for which engineering survey plans have been provided—is 2 miles 36 chains, and on which, as stated in my last annual report, the bush had been felled and cleared, and two miles formed. A contract has been let for forming the remaining 36 chains to complete the road, and this is now in progress.

Mangamahoe Road.—£500 have been granted the Mauriceville Road Board for this road, the work being in progress. The length of road to be made is 5 miles 31 chains for dray-traffic, extending from the end of the already-formed portion to its junction with the Ihuraua Valley Road and Barton's line.

Dagg's Road.—£200 were granted the Mauriceville Road Board, and has been expended in the formation of 3 miles 24½ chains of dray-road 13ft. wide, commencing at its junction with the Ihuraua Valley Road and extending in an easterly direction. A bridge of 28ft. span has been built; also forty culverts, from 12in. by 10in. to 4ft. by 4ft. openings, of a total length of 887ft.

Ihuraua Valley Road.—£300 were granted the Mauriceville Road Board, and expended in forming a dray-road 14ft. wide, 218 chains in length, extending in a northerly direction to the junction of the Mangamahoe Road. The work includes the building of two plain bridges of 28ft. span each, and thirty-two culverts, of a total length of 709ft., varying in size from 12in. by 10in. to 5ft. by 5ft. The road passes through what was originally bush country, but is now mostly cleared.

Mount Holdsworth Road.—£300 have been granted the Taratahi-Carterton Road Board to be utilised in forming about 202 chains of road for dray-traffic, situated at the entrance of the Mangatere Valley, and extending in a south-westerly direction up the valley parallel with the river. Plans and specifications of the work have been submitted and approved.

Wainuioru–East Coast Road.—£300 have been granted the Taratahi-Carterton Road Board for maintenance and repairs to this road, the work being now in progress. The work is situated between Wharau and the termination of road near the Huatokitoki Stream, on the coast, a distance of about ten miles, and consists of clearing slips, restoring road and culverts partly washed away, metalling and generally repairing road.

Kaiwhata Valley.—A contract has been let and is in progress for about four miles and a half of fencing, enclosing a road through Mr. F. B. Chalmers's property, leading to the Kaiwhata runs. The work is about three-fourths completed. The amount of contract is £431 13s. 4d.

Waikanae–Hutt Road.—On this road, at the Waikanae end, starting from where the road crosses the Waikanae River, and passing through the Wellington Fruit-growers' Association Block, 64 chains of bushfelling and clearing, and 59 chains of formation, 18ft. wide, have been done, including the erection of a 17ft.-span bridge and the construction of 126 lineal feet culverting, varying in sizes from 12in. by 12in. to 2ft. by 3ft. The £150 granted the Horowhenua County Council have been expended, with the exception of about £16. The work done is situated between Waikanae Railway-station and the Wellington Fruit-growers' Association Block, a distance of about three miles, and consists of re-forming 51 chains of the road at various parts, and metalling the same 12ft. wide by 8in. deep; also building two culverts, 18in. by 18in. and 2ft. by 2ft. openings. An additional £150 were granted the Hutt County Council to the £150 already allowed last year, making £300 available for use by this Council. Two-thirds of the latter amount have been expended in forming 50 chains of dray-road 12ft. wide, and metalling same 9ft. wide and 7½in. deep; also converting 14½ chains of a 4ft. track to a 12ft. road. The work done includes the placing of 142 lineal feet of pipe-culverting, 9in. by 12in. diameter, and building 26ft. of a box-culvert 20in. by 12in. Settlers are now able to take a horse and dray nine miles in from the Great North-eastern County Road, or eleven miles from the Upper Hutt Railway-station.

Wellington Fruit-growers' Association Block.—Mangaone Road.—This road is 2 miles 26 chains in length, for which engineering survey plans were received during the year. Bushfelling and clearing has been done the whole distance, and 1 mile 75 chains of formation made for 6ft. horse-track, rendering the whole length passable. The work done includes the construction of 235ft. culverting, varying from 12in. by 12in. to 2ft. by 3ft., and the removal of 1,511 cubic yards of rock. The road passes through forest country, branching off the Ngatiawa Road, and running in a north-easterly direction along the Waikanae River.

Ngatiawa Road.—2 miles 37½ chains bush have been felled and cleared, and 1 mile 9 chains of a 6ft. track formed, making the two miles and a half passable for horse-traffic. The work done includes constructing 173ft. culverting, 12in. by 12in. to 2ft. by 3ft. openings, and removing 340

cubic yards rock. The rock goes through forest country, and branches off from Waikanae–Hutt Road, running in an easterly and south-easterly direction along the Ngatiawa River. A small branch road off the Ngatiawa Road has been felled and cleared for 33 chains, and formed 6ft. wide for 24 chains. The engineering plan for this portion was received during the year.

Rangiora Road.—This road is 1 mile 22 chains in length, for which the engineering survey plans were received during the year. Bushfelling and clearing have been completed, and 65 chains of a 6ft. track formed; but the whole 1 mile 22 chains is now passable for horse-traffic. A total length of 126ft. of culverts, 12in. by 12in. to 2ft. by 3ft., have been built; also a small log-bridge of 8ft. span. The road passes through forest country, branching off from the Waikanae–Hutt Road, and running in a south-easterly direction.

A considerable amount of work has passed through my hands during the year, ninety-four miles of new roads having been opened up, including, among the various descriptions of work necessary to be done for these roads, the removing of over 70,000 cubic yards of rock, and the construction of about one mile and three-quarters of culverts of various sizes, ranging from 6in. in diameter to 5ft. by 5ft. box-culvert. Sixteen miles and a half have also been improved by the roads being either metalled or widened out; also, the roads already made but not handed over to the local authorities have had to be maintained. With the exception of that done by Road Boards and County Councils, by grants from the Government, the work has been carried out under the co-operative system, 270 co-operative contracts having been completed, by which 510 men have received work. The total expenditure is close on £23,000 for the year.

It is a matter of regret to me that so much of my time has to be occupied in attending to office duties which might more advantageously be employed in a more frequent inspection and supervision of the several roadworks on the ground. As matters stand, it is almost impossible to grapple satisfactorily with both the office and field work. A vast amount of clerical work is entailed in carrying out the work, and with my present staff overtime is constantly indulged in in order to keep pace with the work.

A. C. Turner, Road Surveyor.

SUMMARY of ROADWORK executed under the supervision of Mr. A. C. Turner for the Year ending 31st March, 1895.

Name of Road.	Dray-road.		Horse-road.		Bushfelling and Clearing only.	Bridges over 10ft. Span.			
	Completed.	In Hand.	Completed.	In Hand.	Completed.	Number completed.	Length completed.	Number in Hand.	Length when complete
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.		Ft.		Ft.
Waitotara–Omahine Road ...	0 44	...	...	...	...	...	...	...	...
Road through University Reserve	1 65		0 33	...	0 57	2	44	...	...
Omahine Block—									
Weraweraonga Road	...	...	0 28¼	...	...	1	26	...	...
Kawatau Valley Road	0 69	...	2 44	1 13	...	...	...	1	53
Totara Road (branch)	...	...	...	...	0 51	...	...	...	...
Kelpie Road	...	...	0 60	0 9	...	...	...	...	...
Hautapu Block—									
Cross Road	...	...	...	...	1 49½	...	...	...	...
Marton Nos. 1 and 2 Blocks—									
Auputa Road	...	...	7 61	...	...	...	...	...	...
Mania Road...	...	...	1 0	...	0 49	...	...	...	...
Pourangahi Valley Road ...	...	...	...	...	0 36	...	...	...	...
Lagoon Road	...	...	2 0	...	...	...	...	...	...
Te Parapara Road	...	...	...	...	...	...	...	...	...
Main Road	...	...	1 57	...	...	...	...	...	...
Pakihikura Road	1 14	...	...	...	...	...	...	...	...
Pohangina Block—									
Table Flat Road	...	...	1 29	...	1 11	...	...	...	...
Mangoira Coal Creek Block—									
Apiti–Norsewood Road ...	...	...	0 7	...	...	...	...	...	...
Table Flat Road	...	...	1 13	...	...	...	...	...	...
Main Road	...	...	1 22	...	...	...	...	...	...
Conspicuous Road	...	...	...	...	0 72	...	...	...	...
Salisbury and Delaware Block—									
Apiti–Norsewood Road ...	...	...	...	...	2 70	...	...	...	...
Makoura Road	...	...	...	...	4 54	...	...	...	...
Makiekie Road	...	...	...	...	1 10	...	...	...	...
Umutoi Road	...	...	...	0 65	2 0	...	...	...	...
Oroua–Coal Creek Road ...	...	...	1 52	...	0 14	...	...	...	...
Pohangina Valley Forest Reserve	1 34	...	...	...	...	...	...	...	...
Aohanga Gorge Road	2 0	2 9	...	...	...	...	...	...	...
Makuri–Aohanga Road	...	...	0 68	0 11	...	1	58	1	79
Mecalickstone Block—									
Huia Road	...	...	2 0	0 47½	1 0	...	...	...	...
Alfredton–Weber Road	7 48	1 63	...	...	...	1	40	3	120
Christchurch Block—									
Utewai Road	...	...	0 65	...	...	...	...	1	40
Mangawhararíki Road ...	1 25	0 50	3 40	...	...	3	117	1	50
Burling's–Mecalickstone Road ...	0 25	...	...	...	...	...	...	...	...
Tiraumea Bridge	...	...	...	...	...	1	155	...	...
Cleland's Road	...	2 18	...	...	...	...	...	...	...
Pori–Mount Marchant Road ...	0 7	...	2 29	...	...	1	20	...	...
Waiwera Block—									
Kopikopiko Road	...	...	4 30	...	...	1	23	...	...
Nae Nae Road	...	...	...	...	1 40	...	...	...	...
Pukohai–Manawatu Road ...	...	...	0 36	...	...	...	...	...	...
Kakariki Block—									
Kakariki Road	1 20	...	...	...	0 25	...	...	...	...
Stirling Block—									
Mangaroa Road	1 7	...	...	...	...	...	...	...	...
Mangaroa (South) Road ...	0 33	...	...	...	...	...	...	...	...
Mangaraupi Road	1 45	...	...	...	...	...	...	...	...
Mount Baker Road	...	...	0 16	0 51	0 52	...	...	...	...
Barton's Road	...	...	...	0 36	...	...	...	...	...
Mangamahoe Road	...	5 31	...	...	...	...	...	...	...
Dagg's Road	3 42½	...	...	...	...	1	28	...	...
Ihuraua Valley Road	2 58	...	...	...	...	2	56	...	...
Mount Holdsworth Road ...	2 42	...	...	...	...	...	...	...	...
Waikanae–Hutt Road	1 29	...	...	...	...	...	...	...	...
Wellington Fruit-growers' Association—									
Mangaone Road	...	...	2 26	...	...	...	...	...	...
Ngatiawa Road	...	...	2 70½	...	...	...	...	...	...
Rangiora Road	...	...	1 22	...	...	...	...	...	...
Total	31 47½	12 11	43 9¾	3 72½	20 30½	14	567	7	342

SUMMARY of ENGINEERING SURVEY PLANS received for the Year ending 31st March, 1895.

Name of Road.	Surveyor or Overseer.	Length of Road.	Total Length.
		M. ch. lk.	M. ch. lk.
Three-log Whare–Mahokine Creek Road	F. Fairburn ...	1 35 50	...
Ditto (alternative route)	" ...	0 31 0	1 66 50
Kawatau Valley Road	J. M. Morice ...	7 0 0	7 0 0
Mangawharariki Road	F. Fairburn ...	5 17 60	5 17 60
Kelpie Road	" ...	1 43 0	1 43 0
Marton Nos. 1 and 2 Blocks—			
Main Road (deviation)	J. Dickie ...	0 28 0	0 28 0
Salisbury and Delaware Blocks—			
Umutoi Road	H. J. Hayns ...	0 65 0	0 65 0
Oroua–Coal Creek Block—			
Main Cross Road East	H. Snow ...	2 55 0	2 55 0
Wellington Fruit-growers' Association—			
Rangiora Road	J. Anderson ...	1 22 0	...
Ngatiawa Branch Road	" ...	0 32 50	...
Mangaone Road	" ...	2 26 0	4 0 50
Alfredton–Weber Road	D. A. Grut ...	1 33 0	1 33 0
Burling's–Mecalickstone Road	A. L. Foster ...	6 46 65	6 46 65
Mecalickstone Block—			
Waihoki Road	" ...	4 50 0	4 50 0
Woodville, Kaikoura, and Mecalickstone—			
Huia Road	T. W. Hughes ...	3 70 85	3 70 85
Makuri–Aohanga Road	A. C. Turner ...	0 9 0	0 9 0
Masterton Reform Block—			
North Range Road	J. D. Climie ...	3 74 0	...
Waihi Road	" ...	4 0 0	7 74 0
Total	...	47 79 10	47 79 10

NELSON.

Nelson–Havelock Road.—£250 has been expended on the maintenance of this road, and one bridge erected of 56ft. span. The whole of the bridges on this road are undergoing extensive repairs by the Waimea County, the decks being more or less decayed, otherwise the road is in fair order.

Belgrove–Westport–Reefton Road.—From Belgrove to the Hope River junction, a distance of forty miles, is in the charge of the Waimea County. Extensive damage has been done during the year by heavy floods. On maintenance and repairs £288 has been expended from grant, and a further sum of £76 17s. 6d. has been expended by the county in repairing damages caused by the January floods. A further sum of £100 is required to move a heavy slip and erect crib-logging at Woodhen Bend, awaiting which two temporary fords have been constructed across the Hope River; but when the river is flooded wheel-traffic is stopped.

In the month of December the Government decided to take over the maintenance of the portion of road formerly undertaken by the Inangahua and Buller County Councils, a length altogether of 166 miles. The road generally was in bad repair, while nearly all the bridges and culverts, which had been erected from fifteen to twenty years ago, were becoming rotten and unsafe for traffic. The necessary repairs are now being carried out under the immediate supervision of the district surveyor, Mr. J. Snodgrass. A contract for the re-erection of the Blackwater Bridge, 142ft. in length, has been let for £414, and the work in hand, a temporary ford, has been made. The portion of road within the Buller County has been under maintenance for six months by day labour, during which time considerable improvements have been made in grading and widening, putting in culverts, &c., and is now, with the exception of the bridges, in better order than it has yet been, but much remains to be done before it can be called a good road, more especially the deviation to avoid Berlin's and Burley's Hills. The road then follows the old bridle-track, and with grades of 1 in 7 in places it is costly to maintain and dangerous to traffic.

The portion within Inangahua County, sixty-four miles, has been under maintenance for two months, part of the time by contract. The county had done but little to the road for six months previously, and some parts were in very bad repair; the contractors are now in a fair way of bringing it into order. Many of the bridges on the road are almost in the last stages of decay, and are now being replaced or repaired.

The whole of these roads are now let under maintenance contract (principally to settlers) for twelve months at a total of £1,808 18s., being a length of 166 miles.

The expenditure to date has been £689 2s. on maintenance, and £78 5s. 6d. on bridges, making a total of £767 7s. 6d. The contingent liabilities on bridge contracts amount to £715 19s. 10d.

Larry's Creek Bridge.—A bridge 80ft. in length has been erected by the Inangahua County at a cost of £436 19s. out of a grant by Government. This bridge crosses the main stream, which has been the scene of fatal accidents owing to the very rough nature of its bed and rapid current in flood.

Belgrove–Tophouse and Tarndale.—This road became impassable owing to the heavy floods in January. At that time last year's grant was exhausted, but in anticipation of the next grant men are put on by the county to open it, and the road is now in order.

Takaka Roads and Bridges.—A sum of £200 was granted to the Collingwood County for the extension of the East Takaka Road, and for general improvement of old track by deviations, easing of grades, widening of culverts, &c. This work is in hand.

Waimea County: Roads and Bridges.—£300 was granted, and has all been expended in restoring the roads damaged by the heavy floods of last year within the county.

Port to Stoke (Rocks Road).—The sum of £25 has been received from the Government in addition to the work done by prison labour, amounting to the excavation of 15,000 cubic yards of earth at a cost of 9¼d. per cubic yard, amounting to a value of £578; making a total of £603 expended during the year. The work is progressing satisfactorily. The sea-wall is completed with the exception of 4½ chains of pitching, the blocks and cement for which are in stock. The filling-up for the whole length is sufficiently advanced to insure the safety of the wall. In some parts the roadway is filled in the whole width. The work is under the management and supervision of the town engineer, S. Jickells, Esq., who reports as above.

Wairoa Gorge Road.—£105 19s. has been expended from balance of last year's vote in completing a deviation of 11 chains in length to avoid a steep bluff.

Ngatimoti Bridge.—The erection of this bridge, 309ft. in length, over the Motueka River, at the junction of the Graham, was completed early in the year at a cost of £830. Of this amount the Government granted £430 in two instalments, and also advanced a loan of £400 to the Waimea County.

Takaka–Riwaka Road.—The portion of this road lying within the Waimea County was seriously damaged by the heavy rains and floods of January. £100 was granted to the county, but a further expenditure from county funds of £168 was necessary to make the road passable for wheel-traffic.

Riwaka Bridge.—£500 has been granted to the Waimea County, but too late to begin work this year. Plans and specifications are in hand.

Mud Flat–Karamea Road.—A grant for this work was made to the Buller County, but it was subsequently undertaken by the department. A survey of two miles and a half length was made, at a cost of £68 5s., but a deviation has since been made to avoid paying compensation through freehold lands. A length of 64 chains is now under construction, by four parties of five men each, under the co-operative system.

Mokihinui–Karamea Road.—Alteration of horse-track to dray-road; Seddonville—formation, 12ft. wide; metal, 9ft. wide. The old track required some deviations on the hill over the tunnel, the maximum grade now being 1 in 13. The work was let, under the co-operative system, in seven contracts, under the supervision of the Buller County engineer, a grant of £600 having been made to the county. The total length was 1 mile 9·25 chains, and the cost £592 10s. The work done has widened and improved the worst part of the road between Mokihinui and Seddonville.

Karamea–Wangapeka Road.—This road is being constructed through a block of country comparatively but little known, between Nelson District and the West Coast. The work on this road has been started at both ends. At the mouth of the Little Wanganui River, West Coast, a survey and section of three miles in length has been made for a horse-track—the clearing 1 chain wide, formation 5ft. to 8ft., and 4ft. metalling. One mile and three-quarters have been cleared and formed, of which one mile and a half have been metalled, the work being let in seven contracts under the co-operative system, giving employment to men out of work at the Mokihinui mines. The continuation of this road is required to give access to lands open for selection up the Little Wanganui River Valley, now being taken up for settlement.

At the Nelson end the work has been commenced at the Wangapeka Saddle, at an altitude of 3,308ft. above sea-level, distant seventy miles from Nelson. From the end of constructed dray-road at Chandler's, which is twenty-two miles from the saddle, a horse-track was contructed some years since by the Public Works Department, ten miles of which was graded for dray-road. This track was in bad repair from slips, and had to be opened for pack-horses. A reconnaissance was made, and six miles and a half of road surveyed and pegged, with easy grades, for future dray-road; but this work was much delayed by bad weather. The construction of a horse-track, with clearing 1 chain wide, formation 5ft., with 4ft. width on the solid, has been commenced, and about three-quarters of a mile completed to date, under the co-operative system. Some difficulty was experienced at first in obtaining men, owing to the distance from settlement and cost of packing up stores, which have to be carried on horseback twenty-five miles; and the work is thirty miles from the nearest post-office. The total expenditure up to the 31st March on the whole road is £811 17s. 2d. During the month of February I inspected the work, and then crossed the ranges over the Little Wanganui Saddle (3,650ft.), and proceeded down the river to its mouth, situated six miles from the Karamea, and found the country through which the line of road is proposed to be taken favourable for construction. The following is a report of my journey of exploration.

WANGAPEKA–WANGANUI ROAD.

I have to report on the above as follows:—

Mr. Saxon, who was engaged to lay off this line of road, having completed the survey of about three miles length from the Wangapeka Saddle down the Karamea Valley, I sent an overseer up to start co-operative work on the 11th February, following up myself from Nelson on the 16th, reaching Chandler's accommodation-house, Wangapeka, on the 19th. A dray-road is constructed to Chandler's, but from thence to the saddle there is only a horse-track for twenty-two miles to the saddle.

Proposed Road
KARAMEA TO WANGAPEKA SADDLE

SCALE OF MILES

2 1 0 2 4 6

TASMAN SEA

KARAMEA RIVER

Karamea Bend

KARAMEA RIVER

CROW RIVER

Granity Ck.

Track

Tidal Ck.

Blue duck Creek

Captain's Creek

Mokihinui

End of constructed road

New road two miles surveyed

Say 4 miles to Karamea

About 12 miles from Little Wanganui Saddle

JENNINGS' PROPOSED LINE

LITTLE WANGANUI RIVER

Granite bluffs

SAXON'S PROPOSED LINE

Open tops, Snow grass and tussock

Wanganui saddle

High open tops with grass

Low spurs and flats

SAXON'S PROPOSED LINE

LITTLE WANGANUI SADDLE 3520 FT

Bush Flats

Very steep rocky face

Very steep rocky open tops

High open tops

Wood fire Saddle

open

MOKIHINUI SADDLE

WANGAPEKA SADDLE 3308 FT

High open tops

Drawn by G.P.Wilson

Photolithographed at the Head Office Lands and Survey Department Wellington N.Z.

A. Barron Superintending Surveyor

J.S.Browning Chief Surveyor Nelson

Commencing at a point ten miles above Chandler's, the Public Works Department some years ago constructed a horse-track with dray-road grades to the saddle, the first part of the track not being graded. The Waimea County had not maintained the road, and the removal of slips and other repairs had to be undertaken to open the track for packing provisions to the men commencing work from the saddle. Roadwork for continuation of the horse-track has been let in quarter-mile sections, and at the end of February eleven men were employed. I was detained at the saddle by bad weather till the 23rd, and then started to cross the main range to the West Coast, *viâ* the Little Wanganui River, with two of the unemployed, who were waiting for tools being packed up.

The distance between the two saddles is about eleven miles, the road-line leading down the Karamea Valley for about six miles, to the junction of the two streams forming the headwaters, each of which takes its rise from the Wangapeka and Wanganui Saddles respectively. About the Sherry and the Wangapeka I found several old miners who had been working on the Crow and Karamea Rivers for gold, but as they have to carry at present all provisions over the high saddle of the Baton, 4,800ft. altitude, they could not stay long at one time mining. If the present proposed horse-track is continued from the forks to the Karamea Bend, about sixteen miles, it will open out a considerable extent of gold-bearing country, which, as far as I can collect information, seems capable of carrying from one to two hundred men, with a good prospect of auriferous reefs being found there.

The Wangapeka Saddle is 3,308ft. above the sea-level, covered with birch-bush and some fine red-pines and smaller mixed timber, and from its general appearance I should judge that the snow rarely lies very deep in winter. The upper Karamea Valley is covered with birch and pines, with some small flats along the river, but from the upper forks to the bend, sixteen miles, there are large open grass flats. Some sheep are running on the open-topped ranges adjoining the saddle.

The distance from the forks of the upper Karamea River up the right-hand branch to the Wanganui Saddle is five miles. There are a few snow-grass flats at the foot of the saddle, but the slopes on both sides are heavily timbered, leaving only a small amount of open on the top. I left the saddle (which is 3,520ft. altitude) on the 25th, and I made my way down the river to its mouth. The descent from the saddle through heavy bush and scrub is steep, but presents no great difficulties in constructing a horse-track. There is no open land from this saddle to the mouth, but the timber is birch, with very good sized pines. The soil on the flats along the river is good, and I found numerous tracks of wild cattle. About four or five miles from the mouth there are good flats on both sides of the river, heavily timbered, and good soil, which may contain from 1,500 to 2,000 acres. The land on the north bank is open for selection, and is being rapidly taken up. The area on the south bank will be thrown open as soon as possible, and will all be taken up without doubt at once. The journey down the Little Wanganui to the coast occupied two days and a half, the travelling being chiefly in the river-bed, and partly through dense bush with very thick undergrowth, although the distance in a straight line from the saddle is only about sixteen miles. The lower part of the valley is favourable to the construction of a dray-road for probably five or six miles, the upper part will only permit a good horse-track with fair grades.

If the total length of proposed road was constructed the distances would be about twenty-eight miles from end of present dray-track at Chandler's accommodation-house, Wangapeka, to the forks of Karamea River, of which six miles requires construction as a horse-track from the Wangapeka Saddle. From the forks the distance is about twenty-three miles, over the Wanganui Saddle and down the river to the end of constructed horse-track, inland from Mokihinui to Karamea Settlement, joining it at the crossing of the Little Wanganui. The total length of proposed construction of Wangapeka–Wanganui Road is about thirty miles, and the estimated cost £3,500, which should be placed on the ensuing estimates.

This track if formed will give access to a large block of country hitherto inaccessible and almost unexplored (except by a few miners), lying between the Mokihinui and Karamea Rivers, the sea-coast, and main range, the eastern portion of which is known to be payably auriferous, and but little worked owing to the difficulties for want of good access, and the western part having areas of good land, though heavily timbered. JOHN S. BROWNING, Chief Surveyor.

MARLBOROUGH.

Nelson–Havelock Road.—The works on this line of road, initiated by the Pelorus Road Board, approved and supervised by this office, consist in sections of varying chainage of new formation, improvement of old works, draining and metalling; the total mileage, wholly on the main coach-road between Havelock and the Wangamoa Saddle, is 2 miles 53 chains; and the expenditure, £600, was provided by a grant-in-aid. In the aggregate, a considerable mileage of this road—a favourite tourist route—at intervals traverses bush country. These sections are roughly formed and unmetalled, and require, in addition to works of formation, both draining and metalling, which would prove of material advantage to this important line of road.

Blenheim–Kaikoura–Waiau.—The embankment forming the northern approach to the Clarence River Bridge has been widened, raised, and fenced on both sides, the details for which were prepared by me, and the works carried out in accordance therewith, under the supervision of the Awatere Road Board. The necessity for this work arose from subsidence of the embankment, the roadway being dangerously narrow, and the slopes much worn by stock and weather. As the bank is of considerable height, these defects were serious.

Deviation of Road.—A deviation of the Kaikoura–Blenheim Road near Flaxbourne Station has been proposed. This proposal has been examined into on the ground, its cost estimated and reported upon. The carrying-out of this work is in abeyance.

Alfred Creek Bridge.—This bridge, designed, and its construction superintended, by this office, crosses the Alfred Creek, Rai Valley, in two spans of 24ft. each; 7 chains of embanking form the approaches. Its erection obviates frequent delays to the Blenheim–Nelson mail-coach, and dispenses with a dangerous ford, the creek frequently having a great depth of flood-water backing from the Pelorus River. This work was executed by the Pelorus Road Board, assisted by a grant-in-aid of £200.

Redwood Pass Road.—A considerable length of this road has been widened, and new formation extended to an aggregate length of 3 miles 10 chains, the greater part of which has been metalled during the year, and is now in fair condition. By this work, a large area—80,000 acres—of pastoral and agricultural lands on both sides of the Awatere River is put in closer communication with Blenheim, from which town this road is the best for going south, has the lowest saddle in the range between the Wairau and Awatere Rivers, and leads almost in a direct line to the proposed site for the Awatere River Bridge. The works have been carried on by the Omaka Road Board, under the supervision of this office, and assisted by a grant-in-aid, the expenditure being £325.

Waihopai Bridge.—This structure, on the main road from Blenheim up the Wairau Valley, and to Canterbury and Nelson and the West Coast *viâ* Tophouse, renders more accessible a large area of Crown leaseholds, as well as a greater part of the Wairau Valley. It is constructed in eighteen spans of 30ft. each—total length 540ft.—with 2,200ft. of approaches in embankment. Its erection has been carried out by the Wairau Road Board from plans and specifications submitted to, and amended and approved by, this office, at a cost of £2,400, of which amount £1,000 was a Government grant. Protective works to a considerable extent will be required to prevent erosion of the river-banks, and to maintain the *régime* of the main channel; these would chiefly consist of protective banks, or of groins, and planting of willows—planting has been commenced—the probable cost of which would be about £400.

Blind River Estate.—On this property 9 miles 12 chains of engineering survey has been made and plans prepared. The roading and bridging it is proposed to put in hand at an early date. It is proposed to get a supply of timber delivered by steamer on the beach, to be discharged near the mouth of the Blind River. In addition to the foregoing, 70 chains of engineering survey was made, on a proposed line of road, to connect the above estate by a more direct route to the Blenheim–Kaikoura Road. This road, if constructed, could not fail to be of advantage to the lessees on the estate.

Anakoa–Manaroa Road.—On this line no formation has been commenced, though the country has been explored, and a route decided on. It will traverse bush country for the greater part, connecting Anakoa Bay with Lewis and Forsyth Bays, and over a saddle near the latter bay will connect with the Manaroa–Okoha Road. It is proposed to commence a bridle-track on this line in April, preparations for which are now in hand.

Whatamonga–Port Underwood: Bridle-roads.—The road from Waikawa through Whatamonga to Port Underwood—length, ten miles—has been put in repair, and improvements made. The works were re-forming, metalling, corduroying, improving fords, and drainage generally. It is now sound throughout, and is much used by settlers and others: expenditure, £101 7s. 11d. A continuation of the above-mentioned road has been commenced and is in progress from Oyster Bay to Hakana Bay, connecting *en route* with Hakahaka, Whangataura, Opihi, Whangakoko, and Ngakuta Bays—all of Port Underwood, and with resident settlers in each. This work will give access to a stock reserve of 600 acres, and also the following Crown lands on lease—viz., Runs Nos. 73 and 89, Separation and Starmouth Runs, having an aggregate acreage of 8,000 acres; and also opens up another line of communication with Tory Channel. One mile of this section has been formed, and expenditure to date, £41 19s. The foregoing works have been carried on by a foreman and four men, residents of the district.

Kenepuru–Manaroa Road.—Of this road 4 miles 13 chains have been formed between the head of Kenepuru Sound and Waitaria Bay, and 3 miles 40 chains maintained. This line is of great utility, connecting as it does Clova Bay, Manaroa, and Kenepuru with Torea, and, with the opening-up of the bridle-roads now in progress from Manaroa to Okoha, and from Mahakipawa to Kenepuru, and it must eventually be more so, as it will open up land-communication by way of Havelock in one direction, and Picton in another, with the greater part of the province. This road was intrusted to a foreman and four men, and completed at a cost of £293 11s. 2d. for the works above mentioned. The continuation of this line of road around the foreshore of Waitaria Bay, and westward of O'Maher Run and Te-Mautau-a-Mahi Bay, would, with the authorised works at Crail Bay, open up 2,300 acres of Crown lands, and at the same time be of material benefit to the districts of Kenepuru, Wet Inlet, and Crail Bay. 2 miles 72 chains of bridle-road connecting Waitaria Bay with Clova Bay has been improved, the work having been done under contract at a cost of £58 16s. This road crosses the Manaroa Saddle at an elevation of 975ft. above sea-level. Great difficulty is experienced in keeping this length over the saddle in repair, it being partly through bush country, and much used for stock and horse-traffic. The opening-up of the Kenepuru bridle-roads has increased in a great degree the use of this road; and it is recommended that about three miles and a half of it should be improved and metalled, at a cost £250. Expenditure, £378 11s. 1d.

Kenepuru–Anakoa.—For this line of bridle-road, an authority has been issued to expend £150. It is proposed by it to open up Sections Nos. 10, 11, 12, and 18, Block VI., and Section No. 50, Block VII.; also an area of Crown lands of 1,200 acres. No work has yet been commenced on it. The length of this road will be about five miles; and the amount allocated probably will complete three-fifths of that length. At the head of the Kenepuru Sound, its starting-point, it will connect with the Kenepuru–Manaroa line, and ultimately with the road connecting with Mahakipawa and Havelock.

Manaroa–Okoha.—This bridle-road, starting from Manaroa, connects Maori, Dinah, Sheep-pen, Pickering, Adam's, and Gooseberry Bays—all local names for the small bays collectively forming

Clova and Beatrix Bays. On a saddle between Beatrix and Forsyth Bays it joins the bridle-road mentioned under the heading "Anakoa–Manaroa." The route has been laid off, and preparations are being made to commence this work in April. The total length of the two roads completing the connection between Manaroa and Okoha approximates closely to twenty miles. For this work £450 has been authorised; but to complete it an authority for an additional amount of £400 will be required. These roads will open up an extensive tract of country, and benefit a number of settlers who at present have to depend wholly on water-carriage.

Tracks, Queen Charlotte's Sound.—No authority for any works under this heading has been received at this office, though an amount appears in the appropriations for the year.

Tory Heads–Whatamonga and Picton.—This track—projected to give a means of communication by land to the settlers of Tory Channel and (a short water-passage excepted) to Te Awaiti, Arapawa Island—was commenced in August, and carried on until February, when, the funds being exhausted, the work was stopped. 3 miles 63 chains have been completed, the work commencing in a small bay directly opposite to Te Awaiti, and continued to Te Rua Bay, and being executed by a working foreman and four men of the district. The route of this bridle-track commences from opposite to Te Awaiti to Te Rua Bay, from thence to the ridge east of Oyster Bay, at an elevation above sea-level of between 600ft. to 700ft.; this level is maintained, as far as circumstances will permit, to Whatamonga–Port Underwood Saddle; and from thence *viâ* Waikawa to Picton. This track will open up a large extent of pastoral land, and will put in close communication with Picton the following bays: Te Awaiti, Te Rua, Oyster, Te Pangu, Sharp's, Arrowsmith, Te Weka, Onapua, Opua, Hitaua, and Maraetai, each settled. For stock purposes it is much required, as also in cases of urgency, as water-communication is necessarily of an uncertain character. £250 has been expended on this work. Twenty-five miles remain uncompleted: for this an amount of £900 will be required to carry on to completion this essential work.

Havelock–Tuamarina Road.—This road, within the limits of the Pelorus Road Board District, also covers the Kaituna–Tuamarina line. Road-formation and metalling, to the extent of £300, have been carried on by the above-mentioned Board, under the supervision of this office. Works of improvement still remain to be done, and more especially on that part of the line between Kaituna and Tuamarina, as this road provides the only means of communication between Blenheim and Havelock and intermediate places on either side of the Wairau River when that river is in flood. It is also much used by traffic from the Blenheim–Picton Road, and generally it may be said that the traffic increases relatively with the improvements made on this road.

Brown River Bridge, Rai Valley.—An engineering survey has been made, and the site examined for the construction of this bridge. It is proposed to be in one span of 45ft., the approaches to be in embankments; the remarks made under the heading "Alfred Creek Bridge" will also apply generally to the work. The plans and specifications are to be prepared in this office, but the erection of the bridge will be carried out by the Pelorus Road Board. A grant-in-aid of £200 to that body has been made by Government for this work.

Mahakipawa–Kenepuru Road.—A short length of this road, 45⅔ chains, commencing near the saddle between Mahakipawa Arm and Moitapu Bay in the Pelorus Sound, has been constructed under contract at a cost of £25 10s. This work it is proposed to extend in the direction of Kenepuru Sound, the works to be commenced in April, and *viâ* the coast-lines of the Sounds (Pelorus and Kenepuru), ultimately connecting with the existing road at Torea, and also the Kenepuru–Manaroa line. The causeway completed at Havelock across an arm of the Pelorus Sound, near where the Kaituna River debouches, and the road formed from thence to Mahakipawa Arm, now provide an excellent connection to the line of road under notice with Havelock; whilst Picton is within easy reach, *viâ* the Grove (Okiwi Bay), Queen Charlotte Sound.

Torea Neck.—This road, to expend on which an authority for £50 has been received, has not up to the present been commenced, but is intended to be at an early date. It is proposed to ask that a further sum of £30 be granted, this amount to be expended in blasting away rocks at present an impediment on the beach-road adjacent to Torea Neck.

Crail Bay Track.—An authority to expend £150 on this work has been received, but at date, beyond a partial inspection in connection with the Hopai–Manaroa track, no work has been done.

Double Bay.—The bridle-road in connection with this bay forms a section of the Mahakipawa–Kenepuru line. This latter has in a previous clause been reported on.

White's Bay, Port Underwood.—Instructions have been issued to the foreman in charge of the works in Port Underwood to commence the proposed improvements on this bridle-road; £50 has been authorised to be expended, and it is proposed to ask that that amount be supplemented by a further grant of £150, to be expended in continuing this line of road, and connecting it to the Whatamonga–Port Underwood bridle-road now in course of extension. This work is much desired by the settlers of Port Underwood, as it would enable them to have direct communication with Blenheim; at present they have to go by way of Whatamonga and Picton.

Onamalutu Valley.—Repairs and metalling are being executed by the Wairau Road Board on the road in the above valley, under the approval and supervision of this office, and assisted by a Government grant of £100.

Nydia Bay–Havelock Road.—This bridle-road has recently been extended from Maori Bay, in the direction of and along the south shore of Nydia Bay: one mile and a quarter requires forming to complete the circuit of the latter bay as soon as funds are forthcoming. Connection has also been made with the Havelock–Nelson Road. New formation has been executed to the extent of 2 miles 21 chains, improved formation 1 mile 40 chains, and maintenance five miles. To fully complete this line of road from Havelock to Nydia Bay—length about twenty-eight miles—the right-of-way is required to form a road through the Native reserve at Parapara (the land required for this is about 5 acres), and also through Sections 7 and 8, Grant Bay, situated in the Wakamarina Survey District. For these sections an exchange of roads may possibly be effected; at present trespass-thoroughfares through these lands are used by consent of the owners.

Tracks to Mahau Sound.—These tracks form a part of the works executed on the Mahakipawa–Kenepuru line of road, and as reported under the heading "Double Bay." Expenditure, £28 10s.

Ronga Valley Road.—The works on this line, executed by resident settlers under contract, consist of the erection of two log flood-bridges, one of 22ft. span the other of 20ft. span; 3½ chains of corduroying through a swamp; stone pitching; construction of five bridge culverts, and repairs to two; and general improvements to three miles of bridle-road. This road is now in good order throughout the Ronga Valley and over the saddle into Whangarei Bay. Its extension to Okiwi Bay has been petitioned for by settlers and others interested in the saw-milling works established there and in operation for the past twelve months. Communication with the Nelson–Havelock coach-road, *vid* the Ronga Valley, is urgently needed for mail purposes. An amount of £50 has been authorised to be spent on this work, but this sum is much too small, as it will no more than suffice to clear a track for grading. This it is proposed to put in hand at once.

Okiwi–Ronga Road.—As a portion of this bridle-road will lie along the Ronga Valley, it has been reported on in the previous clause. It is proposed to ask for a further grant in aid of this work.

Summary.—Dray-roads: Length surveyed during the year, 12 miles 73 chains; length completed during the year, 9 miles 16 chains; length in hand incomplete (31st March, 1895), 2 miles 25 chains. Horse-roads: Length completed during the year, 29 miles 14⅔ chains; length in hand incomplete (31st March, 1895), 23 miles. Bridges over 10ft. span: Number completed during the year, 4; length, 630ft.; number in hand incomplete (31st March, 1895), 1; length of above when completed, 50ft.

NICHOLAS MARCHANT, Road Surveyor.

WESTLAND.

Reefton–Hokitika–Ross (Kumara–Hokitika, Ross).—During this year the Government deemed it advisable to assume control of this county road, and the supervision was handed over to this department. Immediately we took charge it was found necessary to go to considerable expense in improving it from end to end. The County Council had been unable to keep a sufficient number of men employed on it, hence the bridges, culverts, and metal had and will still have to be renewed almost throughout. These improvements will employ a considerable staff of men for some time yet in rendering it safe for traffic.

There are two important works required on this road to which I must specially refer—namely, repairs to the Kanieri Bridge over the Hokitika River and a road-deviation further south. The former of these has been carefully examined by Inspector Thomson, and a copy of his report has been already forwarded. By this it will be seen that this bridge is almost unsafe for heavy traffic, and that repairs ought to be undertaken as soon as possible. I fully indorse this opinion, and will ask that authority be given for this work immediately.

The other work to which I wish to draw attention is a proposed deviation of the south road at a point between Rimu and Deep Creek to Duske's Creek. At present this is a most difficult portion of road to work or maintain, and, as the two bridges on the creeks mentioned will have to be rebuilt this year, it was deemed an opportune time to make a deviation to avoid a badly-graded portion of the road. This deviation has now been surveyed, and remarkably easy grades and good bridge-sites obtained for crossing these creeks. It is estimated that the deviation of 107½ chains, and bridges, will cost £1,050, and new bridges on the present line would cost £450, besides greatly interfering with the traffic during re-erection. Under the circumstances I would strongly recommend a vote sufficient to carry out the new line of road and bridges.

Hokitika–Christchurch Road.—The works carried out on this road during the past year have been considerable. The cost of ordinary maintenance is somewhat in excess of previous years, and the extraordinary expenses have been considerable, on account of the damage done by several floods and storms. The greatest damage was caused by the Otira River sweeping away a large section of road near Kelly's Creek. At this point the water found a way in behind some old and defective cribbing, and completely washed away the road for upwards of half a mile. This not only meant the construction of a new road, but also an expensive piece of cribbing to prevent future encroachments. To effect these repairs a considerable number of men had to be employed, and, as the work was nearly all done by co-operative labour, wages were distributed among a good many necessitous cases on both sides of the range. The work now done is almost guaranteed to stand the wear-and-tear of floods for many years to come. In the Otira Gorge these periodical floods do a great deal of damage to the road, and the cost of maintenance is greatly increased by extra labour required to clear away slips as they occur. Last year has been exceptionally severe in this respect, and the work has been a source of considerable anxiety to both the Inspector and surfacemen.

As reported last year, the Otira bridges were deemed to be unsafe for heavy and coaching traffic; the Premier, therefore, requested the Public Works Department to submit a report on the best method of rendering these safe. The Resident Engineer, Greymouth, accordingly submitted plans, on the basis of which repairs were effected, and the bridges placed in a thorough state of repair at a moderate cost.

Another of the difficulties experienced on this road was an extraordinary gale, which fairly mowed the forest down in belts: trees were lying in all directions across the road, and the work of clearing occupied a number of men for days. In this connection I may refer to the fact that were it not for the settlers and their sons there would be considerable difficulty at times in obtaining casual labour in emergencies such as these; in the case referred to these men, along with the ordinary maintenance-men, were indefatigable in their efforts to have the road cleared in a very short time for ordinary traffic.

In January last the portion of road, about seven miles in length, between Harcourt's and Kumara was handed over to the control of this department. Since that time this section has required the attention of several men to bring it into a proper state of repair. Culverts were decayed

and had to be renewed, gravelling was required in many places, water-tables and drains were overgrown and had to be cleared, and the road generally improved.

Stafford–Waimea.—The portion of this road constructed was only 23 chains in length, extending from the Hokitika–Grey Railway up to the Waimea River Crossing. A contract has been let for the bridge over this stream, which will exhaust the present vote. The continuation of the road will require the amount I have mentioned in the estimates. This road, when completed, should constitute another good feeder to the railway.

Kanieri Forks–Kanieri Lake.—This vote has been expended in widening and gravelling portion and repairing the remainder of the road.

Greenstone–Teremakau.—The work carried out on this road was widening the present track in places to a dray-road, and in other portions deviations were made where the grades of the old line were too steep. There still remain 91 chains of new road to complete; the estimate for this has been already supplied.

Bell Hill–Mount Alexander.—This road was widened for a distance of 138 chains from a bridle-track to a dray-road. The remainder of the vote was expended in forming a track from the Bell Hill Road towards Mount Howe. The first part of the expenditure will constitute portion of the road which will ultimately be taken along this route to the Bell Hill diggings, and thence to the upper reaches of the Ahaura and Kopara Rivers.

Woodstock–Mahinapua.—This track has now been surveyed, and as soon as the necessary plans are ready it will be let under the co-operative system. The expenditure shown in schedule is for survey labour.

Whitcombe Valley Track.—The expenditure under this heading is for expenses incurred in exploring this route. My proposals have been embodied in a short report in connection with this proposed track. The photos sent illustrate portions of the fine scenery observable along the valley; for these I am indebted to Mr. Park, who accompanied me. These will show that, from a scenery point of view alone, the Whitcombe and its tributaries would well repay the hardships incidental to an untrodden bush country. A place for these photos in the annual report would advertise this as a good walking overland route—that is, should the track recommended by me be put through.

Dawson's Road.—This road has been undertaken by the settler who is the most interested it its construction, on the principle of contributing an equal amount of labour for the work paid for. I think this subsidised principle might be well carried out in other cases.

Lake Mapourika.—It is intended to use the vote for the erection of a bridge across the Waiho River in the neighbourhood of Lake Mapourika. This road leads up to the bridge-site, and, as the latter is most required, I am consulting the unanimous desire of the residents in undertaking this work instead of the road-widening. I have also consulted the Hon. Mr. Seddon, when he agreed with the proposal, and also sanctioned a further amount of £100 for the work.

Turnbull River Road.—This work has now been undertaken under the co-operative system by the settlers in that locality; portion of it is the extension of the present bridle-track, and the other part is for widening the present track into a dray-road for a certain distance inland.

Wataroa Bluff–Okarito Track.—Overseer Nightingale has been for a short time trying to find a good route for a track over this bluff, and he has succeeded in blazing what is deemed to be the best line, and as soon as Mr. Wither can attend to this he will proceed to see this work carried out under co-operative conditions.

Hokitika Southwards.—This means, practically, the road from Okarito south. Work was commenced in January last on the portion Gillespie's to Karangarua, and it is anticipated that by the middle of June the new track will be finished. This will complete a felt want in southern travelling. The difficulty of crossing the outlet of Cook River and lagoon and rounding the Bluff south of this river will now be avoided by the new track, which has been taken further inland. Another difficulty in travelling—namely, fording the Onetamatea or Saltwater River, one of the most treacherous streams in South Westland—will be no longer required, as a bridge is in course of erection on the line of the new track. I understand these improvements will be much appreciated by storekeepers and others who have to pack along this dangerous portion of the road.

Haast Pass Track.—The expenditure on this track has been considerable. The work required was a new track along what is known as the Clark Bluff. At this point the Rivers Clark and Haast join. The former, being the larger stream, runs with considerable force against the south side, and gradually destroyed the bank, rendering it impossible to pass along the almost precipitous slopes. Across this face a track had to be benched in very hard rock. This, although difficult, was successfully accomplished. Other portions of the road had to be graded, renewed, and improved; and the repairs were so thorough at the time of completion that no difficulty would have been experienced in riding from the mouth of the Haast to Wanaka.

D. Barron, Chief Surveyor.

CANTERBURY.

Hokitika–Christchurch Road.—The expenditure on this road during the year was £4,833 9s. 10d. The work comprised maintenance, tussocking, and re-forming, removing slips, repairing fords, keeping the cuttings clear and water-tables in order, renewing nine timber culverts, and removing sixteen others and replacing with earthenware drain-pipes, and constructing breastworks at the Waimakariri and Bealey cuttings. A roadman's hut was erected at Castle Hill, a foot-bridge over the Kowai. There were several floods during the year, causing considerable damage. The road was well maintained all through the summer. Several parts of the road, but especially the section between Lake Lyndon and the seventeen-mile peg, requires shingling. I fear that these parts will be in a bad state again this winter.

Waipara–Cheviot Road.—£200 was authorised for expenditure by the Waipara Road Board. Specifications for the improvement of this road were submitted and approved by me on the 3rd April, 1895. The works consist chiefly of shingling, in addition to ploughing the sides of five miles length of the road, deepening a cutting, and ploughing out the side-ditches, and are being carried out partly by contract and partly by day labour.

Le Bon's Bay Jetty Road.—£375 was authorised to be expended, the Board subsidising to the extent of £125 out of their own funds. I finally inspected this work, as carried out by the Le Bon's Road Board, and found it completed in the satisfactory manner certified to by the Board's engineer. I therefore passed the balance of the subsidy due—viz., £75. The total expenditure on the work, which will be of permanent benefit to the district, has been £617.

Akaroa Heads Lighthouse Road.—£100 was authorised for expenditure. This work consists chiefly of about 148 chains of formation and side-cuttings 10ft. wide in the solid, in addition to three stone crossings, and is being carried out by the Akaroa and Wainui Road Board for the purpose of providing the settlers and tourists with a track between Akaroa and the lighthouse. A progress payment of £69 10s. has been made on account of portion completed to date.

Roads to the Co-operative Dairy Factories, Akaroa.—£300 was authorised for the improvement of the various roads leading to the dairy factories. The Akaroa County Council has agreed to spend the amount proportionately on the roads leading to five factories and a creamery. No report has yet been furnished of any commencement with the works.

Westerfield and Clearwell Village Settlements Water-supply.—£60 was authorised for expenditure. The Ashburton County Council was notified last February that a Government grant of the above amount was available for this much-needed work, which is to give a water-supply to each section in the above settlements. I hope soon to be notified of the completion of the same.

Water-supply to the Hinds Village Settlement.—£40 was authorised for expenditure. The Ashburton County Council has been notified that the contribution sanctioned by the Government for this work in June, 1893, is still available, and has replied that the work (which is estimated to cost £77) will be undertaken after the enlargement of the mains, &c., in the Upper Hinds district is completed.

Construction of Roads in Reserve 1496, Ashburton.—£100 was authorised for expenditure—the Government vote for the completion of this work, urgently called for by the villagers of this settlement. I have recommended, on economical grounds, that the amount be handed over to the local body, the Wakanui Road Board, for expenditure, with the proviso that the work be given to the villagers.

Lake Ellesmere Drainage-works.—£750 was authorised for expenditure. These works, as specified in last year's report, are now completed, with the exception of the cutting at the elbow, which the contractor is unable to carry out until the lake is let out. The works have benefited a small area of Crown lands on the south side of the Ahuriri lagoon; many expressions of satisfaction as to the result of the works have been received by the Chairman of the County Council from the settlers along the canal and adjacent lands.

Cliff Road.—£200 was authorised for expenditure. This road, which is reported as being in first-class order, was carried out by the Waimate County Council, at a cost of £1,000, the Government vote in aid being the above authorised amount. The work will be found by the settlers and stock-owners in the Gibson country to be a great boon, they being now connected with the Hakateramea terminus of the railway, and within a very few miles of it and the Waitaki Bridge, whereas previously their only outlet was by boat across the river. The road also opens up Runs 61A and 66, comprising about 78,000 acres of Crown lands.

Bridge over the Pukaki.—£850 was authorised for expenditure. This important work, the contract for which is now completed, was carried out by Messrs. Sutherland and Nelson, at a contract price of £1,698 13s. 6d., under the supervision of the Mackenzie County engineer (Mr. R. L. Banks), from designs previously approved of by the Public Works Department. The Government contribution towards the work was £850, as a pound-for-pound subsidy. A progress-payment has been made to date of £500: the balance of the subsidy—namely, £350—I have deferred passing pending receipt of Mr. District Surveyor Broderick's report on the structure as completed.

Road adjoining Mayfield Homestead Village Settlement.—£10 was authorised for expenditure. The improvement of this road was carried out by the Rangitata Road Board, at a cost of £15, the Government contributing the above authorised amount. I am awaiting the Ranger's report on the work before passing the voucher.

Water-race through Lots 1 and 3, Reserve 2165.—£3 was authorised for expenditure. The authorised amount has been expended in clearing out the race through the above lots (at present open for selection), the water-race having now become so obstructed and overgrown with weeds as to prevent the supply of water reaching the settlers lower down. I have deferred passing the amount voted pending receipt of the usual report notifying completion of work.

J. W. A. MARCHANT, Chief Surveyor.

CHEVIOT ESTATE.

Port Robinson.—The expenditure was incurred in levelling and making up the ground to increase the storage room, and in building a retaining-wall and groin to protect the foreshore from the action of the waves. The work was expensive, owing to the nature of the soil, it being a stiff clay, and also the skilled labour required in building the wall and groin. About half the work was effected by co-operative contract, the other half by day labour.

Jed River.—The charges are for surveys, management, and diverting the stream near the Telegraph Ford Bridge and Laundry.

Cathedral Road.—The expenditure on this road was for improving, forming, and maintaining; the maintenance being rather heavy, as the bulk of the traffic between the Port and the township

THE CHEVIOT ESTATE

SHEWING

ROAD WORK DONE TO 31ST MARCH 1895

REFERENCE

ROADS FORMED
ROADS FORMED AND GRAVELLED
ROAD GRAVELLING IN HAND

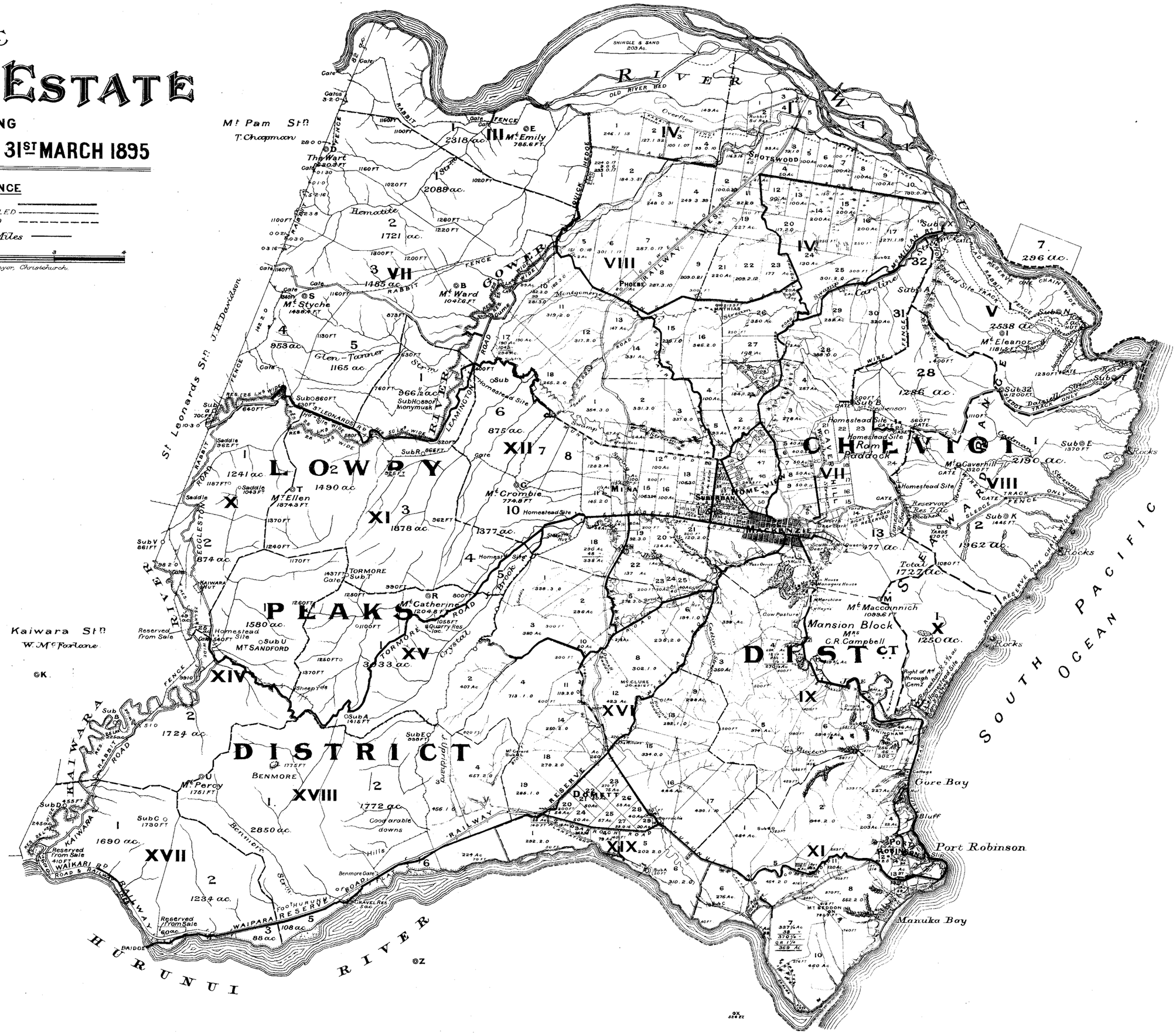
Scale of Miles

0 1/2 1 2 3 4

J.W.A. Marchant, Chief Surveyor, Christchurch.

N.Z. LANDS AND SURVEY

S. PERCY SMITH
Surveyor General.



passed over this road before the Bluff section of the Homestead Port Road was opened. The charges include amounts for 1893–94 which were not shown on the last annual charge-sheet. The labour employed was chiefly paid for by the day.

Homestead Road.—The expenditure includes the cost of a 20ft.-span bridge over the creek at the Willows, and the necessary pipes and culverts, and also the cost of maintenance, this being a section of the Homestead–Waipara Road. The work was done partly by co-operative and also by ordinary contract with plough and scoop. The total charges to the 31st March are £669 19s. 8d., or about £2 15s. 2d. per chain. The only work remaining undone is the shingling, which is considered unnecessary.

Hurunui Flats Section (Homestead–Waipara Road).—The formation and shingling by ordinary contract were completed, the necessary drains cut, culverts and pipes put in, and the bridge over Benmore Creek erected. Owing to a bank and pipes being carried away, it was found necessary to put in a culvert-bridge, costing, with the inlet and outlet drains and repairs to bank, £126 18s. 4d. The road was also maintained. The total charges to the 31st March, including bridges, culverts, pipes, material, management, and maintenance, amounted to £5,267 0s. 5d., or about £9 1s. 2d. per chain.

Domett's Saddle Section.—Most of the work on this road was effected by ordinary contracts for both formation and shingling, though some of the ditching and pipe-laying was done by co-operative workmen and settlers. The maintenance, especially on the post-office section, was very heavy, the traffic being confined to the newly-formed road. The telegraph-crossing bridge, having concrete abutments, pile-piers, and three spans of 22ft., was built at a cost of £281 10s. 5d. The total charges to the 31st March, including bridges, culverts, pipes, material, maintenance, and management, were £1,856 18s. 10d., or about £4 15s. per chain. This will be increased slightly when the shingling, for which a contract was let, is completed.

Homestead Leamington Road.—3 miles 35 chains were formed during the year, and 2 miles 75 chains shingled, chiefly by ordinary contract, the shingling costing about £1 6s. per chain. A 30ft.-span bridge was built at No. 2 creek, with concrete abutments, at a cost of £171 3s. 3d., also two small 10ft. culvert-bridges, and the necessary culverts and pipes were put in. The maintenance, as on the other main roads, was very heavy during the winter. The total charges to the 31st March were £2,367 16s. 5d., or about £4 17s. 8d. per chain. This will be increased to about £5 10s. when the shingling, which was in hand on the 31st March, is completed.

Homestead–Parnassus Road.—5 miles 58 chains were formed during the year by co-operative workmen, and ordinary plough-and-scoop contract, and 2 miles 30 chains were shingled by contract. Two bridges—one 30ft. and one 20ft. span—were erected over Swamp Creek, at a cost of £196 10s. 10d., and the necessary culverts were also constructed. The total charges to the 31st March were £1,899 11s. 10d., or about £3 18s. 8d. per chain, which would be considerably increased if the shingling were completed on the remaining 3 miles 53 chains.

Homestead–Port Robinson Road (including the charges against the Laundry section, also further charges against the Jed and Seddon Street Bridge).—Most of the work was done by co-operative workmen on contract and day wages, teams being provided to work with them on the shingling and metalling. The heavy charges against this road are due to the large slips on the Bluff and Brothers sections, the cost of the broken metal with which a large portion of the road was coated, and the cost of groins to protect the foreshore on part of the Bluff section; also the heavy maintenance caused by the heavy traffic between the port and township, sections of the road having to be fascined to keep it open. In going through the charges it was found that this road was considerably overcharged in the last annual charge-sheet. The total charges to the 31st March, 1895, are £14,815 12s., or about £27 19s. per chain, which will be slightly increased when the shingling and metalling of the Laundry section now in hand is completed.

As showing the advantage which the construction of the Bluff Road is to the settlement, the following statement shows the difference in cost of cartage between Port Robinson and McKenzie since it was opened last December to 31st May, 1895:—

Class of Goods.	Weight.	Number.	Super. feet.	Former Rate per ton.	Present Rate per ton.	Amount saved.
	Tons.					£ s. d.
Merchandise ...	508	...	...	15s. per ton	8s. ...	177 16 0
Parcels ...	...	279	...	1s. each	6d. each ...	6 19 6
Wool, bales ...	...	349	...	1s. 6d. per bale ...	9d. each ...	13 1 9
Chaff, bags ...	...	183	...	15s. per ton of 14 sacks	8s. ...	4 11 0
Posts... ...	...	1,724	...	4d. each	2d. each ...	14 7 4
Timber ...	...	...	275,300	2s. per 100ft. ...	1s. ...	137 15 0
Wheat ...	64	...	...	15s. per ton	8s. ...	22 8 0
						£376 18 7

Port Hurunui Road.—Of the work carried out on this road during the year most of the formation was done by ordinary contract with plough and scoop, but a few contracts were carried out under the co-operative system. 2 miles 30 chains were formed, 5 miles 30 chains shingled, and pipes and small culverts put in. The balance of the shingling is in hand, and the contractor is making good progress. The cost of maintenance was heavy, owing to the large amount of traffic between the Port Hurunui flats and Domett. The total charges to the 31st March are £2,82311s., or about £5 6s. 7d. per chain.

Darroch Road.—The formation was done by open tender, and the culverts and side drains by settlers at schedule rates and day wages. The total charges to the 31st March are £101 15s. 4d., or about 15s. per chain. This road is not shingled.

Accommodation Roads.—These were formed to give access to various holdings, and the work was done partly by co-operative workmen and partly by the settlers to whose sections they gave access. The total charges to the 31st March are £451 7s. 9d., or about £2 3s. 5d. per chain. These roads are not shingled.

East and West Waiau Road.—1 mile 50 chains were formed during the year by co-operative workmen, and settlers with plough and scoop by contract; and culverts constructed and pipes put in. The total charges to the 31st March were £867 11s. 9d., or about £4 2s. 3d. per chain. This road is not shingled.

Elizabeth Road.—2 miles 25 chains of this road were formed and shingled, culvert-bridges and culverts constructed, and pipes put in; most of the work being done by ordinary tender. The section of the road through Homeview Village was made extra wide and with a high crown, owing to the swampy nature of the ground. The total charges to 31st March were £569 17s. 11d., or about £3 1s. 7d. per chain.

Sinclair Road.—2 miles 75 chains were formed during the year, the heavy cuttings being done by co-operative contract, and the level formation and light side-cuttings by ordinary plough-and-scoop contract. Culverts were constructed and pipes put in at schedule rates and by day labour, and 2 miles 5 chains were shingled under ordinary contract. The total charges to 31st March were £1,075 14s. 2d., or about £4 4s. 5d. per chain. About 1 mile 10 chains of this road are not shingled.

McMillan Road.—2 miles 60 chains were formed, the heavy cuttings being done by co-operative contract, and the surface formation, ditching, and fords by settlers under contract; fords being put in at the Swamp Creek crossings instead of bridges. The total charges to 31st March were £805 19s. 6d., or about £4 9s. 6d. per chain. This road is unshingled.

The Downs Road.—4 miles 48 chains were formed, 28 chains of the heavier work being done by co-operative contract, and the balance by ordinary contract, with plough and scoop. The total charges to 31st March were £360 13s. 6d., or about 19s. 8d. per chain for the formed portion, leaving 70 chains unformed and the whole unshingled.

Campbell Road.—1 mile 69 chains were formed by settlers with plough and scoop by contract at schedule rates, and the pipe-laying and culvert-work by day wages. The total charges to 31st March are £111 4s., or about 15s. per chain. A portion through Mina Reserve is still unformed, and no part of the road has been shingled.

Caverhill Roads.—3 miles 43 chains were formed, and 42 chains shingled. Most of the forming was done by co-operative contract, but suitable sections were done with plough and scoop, ordinary contract, and the shingling was also done in the same manner, the culverts being put in by day labour. The total charges to 31st March were £648 2s. 7d., or about £2 5s. 9d. per chain. Portions of the road are unformed and unshingled.

St. Leonards Road.—Four miles of dray road and 20 chains of track were formed, almost the whole of the work being done by co-operative contract. This road gives access to a number of the grazing-farms in the Lowry Peaks District. The total charges to 31st March were £1,578 0s. 9d., or about £4 12s. 9d. per chain. No shingling was done on this road.

Streets, Mackenzie.—The work done includes the forming of Seddon, Rolleston, and a portion of Hall Street; the cutting of Levin and Montgomery Street drains; spreading the spoil, constructing culvert-bridges, and shingling Seddon Street and portion of Hall Street. The streets were formed 30ft. wide. The total charges to 31st March were £292 14s. 7d., or about £1 10s. per chain.

Eggleston Road. — The charges against this road are for the surveys and plans, the total being £60 8s. 5d. It is considered that this road need not be constructed.

Tormore Road.—8 miles 36 chains of this road were surveyed, and formed where necessary 10ft. wide. The work was done chiefly on the co-operative principle by gangs of small settlers. The total charges to 31st March were £770 5s. 3d., or about £1 2s. 9d. per chain, which will be increased when the necessary culverts are put in. No shingling was done on this road.

Gerard Road.—This road was formed to give settlers coming in by the Parnassus Road easy access to the dairy factory. It was formed by co-operative gangs of settlers, and plough-and-scoop work, ordinary contract. There is one 30ft.-span bridge over Swamp Creek, for which most of the material is on the ground, the cost of which is included in charges. The total charges to 31st March were £282 7s. 2d., being about £4 0s. 5d. per chain. This road is unshingled.

Steward Road.—Seventy chains of this road were formed 20ft. wide through the Home View suburban lots, the work being done by open contract. The total charges to 31st March were £52 10s. 9d., or about 15s. per chain. This road is not shingled.

Kaiwara Sledge-track.—The impassable portions on the Waikari Road up the Hurunui Gorge and on the Kaiwara Road were cleared and formed to give easier access to Mr. C. J. Westland's and other sections in the Kaiwara Valley. The total charges are £168 19s. 6d., or about £1 8s. per chain formed. The work was carried out by co-operative contract.

Hurunui Greta Bridge.—The expenditure was for the general repairs of the bridge, including a concrete abutment, bearing-plate, corbels, new decking, &c., at the southern end, making up the approach, packing up the straining-blocks in the main trusses; general repairs to the decking, and also sheathing the piers: the total charges being £185 4s. 1d.

General.—The maximum, minimum, and daily average wage on the various co-operative contracts were as follows: the maximum being 12s. 2d., the minimum 5s., while the general average is 7s. 5d. per man. As regards the amounts paid in day wages, the men employed on the Bluff were paid 8s., maintenance-men 7s., and general hands 6s. per day. The expense generally was

considerably increased by the large amount of traffic, which in many cases was confined to the track on which the men were engaged; a higher price had to be paid; and in many places fascines had to be laid to keep the roads open for traffic. The difficulty in finding suitable gravel-pits in some cases also added to the cost. The whole of the Cheviot Road and other works continued under Mr. F. Stephenson Smith's control and direction till the 11th December, 1894, when Mr. T. B. Marshall took charge, under my directions. Between that date and 31st March, the work executed comprised the completion of contracts then in hand—namely, four co-operative contracts on the Homestead–Port Road; the erection of Willows Bridge; No. 38, shingling contract, Hurunui Flats; Nos. 1 and 2, ordinary formation, and No. 1, shingling contract, Domett's Saddle Road; two small contracts, shingling and formation, on Parnassus Road; two co-operative reclamation contracts, Port Robinson; one co-operative, one ordinary formation, and one ordinary shingling contract, Port Hurunui Road; one co-operative contract on Flemming's Accommodation Road; two small formation contracts, East Waiau Road; one ordinary formation contract, Mackenzie Street; four co-operative contracts, St. Leonards Road; six co-operative contracts, Tormore Road; one co-operative and one ordinary formation contract on the Caverhill roads; and other small jobs. The new works undertaken between the same dates comprised—Diverting Jed Stream near Laundry; three co-operative and one ordinary formation contract on the Homestead Road; four small contracts, ditching, &c., and two ordinary shingling contracts, Domett Saddle Road; one formation and two ordinary shingling contracts, Homestead–Leamington Road; two small formation, No. 2 shingling, the erection of Swamp Creek bridges contracts, Parnassus Road; seven co-operative and four ordinary forming and shingling contracts on the Homestead–Port Road, including the Laundry section; one formation and three ordinary shingling contracts, Port Hurunui Road; formation contract, Darroch Road; formation of Meikle's or Domett Valley Road; three small formation contracts, East Waiau Road; formation of a portion and shingling whole of Elizabeth Road; one ordinary formation, one shingling, and small contracts putting in fords, &c., Sinclair Road; one co-operative and three ordinary contracts, formation and putting in fords, McMillan Road; two ordinary formation contracts on the Downs and Gower Roads; two formation contracts on Campbell Road; four co-operative contracts, St. Leonards Road; one co-operative and two ordinary formation and shingling contracts, Mackenzie streets; nine co-operative and two ordinary formation contracts, Tormore Road; two co-operative and one ordinary formation contract, Gerard Road; one formation contract, Steward Road; three co-operative contracts, forming Kaiwara sledge-track; and other small jobs, and general maintenance.

J. W. A. Marchant, Chief Surveyor.

OTAGO.

Henley–Berwick Road (opposite Sections 8, 7, and 6, Block VI., and 14, Block II., Maungatua District, and through Section 9, Block VI., same district).—The Taieri County Council expended the sum of £220 in forming 71 chains of this road, 20ft. wide, and gravelling 40 chains.

Waitati Road.—This vote was expended on improving the worst parts of this road. 21 chains of this road was re-formed with material taken out of the water-tables, and was metalled 10ft. wide. Several dangerous curves were cut off, culverts put in, and the whole road generally improved.

Caversham Industrial School Reserve.—The Caversham Borough Council carried out the following works on this road: 18 chains metalling 12ft. wide, metal 4in. deep. Side drains were cut where required, and the road well rounded up.

Lake Te Anau to Sutherland Falls.—Last November Mr. D. Ross and a party of four bushmen were sent round to put this track in order. They found it in very good condition, and, with the exception of cutting down some of the undergrowth and corduroying the worst parts of the track, no further work was required. The party therefore moved to the western arm of Lake Te Anau, and commenced to clear a track through to George Sound. Two boats were built—one for Lake Thomson and one for Lake Hankinson—and about seven miles of the track cleared and make accessible for tourist traffic. Tents were erected, as the vote would not permit of any huts being built. When this track is completed the journey from Lake Te Anau to George Sound, distance fourteen miles, will be easily accomplished in one day. The scenery is very grand, and when the road is completed it will be a favourite resort for tourists.

Pembroke to Matukituki.—This work was carried out by the Lake County Council, and consisted of formation, culverts, ditching, fords, and a bridge. The road was formed for a distance of 3 miles 10 chains up the west bank of the Matukituki River, and opens up Cattle Flat.

Teviot Small Grazing-runs.—This vote was spent by the Tuapeka County Council in forming the road to the "Knobbies," so as to give an outlet to the Teviot small grazing-runs, and consisted of scrub-clearing, formation, and culverts, for a distance of 1 mile 20 chains.

Beaumont and Rankleburn.—Road from Rankleburn Punt to Tuapeka Mouth. The road formed out of this vote extends from the Rankeburn Punt for a distance of 45½ chains towards Tuapeka Mouth on the east bank of the Clutha River. The rock-work was very heavy, owing to the necessity of keeping clear of the river-bank, which is of a sandy formation. The formation is 16ft. wide, with good culverts and side-drains.

Rankleburn Settlement.—This road was formed to give an outlet to the Rankleburn Settlement, and extends over a distance of two miles. The formation is fairly light, but a great deal of scrub-clearing had to be done. Several box-culverts were put in, and side-drains cut where required.

Seacliff Asylum Roads.—The Waikouaiti County Council have in hand the expenditure of a vote of £150 for the road from Waikouaiti and Seacliff Asylum, which has been formed for a distance of 1 mile 20 chains, with culverts where required.

The vote of £150 which the Waikouaiti County Council refused to accept was spent by the department in forming the worst parts of the roads in the Waikouaiti Native Reserve. I arranged with Mr. Pratt what works should be carried out, and Mr. McKenzie, late county inspector, supervised them.

Waikawa–Catlin's Road.—The formation of this road as worked from the Catlin's end has been completed to thirteen miles and a half from the Waikawa end, joining the road at this point as formed from Waikawa, so that the whole of the road from Owaka to Waikawa is now open for wheel-traffic. A bridge has been erected over Isa Creek and one over the Fleming River. The road has been formed to standard widths, but no metal has been put on.

The formation of the Fleming Road is now in hand. It commences at the north end of the bridge, and for 37 chains runs through the bush, and continues along the river-bank for a further distance of 73 chains, until it joins the beach; total distance, 110 chains. In the future this road will be much used by settlers in connection with steamer-traffic to Tautuku Bay.

Glenomaru (Tuck's Road, Blocks VIII. and IX., Glenomaru).—The formation of this road has now been completed through Mr. Brown's property (Section 24, Block VIII., Glenomaru District). A bridge has been constructed over the Owaka River, but still requires the approaches to be formed before the road will be of any use to the settlers. The approaches will cost £80 when completed. This road will be a great boon to the settlers, giving them access to the dairy factory.

Woodlands District.—Out of the vote authorised for roads in the Woodlands District the following works have been carried out: Warnock's Road (road from main Catlin's–Waikawa Road to junction with Kaler's Road, through Blocks VII. and IV., Woodland District). The length of this road is 1 mile 65 chains. Contracts to fell the bush 66ft. wide and log up 30ft. were let during the current year. On completion of these contracts, a sledge- or pack-track was formed to give the settlers access to their sections. This road was levelled and plans drawn to permanent grades; and the track was cut so that the work done will form part of the road when ultimately made. As it stands at present it is a good horse- and pack-track, and is quite suitable for all requirements for some time to come.

Shaw's Road.—Road from main road at Section 44 to Section 27, Block VII., Woodlands District. On this road the bush has been felled and logged up similarly to Warnock's Road, and gives access to Sections 27, 26, and other village-settlement sections. The total distance is 48 chains.

Waikoata Road.—This road branches off Kaler's Road about two miles and a quarter from its junction with the Catlin's River Road. Three bushfelling and logging contracts have been let on this road—felling 66ft., logging 33ft. When the bushfelling contracts are completed, a pack-track will be formed, as on Warnock's Road.

Gordon's Track.—Two contracts have been let for bushfelling, logging, and forming a pack-track to top of Section 22, Block X., Woodlands District. The total length of the road is 62 chains.

Ratanui Road.—Two contracts have been let, which, when completed, will give the owner of Section 11, Block III., Woodlands, access to the main road. I might state that the first 57 chains of this road was formed by the department, the next 23 chains by the Clutha County Council; and the present contracts will complete the road to 1 mile 53 chains.

Long Point Road.—The formation on this road was formerly only 6ft. wide. The present vote has been expended on making approaches to the Purakanui Bridge, and making the road 10ft. wide. When the contracts are completed the 10ft. formation will extend for a distance of three miles from the junction with the main road.

Hunt's Road.—The present vote has been expended on continuing the formation, and the road is now open for traffic up to the fourth mile, leaving about one mile and three-quarters to do to meet the road formed by the Clutha County Council, at the other end. When this portion is formed the settlers will have access to the railway-station and dairy factory.

Cannibal Bay Road.—In December last, contracts were let (mostly to Oamaru men) for the formation of this road—the bush having been felled previously. When the present contracts are completed the total distance formed will be 2 miles 40 chains from the main road, leaving fully as much more to do before the beach is reached.

Catlin's Roads.—The first vote (£200) for this road was spent in bushfelling 66ft. and logging 33ft. The felling started from the junction of roads at Sections 12 and 13, Block V., Woodlands District, and terminated about 10 chains past the west boundary of Section 8, same block; the total distance felled and logged being three miles. The further authority of £750 was spent on forming the road from its then terminus (block-line 4 and 5) for a distance of 1 mile 60 chains.

Moncur's Swamp.—The claying of this swamp is now complete, and should stand the winter well.

Tahakopa Valley.—This road was completed up to the fifth mile shortly after the close of the last financial year, and, with the exception of about 2 chains of corduroy, no further work has been let.

Houipapa Village Settlement.—With this vote a road has been formed from the Catlin's River ford to Section 1, Block XIII., Catlin's District, a distance of about one mile. This road was formed for the benefit of the village settlers in the block, and, being directly interested, they did the work much cheaper than it otherwise would have been done.

Lauder and Tiger Hill Runs.—The sum of £300 was granted to the Vincent County Council for the purpose of opening up the Tiger Hill runs. It was decided to spend the money equally on the road from Clyde to Lauder and on the road Springvale to Roughridge. On the former road 68 chains formation, culverts, gravelling, &c., was carried out, and on the latter 65 chains.

Tuapeka West Block (Beaumont to Rankleburn).—This road commences at Tyson's sawmill, Rankleburn, and runs along the west bank of the Clutha River towards Beaumont. During the

past year 1 mile 7 chains has been formed. The portion formed is the worst part of the road, being nearly all rock-cutting; the remainder of the road will not cost so much. If this road were formed to the Beaumont there would be a road the whole way up the Clutha River.

West Harbour Beach Road.—Work on this road was commenced last December, and will be finished by the end of May. The road from Burke's to Sawyer's Bay was very narrow—in fact, unsafe for traffic—being in one place only about 9ft. wide. The vote has been expended in forming the road wherever possible to a width of 22ft. To get this width several encroachments had to be made on private properties, but I am pleased to say that all the owners gave what land was required free of charge. A great improvement has thus been effected, and when completed it will be one of the best drives about Dunedin.

Taieri Mouth Village Settlement.—The following works have been carried out by the Bruce County Council, to give access to sections in the above village settlement: Roads through Sections 2 and 3, Block XXIV., Waihola District, 19 chains formation and culverts; road opposite Sections 6 and 9, Block XI., Clarendon District, 50 chains formation, culverts and ditching; road opposite Sections 11 and 12, Block XI., Clarendon District, 18 chains formation and culverts.

Roads in Block I., Hawksbury.—The road to give access to the Goodwood Village Settlement was formed by the Waihemo County Council through Section 42, Block I., Hawksbury, to the top of Mount Royal; distance, 16½ chains.

Teaneraki Village Settlement.—The forming of the roads necessary to give access to all the sections in the Teaneraki Estate was carried out by the Waitaki County Council. The formation was not very heavy, and was done chiefly by the grader. The length of the road formed was 114 chains, and 17 chains metalling. In addition, 25 chains of creek-channel was cut to prevent injury to roads during floods.

Pomahaka Estate Roads.—The formation of the roads in the above estate was carried out by the department under the co-operative system. Several bridge-platforms had to be erected, and some of the formation was heavy. The total length of the roads constructed was 8 miles 66 chains. The works were completed by the Clutha County Council, and consisted in turning up (with grader) about six miles of the formation of the main road intersecting the estate, and also forming road between sections 4 and 5 and along part of east end of section 9, block XIII., in all about one mile in length; also opening up road along part of east end of section 9 and along the Pomahaka River to a place marked for a ford opposite section 5, block XIV. Portions of the main road were also metalled.

C. W. Adams, Chief Surveyor.

SOUTHLAND.

Fortrose–Tokonui–Waikawa (Main Road).—Altogether, the Southland County has been authorised to spend £1,000 in metalling the worst portions, in two sums of £500 each. At the Waikawa end a contract has been let for the first £500, subsidised by £87 of the county funds, which will metal two miles of that portion near Niagara. 100 chains have been completed up to date, and the work will proceed as weather permits. The Council intends to do a further length of 57 chains, which will complete the metalling to the junction of the Waikawa–Wyndham Valley Road in a continuous line from the Port of Waikawa. Two other contracts have also been let to take up the second £500, one being in the Takanui Gorge, and the other between there and Fortrose, thus spreading the work over the whole road according to its needs. On the two last-named contracts 26 chains have been metalled. This road has hitherto been impassable for dray-traffic in winter, but it is expected that after the works now in hand are finished it will be fairly good all the year round, and thus enable the settlers to get to the ports at Fortrose and Waikawa.

Waikawa District.—The only draft made against the authority for £367 7s. 3d. was a claim of £12, made by a contractor for extras done on work during the previous year.

Wyndham Road Bridge (£1 for £1).—A contract for this structure has been let by the Southland County for £650, and the length is 120ft., composed of three 40ft. trusses. The bridge is situated on the main road between Wyndham and Fortrose, and is much needed, as the old one has become very shaky and unsafe.

Waikawa–Wyndham Valley Road.—A much-needed stock- and bridle-track has been opened from the settlements in Waikawa Valley through the forest and on to the range overlooking the Wyndham Valley. This track enables settlers to pass to and from Wyndham from Waikawa in about five hours without going round Fortrose, which is a distinct boon to them, as Wyndham is their stock-market. The work was done under the co-operative system, and further details appear in the special returns and report thereon.

Quarry Hills.—The works in progress under this item are referred to in the first part of this report, under "Fortrose–Tokanui–Waikawa."

Mokoreta (Scrubby Hill) Block.—Works on this road were done by co-operative labour, and are described in that return. It is proposed to ask for a small amount to complete about a quarter of a mile of formation over swamp.

Waikawa–Otara Block.—Works have been carried out under the co-operative system, by means of a loan raised under the Act, for the purpose of opening up a large area of forest land between Fortrose and Waikawa. A good deal of this land has been taken up during the year, and this road will also give access to the newly-surveyed land known as the Haldane Improved Settlement Farms, and which is to be allotted to an association next month. Particulars of these works appear in the co-operative return.

Waikawa–Catlin's Road.—The last three or four miles of this road, being within the Otago District, were handed over by me to Mr. Adams early in the financial year, but details of what work was done will be found in the co-operative report.

Owari Bridge, Mokoreta Valley (£1 for £1).—A contract has been let by the Southland County for the reconstruction of this bridge, which is a 40ft. truss on masonry piers, and will be a very strong and substantial structure when completed. It is situated on the main road to Waikawa, *viâ* Mokoreta.

Forest Hill Tramway Road.—The authority for this item having only recently been issued no work has yet been done, but it is proposed to form and gravel the worst portions.

Forest Hill Tramway Extension.—A survey of an extension of this tramway has been made to a point a few chains beyond the Makarewa River, and the formation of this portion for a length of about 50 chains is being carried out on the co-operative system. The work was commenced on the 23rd May, and is making satisfactory progress. A contract for the erection of a bridge over the Makarewa River on this line was let in February last to Messrs. McLeod and Shaw for £528 10s., and the work is in progress.

Mossburn Bridge.—This is a stock-bridge of 580ft., in twenty-nine spans of 20ft. each, over the Oreti River, near the Township of Mossburn, at the terminus of the Lumsden–Mararoa Railway. The Government grant of £350 was subsidised by an additional £215 found by the Southland and Wallace Counties.

Mossburn–Te Anau Road.—£250 was authorised to be spent on the improvement of this road, and the work, which is under the immediate charge of the engineer to the Wallace County, consists of 75 chains formation, drains, gravelling, culverts, &c., near the Centre Hill Station, in order to avoid the heavy and altogether unsatisfactory track hitherto used by the travelling public, but which, in addition to its other disadvantages, goes through private land. The contracts will be completed very shortly.

Gow's Creek Stock Bridge.—This bridge is 60ft. long, in three spans of 20ft., and is situated on the main road from Waikawa to Whitcombe. The cost was £67, of which £50 was granted by Government and the balance by the Southland County. It will be of great benefit to sheep-farmers, as the ford was deep and dangerous in flood.

Forest Hill Road.—This work, which is under the immediate charge of the Southland County, consists of 60 chains of road-formation, ditching, and culverting. The contract amount having exceeded the vote by £15, the vote of £100 authorised last session has been reduced by that amount, and it is proposed to expend the balance of £85 in gravelling the worst portions. Expenditure, £115 1s. 3d.

Oteramika Road.—The Southland County was authorised to spend £200 in making the worst portions of the gorge road and repairing same after cartage of railway material to the Seaward Bush line; 86¾ chains were formed and gravelled, the Council subsidising the grant by about £50.

Invercargill Hundred.—The vote of £300 was subsidised by the Southland County to the extent of £60. The work consists of 90 chains bushfelling, clearing, formation, and double-ditching, 23 chains gravelling, and the reconstruction of three miles of old road, principally in regravelling the worst portions of the main road giving access to the Otatara Bush Settlement through Blocks XVII. and XX. This work will render more accessible the unsold Crown lands, and it is proposed to ask for a further sum of £100 towards that end.

Campbelltown Hundred.—The same county was authorised to spend £300 on repairing the main road through Block XIX., Invercargill Hundred, which gives access to the whole of the Campbelltown blocks, and is the main thoroughfare for the villages of Clifton and Woodend. The work provided for about 750 cubic yards of broken bluestone metal.

Campbelltown Borough.—Two items of £500 and £300 each were granted to this body, and were spent in 48 chains rock-cutting, 200ft. of stone-culverting, 1 chain protecting-fence, and 3,000 cubic yards formation, all in Bann Street. 23 chains of formation, culverts, &c., is in progress near the Bluff Pilot-station, and will be finished shortly.

Riverton–Orepuki.—The £100 voted for this road was expended in improving the dray-track from Pahi Railway-station westwards in the direction of Orepuki, and putting in a crossing to the railway for the convenience of settlers. Further particulars will be found in the co-operative return, under which system the work was done.

Orepuki–Wairaurahiri.—This important main road has been considerably improved on the east side of Waiau River by draining and gravelling the worst portions. The gravelling was let by ordinary contract, and further works are now going on near the lower bridge-site in the way of formation, drainage, culverts, &c., in order to make a passable horse-track to the bridge-site. There are two streams crossing the road, through Blocks XV. and XVII., which should be bridged as soon as possible, and one of these—the Hollyburn—I propose to undertake at once, as the ford is bad. The settlers nearer the Orepuki end are urging for a grant to gravel the road for about five miles west of that township, continuously as at present only patches are done, and they wish to secure a good road to take their milk into the factory at the railway-station. It would take at least £1,000 to do this. On the west side of Waiau River the road has been felled and cleared in the centre, but not formed. Here it joins the road from Clifden to Waiau mouth (referred to in the co-operative return as "Waiau Bush Road"), which is really part of the main road, and this is now a good ordinary dray-track, and may be regarded as an instalment of the projected track to Preservation Inlet, as this must follow the coast for some ten miles west of the river.

Waiau Bridge.—Tenders for this work were called for before the year closed, but, being too high, all were declined.

Waiau Ferry, Clifden.—About six months ago a punt capable of carrying heavy loads was built on the spot, and has been in constant use ever since, although a little inconvenience is experienced in working this occasionally, when the river falls to an exceptionally low level. The following is a summary of traffic for the year: Horses, 1,999; cattle, 214; sheep, 14,135; passengers, 2,396; drays, 170; wagons, 78; engine and mill, 1; tonnage, 442. Total cost of working, material, &c., including the new punt, was £431 12s. 1d.

Clifden Ferry–Eastern Bush, Limestone Gorge.—An authority for £300 has been issued, to be expended on gravelling and general improvement of this road. The work is to be done by the Wallace County, but operations have not yet been started.

Otautau Bridge.—A substantial structure of five 30ft. spans, with 50ft. of concrete approaches, has been placed across the Otautau River, on the main road through the township of the same name. The bridge, which was under the immediate supervision of the Wallace County engineer, cost £860 13s., of which £550 was granted by Government.

Tisbury–Waimatua.—No operations within the year, but about a mile is now under contract for gravelling.

Seaward Bush Roads.—A considerable amount of clearing and felling, logging-up, &c., has been done on these roads, for the primary purpose of enabling the selectors of small sections in Blocks XXII. and XXIII., Invercargill Hundred, to work these to advantage. I propose to apply for an additional £150 to make some necessary formation, culverts, &c., and to sow these roads with grass-seed.

Clifton to Seaward Bush.—This is really an extension of the work referred to in last paragraph, and of the same kind, also carried out under the co-operative system.

Mataura River Protective Works.—This work, which is under the immediate charge of the engineer to the Southland County, has for its object the protection of the friable banks just above the Island Bridge, by placing about 800 cubic yards of rubble in the river. The work is now in progress.

Makarewa to Grove Bush.—£150 has been spent by the Southland County in gravelling the worst portions of this road between these places, the length done being 45 chains. This will give better access to a few Crown sections, as well as an outlet to some deferred-payment sections, in Forest Hill Hundred.

Wallacetown, Spar Bush, and Waimatuku Flat.—The vote of £150 was supplemented by an equal sum of Southland County funds, and was mainly expended by that body in closing up bad gaps in gravelling on the principal thoroughfares between these places.

Wallacetown–Ryal Bush.—Remarks same as preceding, and work under same county.

Centre Bush and Otapire.—£250 was authorised to complete works begun the previous year, and the Otapire settlers have now a fairly good and direct road to the Invercargill–Kingston Railway; besides which, it will give access to the Crown lands lately and now under survey, aggregating some 15,000 acres.

Oteramika Block.—Two miles of bridle- or stock-track were opened to enable settlers west of Mataura River to get their stock on to their land; and the money was found out of the loan raised on the block, the work being done under co-operative labour.

Longwood, Blocks XVI.–I.—The balance of loan raised under the Loans to Local Bodies Act was expended under the co-operative system, and the particulars will be found in that return. I propose to ask for a further amount of £500, to complete unfinished work and connect the road systems between Blocks XV. and XVI.

Track to McLaren's Run.—I have applied to expend this item of £120 towards completion of Lillburn roads, seeing that a large amount—£995 12s., out of the £8,000 loan raised on the Lillburn lands—has been spent on what is named in the co-operative return, "Waiau Bush Road," which is outside the area upon which that loan was raised, and, consequently, that the extension of the Lillburn Road to Woodlands remains incomplete.

Waimea Valley Road.—No authority to expend this item has yet been received.

Grassy Creek.—The Wallace County was authorised to spend £150 on the main road between Wairaki River and Manapouri, but no operations have yet been reported.

Lillburn, Monowai, and Alton Blocks.—Details of these roads will be found in the co-operative return, and it is proposed to ask for £500 to complete the works to Woodlands, for the reason stated in a previous paragraph of this report, namely, "Tracks to McLaren's Run."

Stewart Island Roads.—£373 17s. 7d. were spent in constructing and improving various bridle-tracks, aggregating sixteen miles, and putting up two bridges of 60ft. and 40ft. span.

Gore Bridge (£1 for £1).—This item has been authorised, on the condition that the balance of the cost will be found by the local bodies affected.

Kisbee–Wilson's River Tramway.—This line, which was constructed out of votes from the Mines Department, for the purpose of connecting the gold-reefs at Wilson's River with the Port at Cromarty, in Preservation Inlet, was completed in August last, the expenditure for the year being £681 13s. 9d., mainly on the contract for laying the permanent-way. This brings the total cost of the tramway up to £4,027 4s. 1d. The line was let by tender to work and maintain, immediately on its completion, for twelve months.

Miscellaneous and Engineering.—Out of this item £200 has been expended on 50 chains gravelling and formation and five culverts in Mabel district, and £150 on 37 chains of heavy formation and gravelling on the road leading from Gore to Reaby Retreat.

Village Settlements.—The vote of £100 was subsidised by an equal amount from the Southland County, and expended in Woodend, Makarewa, Myross, and Longbush Settlements, under the county engineer, and a large amount of very necessary work was done, consisting principally of bushfelling, clearing, formation, and culverting; and although the operations do not affect Crown lands much, yet a good many settlers will be provided with outlets to main roads. The work will all be completed in the course of a few days.

Tramways in Forest Country.—I have recently taken occasion to bring under your notice a proposal for substituting tramways for ordinary roads where the circumstances are favourable, and I am of opinion that a very considerable saving in expense would be made if this were given effect to, as well to the settlers as to the country, because by it many of these would be relieved of the cost of purchasing and maintaining drays, horses, harness, &c., for their separate use.

Culverts.—The cost of glazed pipes is now so reasonable that, even with moderate carriage added, culverts can be laid at least as cheaply as those of wood, with the great advantage of being permanent; and, where the size would add seriously to the cost of carriage, concrete pipes can be made by ordinary labour in most parts of the district, still as cheap as wood; therefore I propose in future to use as little wood as possible.

I desire to express my obligations to Messrs. Howorth and Wilkins, the engineers to the Southland and Wallace Counties, for their uniformly courteous and valuable assistance whenever required. G. W. Williams, Chief Surveyor

APPENDIX No. 4.—CO-OPERATIVE WORKS.

EXTRACTS FROM REPORTS BY CHIEF SURVEYORS AND OTHERS ON THE WORKING OF THE CO-OPERATIVE SYSTEM FOR THE TWELVE MONTHS ENDED THE 31st MARCH, 1895.

AUCKLAND NORTH.

Nearly all the works carried out by the department in this district have been carried out under the co-operative system.

The works generally have been done in a satisfactory manner. From my return you will perceive that the average daily rate of wage earned has been 6s. 6d. The highest average on any one road is 8s. 3½d., being on the Waimamaku–Punakitere, and the lowest 4s. 3½d., being on the Raglan–Tuakau Road.

As stated in my last year's report, when votes to be expended are small, the cost of tools, tents, &c., which the men are supplied with free, and the pay of timekeeper or inspector absorb too large a percentage of the vote; in such instance work has been let in a manner similar to the co-operative system, but it has been stipulated that the men found all tools, tents, and other requisites themselves, and finished the work within a stated period, so that only periodical visits from an inspector were necessary.

I have noticed that when co-operative gangs have been elected by ballot, and where the men had no previous knowledge of each other they do not as a rule, work amicably together.

The man who may be good at picking or shovelling thinks he ought to have a spell at the apparently easier work of dressing the batters, and consequently undertakes that work and leaves it so unsightly that it has to be done over again; delays such as these retard the work and, of course, reduce the party's earnings. If men are re-employed they generally re-form their parties, and things go on more smoothly. One of the objections to the employment of people from the towns on co-operative works was that no sooner had they completed their job than they returned to town and put down their names on the list of unemployed at the Labour Bureau Office, thus practically never reducing the number of the unemployed. The system now in operation of settling the men on the ground and making them work the land in conjunction with the road-works will obviate this objection.

There can be no doubt that the co-operative system has been a good thing for the northern settlers. Before, when small jobs were tendered for, the settler anxious for work would cut prices down to such an extent that at the end of his contract he was generally a poorer man. Now, if they work they can earn a fair wage and have something left after paying expenses to improve their sections. Gerhard Mueller, Chief Surveyor.

NORTH ISLAND CENTRAL.

At the 1st April, 1894, there were three contracts in hand. During the year thirty-eight more were let, and eighteen have been completed, leaving twenty-three in hand at the 31st March last. The amounts of the contracts vary from £6 15s. 10d. to £684 13s. 7d., and the number of men per contract from one to twelve. All the contracts completed were for roadwork, and embraced felling and clearing bush, cuttings and side-cuttings in earth and rock, culverts, drains, &c. The work in all cases has been well done, and the men employed have been industrious and attentive to their work.

The great difference between the maximum and minimum wages of 4s. 6¼d. per day that appears in the statement is accounted for by the fact that the lowest wage was made by an old man who could not do any way near a navvy's day's work, and that those men who earned the maximum wage were exceptionally good workers, and that the quality of the material they had to excavate proved rather better than was expected when the contract was let. Both contracts were for small amounts. The average loss of time through wet weather is low, because there was very little work in hand during the winter months. The general character and ability of the men for work has been good; there have been no disputes or misunderstandings in regard to the works.

Preparations are being made for letting more contracts, and I expect a large increase in the number of men employed during the coming year.

Eight of the contracts completed during the year were on the Stratford–Ongaruhe road, and employed 58 men. They comprised 72 acres of bush-felling and clearing; 103 chains of surface-forming; 250 chains of drains, containing 11,450 cubic yards; 43,709ft. of totara timber in

culverts and bridge; 4,975 cubic yards of rock-cuttings; and 29,735 cubic yards of earth-cutting. The total length of the contracts is eight miles, three of which are in heavy bush, the remainder in fern and scrub.

Six of the contracts are on the Mokau–Awakino road, let under the arrangement for the expenditure of thirds, and employed 17 men. They comprised 6,766 cubic yards of earth-cutting; 1,064 cubic yards of rock-cutting; 5 chains of surface-forming; 82 chains of drains, containing 1,200 cubic yards of earth; and 520ft. of timber in culverts. They cover 1¾ miles of road in open country.

Two are on the Te Kuiti–Awakino road, and cover a length of a little over a mile, of which 53 chains is in forest, the remainder in bush clearings. They emyloyed 7 men, and contained 2,422 cubic yards of earth-cutting; 30 cubic yards of rock-cutting; 5¼ acres of bush-felling and clearing; and 12 chains of drain, measuring 320 cubic yards.

Two are on the Taumarunui–Ohakune road, and extend over a length of three miles in open country. Ten men were employed on them. They contain 3,970 cubic yards of earth-cuttings; 163 chains of surface-forming; 28 chains of drains, measuring 1,047 cubic yards; and 4,299ft. of totara timber in culverts.

The work contained in the whole 18 contracts completed is as follows: Earth-cuttings, 42,893 cubic yards; rock-cuttings, 6,069 cubic yards; bush felled, 77¼ acres; surface-forming, 271 chains; drains (length), 372 chains; drains (contents), 14,017 cubic yards; timber procured and built, 48,528 superficial feet.

C. W. Hursthouse, Road Surveyor.

HAWKE'S BAY.

During the year 169 men have been engaged on co-operative contracts. There has been a sprinkling of worthless ones among them, but the bulk has been of a fair class, with a number of very good, deserving men. Co-operative works have been carried out in six different localities, the extremes being 240 miles apart. The experience has been that though there is generally some little trouble and discontent when parties are first taken on, caused by the occasional loafer always in evidence among any number of unemployed, to the injury of the cause of the deserving ones, it dies out so soon as the disturbing element is got rid of, and the works progress without friction.

The average rate of wages made on the contracts has been slightly under 1s. an hour for the time actually worked, and the men have had to pay for the cost of their transit to and fro, ordinary tools, and hire of tents. The minimum wages earned per man per day, all weathers, on any one contract—namely, 3s. 4½d.—was at Waikopiro, when the works were carried on during the latter end of the winter, when a good deal of wet weather was experienced.

At the present time co-operatives are at work at Hicks' Bay, Motu, Nuhaka, and Waikopiro; but all the works will, except the last-named, shortly be completed.

Thos. Humphries, Chief Surveyor.

TARANAKI.

During the year the system has, with few exceptions, worked smoothly, and the average wage earned on the various works has been more nearly equal than in past years. Disparities, of course, exist, and cannot be avoided, as, though we arrange the contract prices to give about 9d. per working-hour to the average man, the good men—some of whom may be classed as experts—will make 1s., and in some exceptional cases more than 1s., per hour; while the indifferent workers and old men will make as low as 6d., and in some cases only 4d., per hour. These differences cannot be avoided, as were we to lower the contract rates some of the men could not live. Our rates compare favourably with those paid by local bodies. We have tried equalising the wage by putting good and indifferent workers together, but the result has always been quarrelling, and separation at the end of the contract. Despite the term "co-operation," the good worker will not give the result of his labour to the indifferent one.

On works where local men are employed the average wage earned is nearly equal on all contracts, because the local men have invariably had previous experience of the class of work performed, and are more nearly equal in working-power.

The principal works on which co-operative men have been employed during the year are the Ohura, Mimi, Okoke, Douglas and Makuri, Mangaere, Waitotara, and Rawhitiroa Roads, and the Ngaire Swamp drainage-works.

On the Ohura Road the highest rate earned in any one month was 8s. 10d. per day, by J. Kinnaird's party, in October, 1894. This was in deep papa-rock cuttings on the Mangaotuku Saddle, where by skilful use of explosives heavy falls were obtained; and the men worked ten hours per day. The lowest wage earned was 3s. 8½d. per day, by Hogan's party, in March, 1895; and the next lowest was 5s. 8d. per day, by Cornish's party, in November, 1894. As the food is dearer on the Ohura Road works than outside, in consequence of the distance it has to be packed, men with families have not much to spare for them, after paying for hire of tents and tools, and the cost of living.

On the Mimi Road the highest rate earned by any one party per month was 7s. 6d. per day, by E. Robinson's party, in February, 1895, working ten hours per day; the lowest was 2s. 10½d. per day, by J. Smale's party, in July, 1894.

On the Okoke Road the highest wage earned during any one month was 10s. 11d. per day, by Hogan's party, in November, 1894, but the Inspector reported they worked eleven hours per day; the lowest rate earned, 3s. 5d. per day, was by Fraser's party, in August, 1894. The average hours worked were 9·16.

On the Douglas, Makuri, and Kiori Roads the rate earned was much more equal, the whole of the men employed being settlers, or men used to the same class of work. The highest wage earned in any one month was 9s. 4d. per day, the lowest was 5s. 9½d.

On the Mangaere Roads (Akama, Kirai, Mohakau), the highest rate earned during any one month was 7s. 6d. per day, by Holden's party, on Kirai Road, in August, 1894. The lowest rate earned was 3s. 9d. per day, by McKinley's party, on Mohakau Road, in March, 1895. Average number of hours worked per day, 8·3.

On the Waitotara and Rawhitiroa Roads the highest rate made in any one month was 8s. 6d., by Wood's party, in November, 1894; and the lowest, 5s. 8d., by Stoke's party, in November, 1894. The average wage made during the year was 7s. 5d.; the average hours worked being 8·5 per day.

The average wage earned by the men sawing or squaring timber for the bridges was 9s. 1d. per day of nine hours, and of the carpenters building the bridges, 8s. 1d. per day.

On the Ngaire Swamp drainage-works the average wages earned on the contracts, from the commencement of the works to the 31st March, 1895, were as follows: Brew's party, 9s. 4d. per day, all weathers, or 10s. 2¼d. for the days they worked; Mumby's party, 8s. 5¾d. per day, all weathers, or 9s. 2¾d. for the days they worked; Robertson's party, 7s. 1½d. per day, all weathers, or 7s. 8½d. the days they worked. These are the rates made by the experienced drainers, the other parties have made lower wages. In commencing these drainage-works the price per chain was computed at 5d. per cubic yard for the material to be excavated, but as it was found that the swamps were underlain with timber—especially near the bush margins and the outlets—about 3ft. below the surface, the men could make only about 4s. 3d. per day, and the price had to be raised to an equivalent of 7d. per cubic yard. After the work had proceeded towards the centre of the swamps the timber in the drains became less in quantity, and the men made fairly high wages, but as their contracts were completed and new ones entered upon a new price was fixed—5d., 6d., or 7d. per cubic yard, in accordance with the estimated quantity of timber they would have to cut through. No contract is let of a greater length than 20 chains, and this gives us the opportunity of regulating the prices in accordance with the quantity of timber to cut through. No work has been let at a higher rate than 7d. per cubic yard, and that price has been given only where the quantity of timber to cut through is very great. A short description of the work may not be out of place, as it will show the trying nature of the labour the men are engaged upon, and the reason why they should be allowed to make a higher rate of wage than the men on ordinary formation work. The main drains are excavated to an average depth of 7ft., by a width of 13ft. on top and 6ft. at bottom. This gives about 162½ cubic yards of material to be excavated per chain, and the price per chain for the work is thus easily computed, whether it be at 5d., 6d., or 7d. per cubic yard. The material excavated has to be thrown 4ft. back from the edge of the drain and levelled down, the timber being placed separately. This involves at least two shiftings or throws of the material. The top 3ft. cuts out easily with swamp knives, and is removed with forks or drags, and the men can thus far work fairly dry. The timber is then exposed, and the remaining 4ft. of depth has to be cut out in a face from below, the men standing in the slush and water, generally over knee-deep, and being splashed over with mud at every blow of the axe or grubber. They are, therefore, covered with slush from the time they enter the drain in the morning until they leave it at night, and, I think, earn the wages they make.

The highest number of co-operative men we have employed in the district at any time during the year was 224, in March, 1895; the lowest number, 91, in April, 1894. The average number for the year was 137½.

G. F. Robinson, Road Surveyor.

WELLINGTON.

This year 270 co-operative contracts have been carried out, by which 510 men have received work, and about 1,100 persons benefited thereby. The average rate of wages earned is 6s. 3¾d. per day. The minimum wage earned was 3s., and the maximum 12s., per day, the latter being an isolated case, where especially good men comprised the gang, and who were working during the best of weather without losing any time. The minimum wage was earned by men either unable or unwilling to work hard, or perform the full day's labour. When men whose previous occupations have been that of boilermakers, barbers, clerks, and such-like essay the task of bushfelling and road-making for the first time, they cannot expect to do the work at first in the same way as one experienced in it all his life, and consequently make poor wages for a month or two; but every encouragement is given them to persevere, and in the end they make a fair wage. The work is all valued on the same basis, so that a fair wage can be earned by all the men. There are a few men here and there whose only aim appears to be to do as little work as possible, and, at same time, endeavour to spread dissension amongst the others. Drastic measures need to be taken with such men. Also, when a man is in the habit of squandering his earnings, so that those dependent on him reap no benefit, his place should be filled by one more deserving. It is to the credit of the mass of the men that they appreciate what is being done for them by the Government, working honestly and steadily and making a fair day's wage. The struggling settlers in the neighbourhood are provided with work in preference to outsiders. The overseers of these works have, on occasions, great difficulties to contend with in dealing with the various characters of men sent them to be supplied with work, and, as a result, come in for a great amount of undeserved abuse. Of the few complaints made against the overseers by men, I have found it invariably brought about by the

overseer honestly doing his duty to the department at the sacrifice of his popularity with the men, who wish to obtain some unfair advantage from him. Besides the duty entailed in supervising the works on the ground, the clerical work takes up a great deal of the overseer's time, in the preparation of contracts, returns, payment-vouchers, and correspondence. Generally, the class and value of work done by co-operative workmen will compare very favourably with that done by ordinary contracts, but a vast amount of clerical work is necessarily required in dealing with the former system.

The men are now paying for the tools supplied them—that is, the tools of smallest value and constantly in use are bought, and rent charged for those of greater value only temporarily required, such as timber-jacks, &c. In this way it is sought to recoup the department for the outlay on tools and tents, without entailing any hardship on the men, and who have the advantage of being able to get them at cost price on the ground. A. C. Turner, Road Surveyor.

WELLINGTON CENTRAL.

On the Tiraumea North Road two contracts have been let, giving employment to twelve men for two months; their average daily earnings, all weathers, being 7s. 4½d. a man, with a maximum of 7s. 6d. and a minimum of 7s. 3d.

On the Mangarama and Makairo Village Settlement roads six contracts have been let during the year for clearing and construction, giving employment to nine men for eight months; their average earnings per man for all weathers being 6s. 3d. a day, with a maximum of 8s. and a minimum of 4s. 7d.

Twenty-one contracts have been let on the Mangatoro Valley Road, employing twenty men for twelve months; their average earnings for all weathers were 7s. 2d. per man per day, with a maximum of 9s. and a minimum of 5s. 7d.

On the Woodville–Aohanga Road fifteen men have been employed completing eight contracts; their average daily earnings per man, all weathers, were 6s. 4d., with a maximum of 7s. 11d. and a minimum of 5s. 5d.

On the Makuri–Pongaroa Road fifteen contracts have been let, employing twenty men for twelve months; the average daily earnings per man, all weathers, being 7s. 0½d., with a maximum of 9s. 3d. and a minimum of 4s. 6d.

Seven contracts were let on the Makuri–Aohanga Road, employing ten men for eight months, their average earnings being 5s. 11d. per day, all weathers, being a maximum of 7s. 7d. and a minimum of 3s. 9d.

On the Hall Special Settlement Block seven contracts were let, twelve men employed for six months, the average daily earnings per man being 7s., with a maximum of 8s. 9d. and a minimum of 6s.

On the village-settlement roads the settlers living on the adjacent settlements have been employed, and on those roads opening up new blocks, such as the Hall and Puketoi, the settlers going on to the lands have been employed as much as possible, so as to give them every chance of establishing themselves in their new homes.

I am still of opinion that, in a district like this, where the department has during the past nine years placed on the land so many settlers, who of necessity must for some years to come depend on outside partial employment until they can get their holdings into a paying condition, it is the duty of the department to extend and assist the good work it is so doing by giving the work on the roads entirely to the settlers. I also think that in the distribution of work so much preference should not be shown for the married man as compared with the single one, as is now done, and submit that in some cases the single man is more in want of work than the married one. For instance, a single man may be desirous of becoming a married man, and want to get land or earn money to buy it, or he may be maintaining his mother or sisters, whereas many married men are assisted by the earnings of their wives.

The accompanying return shows the number of men taken on during each month of the year, as well as the number at work, and on what roads. Speaking generally, they have conducted themselves, as well as carried out their work, in a very satisfactory manner. A very few cases have been dealt with summarily, for intoxication, and absence without leave or good reason.

In one or two instances I have found it advisable, with new men not quite up to the work, to put them on at proportionate rates of the average earnings until such time as they were more equal in experience and capacity for work to their mates, allowing the parties concerned to fix such rates mutually, subject to the approval of the Inspector. I have by this means, on several occasions, avoided the alternative of having to turn adrift a poor unfortunate who merely required a fair start to put him physically and socially on his feet, or having to drive off the works five or six good men by compelling them to take him on at equal rates. Of course, where there are sufficient poor men to make a party of it is better to do so, but it cannot always be done.

With the exception of large tools—such as timber-jacks and wheelbarrows—they have in most cases provided their own tools and tents.

The prices paid for the work have been much the same as last year: Bushwork—10s. to £1 10s. a chain. Earthwork—Side-cutting, 4d. to 6d. a yard; through-cuttings, 6d. to 8d. a yard, according to quantity in face and quality, with 1d. to 3d. a yard for leads to fillings. Rockwork—Papa, limestone, &c., 6d. to 1s. per yard extra. Drains—From 12s. to 18s. per chain. Culverts—From 1s. 6d. per running foot for 9in. by 9in. to 11s. for 4ft. by 3ft., with 6d. extra per foot where there is special difficulty in obtaining timber.

In conclusion, I consider the co-operative system no longer on its trial, nor as an experiment, but as an established practice, my former good opinion of it being confirmed by another year's

experience, more especially when it is regarded in the light of assisting settlement; but I think that with this, more than with any other system of carrying on works, very much depends on the spirit in which the whole thing is carried out by all connected with it—from the engineer and his assistants to the men themselves.

ROBERT H. REANEY, Road Surveyor.

RETURN showing Number of Men employed on Co-operative Road Contracts in the Pahiatua District from the 1st April, 1894, to the 31st March, 1895.

Month.	Upper Makuri Road.	Towai Road.	Makuri-Pongaroa.	Makairo.	Makuri Township Streets.	Makuri-Aohanga.	Woodville-Aohanga.	Mangatoro Road.	Makairo Farm Settlement.	Mangarama Farm Settlement.	Hau Block.	Mangatoro (Bushfelling) Township.	Waihi Road.	North Tiranmea.	Total.	Number of New Men put on each Month.
1894—April ...	2	2	20	6	4	1	10	24	...	...	...	...	...	...	69	1
May ...	2	...	15	2	2	7	11	26	...	...	...	...	...	...	65	1
June ...	2	...	12	2	1	10	11	24	...	...	...	...	...	...	62	3
July ...	2	...	6	2	...	10	16	24	1	1	...	...	...	...	62	4
August ...	2	...	7	2	1	10	17	23	4	2	2	...	...	...	70	15
September ...	...	...	8	2	1	10	18	22	5	3	8	...	...	...	77	12
October ...	1	...	16	2	...	12	9	22	4	8	9	...	...	...	83	4
November ...	1	...	28	1	...	12	...	17	...	9	16	4	...	...	88	16
December ...	1	...	29	1	...	11	...	5	...	10	17	15	...	...	89	3
1895—January ...	1	3	26	1	...	1	5	24	...	7	17	...	...	...	85	12
February ...	1	3	25	1	...	1	8	25	...	10	9	...	3	4	90	15
March ...	1	...	26	1	...	1	6	32	...	...	6	...	10	13	96	10

Average total for year, 78. Total number of new men employed, 96.

WANGANUI.

THE number of contracts completed under the system was 188; the number of men employed ranging from 64, in April, 1894, to 215, in September, 1894. The nature of the works was much the same as usual, consisting of felling, stumping, clearing, and formation of dray-roads and bridle-tracks, with construction of bridges and culverts, and occasional contracts at metal-breaking, timber-sawing and squaring, ordinary bushfelling, &c. The work has varied from light to very heavy, and the weather from unusually rough last winter to very fine last summer. The wages earned, partly as a consequence of these variations, but chiefly owing to the varying capabilities of the men themselves, ranged from 1s. 6d. a day to 12s. 2d. a day—the minimum wage being earned by men entirely inexperienced to manual labour of any kind, at a bushfelling contract, Otaihape; and the maximum by a party of workmen of long experience at a very high papa-cliff, Mangawharariki, where the ordinary price was somewhat raised on account of the dangerous nature of the place. The number of hours worked has varied from ten a day in settled summer weather to four a day in very unsettled weather in wet districts.

There are always many more applications for work than can be attended to, though the wages earned are not such as to tempt men to leave ordinary private employment. As a general rule, employment on co-operative works has always been given to settlers, in the particular districts where work is situated, in preference to granting it to members of the ordinary floating population of labourers. Ordinary labourers may be reasonably employed in places remote from settlement; but, wherever possible, settlers themselves have the preference; for many of this class who are at present taking up land have only very limited capital, and without occasional outside work they would not be able to struggle through the first few, and always the most difficult, years of their occupancy. So many small-farm associations have, of recent years, been formed with so few large employers of labour among them that settlers have to largely depend for outside labour on Government works. Generally speaking, settlers do not make such high earnings, nor do they get through the work so quickly, as ordinary labourers, partly because they have not followed roadmaking, &c., as a business, and partly because they are more often off the works attending to their own sections. The site of the work soon becomes so far away that they find it difficult to live on their sections and at the same time attend to their contracts. One advantage in the employment of settlers is that they do not have the same difficulty in getting credit as unknown men who have no stake in the district.

On most works, if they are carried on long enough, all the best men gradually gravitate into parties, and leave all the less able men to form parties by themselves, thus constantly tending to increase the disparity between the amounts earned. It is much the best way to let men form their own parties. But the average number of men in parties is at present too small; there should not be less than four or five men in a party, and preferably more. The contracts, if made larger, would be fewer in number, and, therefore, more easily supervised. Instead of fixing the sum of £80 as the maximum of any contract, it would be better to make a rule that no party should have a contract amounting in the aggregate to more than £30 for each member of the party. Again, it is much

better to make the men supply all their own tools, except jacks, hand-carts, barrows, and other cumbersome and expensive plant. If they have no money or credit on starting they can give an order on their first pay for any tools besides the above which they may require. The payment of the cost of all repairs of damage done to tools lent should be strictly enforced.

Contracts carried out under the co-operative system are, generally speaking, more faithfully done and better finished than under the ordinary system, especially so where the men can be picked. This is chiefly owing to the work taking so much longer that more visits of inspection by the supervising officer are made. Work under this system can be pushed on just as fast as the Engineer may wish, or as fast as funds become available, and there is no waste of time or money in advertising contracts. Also, alterations in the designs are much more readily made, as the work progresses, than under the contract system.

As the contracts are much smaller, and therefore more numerous, supervision is more difficult. The estimates of these small ones have to be more exact than for the large ones, where errors of a few pounds would not have any bad effect, as the contract price would be the tender price, and not the estimate.

The amount of clerical work is greatly more. There are many more specifications to prepare, more payments to make, with a corresponding increase in the entries and returns of the same, travelling and other deductions from the payments due have to be carefully noted, lists of tools to be kept; all materials have to be ordered; there is a greatly increased correspondence from co-operative contractors, and from men looking for work, &c.

The most suitable work for co-operative contract is heavy earthwork, where a large plant is not required. Large bridges and metalling contracts are more suitable for ordinary contracts, on account of the expensive nature of the plant required, and the amount of depreciation such plant would undergo if supplied to co-operative contractors, and the impossibility of the men supplying it themselves.

Generally speaking, co-operative contractors try to give satisfaction more than under the tender system. Under the present system, the Engineer has more direct and absolute power over the men than under the former one, and has, besides, more authority in the matter of providing further work, whereas, under the former system, future work was simply a matter of amount of tender.

G. T. Murray, Road Surveyor.

NELSON.

The total number of men employed on this work has been eighty-five during the year, and the daily average rate of wages earned has been 7s. 2d. per day of eight hours. The larger portion of the work has been located in places to which access could only be obtained through horse-tracks, which, owing to the amount of packing to be done of stores and material, made the work more costly.

Mokihinui–Karamea Road.—This work was the forming of a dray-road to Seddonville. The two first contracts were in the hands of the Buller County, but from August, 1894, the work has been carried out by the District Surveyor. Seventy-four men gave in their names as unemployed, and conducted a ballot themselves for thirty-six men to get work, which was divided into five contracts, and let for £224 16s. The average daily wage has been 8s. 5d. for eight hours' work. The highest wage earned was 11s. 10¼d., with longer hours, and the minimum 5s. The latter was made on the first contract; the men were not well up in the work, and a spell of bad weather set in by which ten days' work was lost.

Karamea–Wangapeka Road.—This work is the construction of a horse-track, with dray-road grades, over the main range from Nelson to the West Coast, and was begun at the two starting-points. The Little Wanganui end on the West Coast was let in seven contracts of 20 chains each, five men to each contract. No. 4 contract was abandoned, the men not being good workmen, and making only 4s. 11d. per day, and the weather set in wet. On the other contracts the men averaged 7s. 7½d. per day in all weathers. The minimum wage earned was 4s. 5d., and maximum 9s. 6½d. The loss of time from bad weather was fourteen days. Number of men employed, 74. The work at the Nelson end was commenced at the horse-track at Wangapeka Saddle, 3,308ft. altitude, and all stores and material had to be packed twenty-five miles. Six miles and a half in length was laid off and pegged. The work has been let, and up to date three contracts, each 20 chains length, have been completed. On account of the remoteness of the work it was difficult to obtain men, but in several cases the Labour Department gave railway carriage from Nelson to Belgrove (twenty-three miles)—the whole distance from Nelson of the work being seventy miles. Owing to the difficulty of getting good rock-men, this part of the work was undertaken by day labour at 8s. per day, under the overseer, who has had considerable experience. The cost of this amounted to £105 18s. 10d., including cost of material and packing. Up to date eight men were employed, and the average wage was 7s. 9d. per day of eight hours. The loss of time by bad weather was eight days. The minimum wage was 5s. 6d., and the maximum 10s., according to the class of men. More men are now finding their way up, and I expect that the work will be carried on till about the middle of May, when the winter snows will set in.

John S. Browning, Chief Surveyor.

WESTLAND.

The works carried out under this system embrace two classes—namely, wages and co-operative contract; the former can hardly be deemed to come under the meaning of co-operation. Some of the work, however, was of such a nature that it could only be done by wages. The road-repairs to

which I allude were carried out by men sent from Christchurch and from various parts of this district, at a fixed wage of 8s. per day. The result of this was much better than at first anticipated, although there were a few from such a mixed number not equal to the better class of workmen.

On the other works the system worked fairly well; the men earned wages quite equal to the average current rate, and the parties as a rule were satisfied with the prices fixed. There are, of course, exceptions in cases where the men, not through any fault of their own, fail to earn sufficient. These are invariably caused by want of knowledge of the work undertaken. As an instance of this, I may refer to the case of one party of men who failed to make more than 6s. per day on a contract for which, at the prices I have lately seen quoted in Otago, similar work is being done for considerably less than the price allowed. In the one case the men were experienced roadmen, and in the other, although they worked hard and were equal to the best of ordinary miners, their want of experience told heavily against them. Although the completed returns from the Hokitika Southward Road do not come within the year's operations, they afford a good illustration of the working of the co-operative system. When this work was about to be started it was deemed advisable to take a portion of the men from Hokitika. These were balloted for first, and parties formed from the numbers drawn. The result was not so satisfactory as parties made up in the locality of the work: the latter worked better together, their earnings have been greater, and the work was carried out with less trouble to themselves and the Inspector. This is explained by the fact that men accustomed to outside manual labour and acquainted with each other are capable of doing more and better work than others drawn principally from the town, and also explains the different results from their contracts.

Kanieri Forks–Kanieri Lake.—The works on this road were the widening and gravelling of the portion Kanieri Forks to Kanieri and improving the balance of the road to Kanieri Lake. The work was carried out by thirty-six men, in eight co-operative parties of from four to five men in each party. As the gravel was in many cases some distance from the road, the men were compelled to employ drays for the purpose, and £165 5s. 1d. was expended by the parties in payment of these teams. It will be seen that the men made fairly good wages—viz., 7s. 5d.—in all weathers.

Stafford–Waimea.—The portion of the road constructed consisted of 21 chains of clearing, stumping, formation, &c. This road is in course of construction in response to a desire expressed by Waimea and Stafford residents to have a dray-road to the nearest point of the Hokitika–Grey Railway. The line was laid out some time ago by Mr. Smyth, and estimated to cost about £1,300; as, however, only £400 was voted for it, it was deemed desirable to commence at the railway end of the road and expend the vote as far as it would go. The distance above referred to takes it to the crossing of the Waimea Creek, where a bridge is now being constructed by a co-operative party. The men on this section did not make very good wages.

Greenstone–Teremakau.—This vote was expended in widening portion of the present track from the Greenstone Road to the Teremakau Settlement. It was carried out partly by the settlers and by men resident in the locality. The object of this work is to give these settlers an opportunity of reaching their holdings by dray-road without having to risk crossing the Teremakau River. A bridle-track at present connects Greenstone with this settlement. The grades were, however, in places, so difficult, that a new line for about half the distance had to be surveyed. The portion uncompleted is all new work; for this I have requested that a vote sufficient to finish the work should be passed. The co-operative parties make good wages—viz., 7s. 7½d. per day.

Hokitika Southward.–Karangarua to Cook's.—The work carried out in this locality was the formation of a bridle-track from Scotchman's Beach towards the Karangarua River. The works embraced clearing, stumping, formation, and gravelling, with the usual side drains where required, and several large culverts. A bridge over the Ohinetamatea River has also been started, and at the date of writing has been completed. A further continuation of this (also in hand) will complete a comparatively safe route from Hokitika to Jackson's Bay. The co-operative men employed have done excellent work, and the average wages earned by the experienced men was good, and by the others fair; the gross average is nearly 7s. 11d. per day.

Haast Pass Track.—The Road Report gives briefly the necessity for this expenditure and the work carried out. Along the precipitous face, the track is 5ft. wide in the solid rock, and on the other portions the usual width of a bridle-track. In addition to the new work on this road several of the old portions had to be re-formed, extensively repaired, and the old line deviated from some of the old and almost impracticable grades. The co-operative parties worked hard and long hours; their earnings show good results, but not too high for that locality.

Bell Hill.–Mount Alexander.—Portion of this expenditure was incurred in widening part of the Bell Hill–Mount Alexander track. This road will, I have no doubt, in the future be formed throughout as a main road into the back country, to connect with the road already partly formed up the Ahaura River to the Kopara District. The earnings of the co-operative men on this work amounted to 9s. 5d. per day.

Taipo Track.—This work was carried out by co-operative labour for the Mines Department. The average earnings was about 8s. 5½d. per day.

Speaking generally, the co-operative system has worked fairly well in this district. Much, however, depends on the overseer in charge of the works, and in the confidence the men have in his judgment and fairness. There are also cases where a man in charge is too easily influenced by the co-operative men, and consequently passes works too readily without insisting on their completion. These are, however, minor matters, which will improve with the continuation of this system.

D. Barron, Chief Surveyor.

CANTERBURY.

Pukaki-Mount Cook Road.—This work was carried on between the 27th August and 14th October, under the supervision of District Surveyor Brodrick, on the co-operative system. The work comprised the formation of a deviation, 2 miles 14 chains in length near old Glentanner Station to secure a well-graded road in lieu of the steep one previously in use and was let in eight contracts at prices based on a rate of 7s. per day. The number of men employed on the work was thirty-two, all of whom were married. The maximum wage earned per man per day on any one contract, all weathers, was 8s. 1½d.; the minimum, 4s. 8d. The total payments made to co-operative contractors amounted to £337 0s. 6d.; the expenditure on account of surveys, supervision, day-labour, tools, &c., was £181 5s. 11d.; making a total expenditure upon this work for the year of £518 6s. 5d. The men were reported as well-behaved and hard-working, and as having carried out their work in a creditable manner. This portion of the road was left in very good order, and it is to be hoped that the local body will see to its maintenance.

Roads in Arundel Village Settlement.—The Government voted £54 for these works, which were carried out by the villagers on the co-operative system, under the supervision of the Mount Peel Road Board. The works were let in two contracts of four men each, and comprised 121 chains of formation, the construction of two open crossings, and two culverts, all of which were completed in a very satisfactory manner. The men were contented with their earnings, which averaged for each man 6s. 5½d. per day.

Nukuroa Village Settlement Roads.—These works, comprising 57½ chains of formation and 6½ chains of gravelling, for which £30 was voted, were let to the villagers in four small contracts on the co-operative system, all of which were satisfactorily performed. The average daily wage earned per man per day, in all weathers, was 6s. 6d. The works were supervised by District Surveyor Brodrick.

Waimate Gorge Drain, in Kapua Settlement.—Owing to complaints made by the villagers as to the state of this drain, I instructed District Surveyor Brodrick to visit and report on same. He found the drain to be on the whole in satisfactory order, the swamp (except on the north side of the line) being very dry, and all that was needed was to widen and deepen the drain in parts, and put in a culvert under the railway-line in order to drain the northern part of the swamp, which he estimated to cost £61 2s. 5d. The expenditure having been duly authorised, the work was let to the villagers in two contracts, one of which has been completed, at a cost of £16 2s. 10d. The three men engaged thereon earned 7s. 9¼d. each per day in all weathers, but they found their own horses, plough, and scoop. A further expenditure on this work is necessary to connect the drains under the railway-line, which will be carried out by the Public Works Department.

J. W. A. Marchant, Chief Surveyor.

OTAGO.

All the roadworks carried out by the department during the past financial year have been under the co-operative system. I have gone into the advantages and disadvantages of this system in my previous reports, and have nothing further to say. In my road report I have given full particulars of the various roads constructed under the system. The maximum wage (8s. 5d.) appears very high, but on these contracts carts are employed, and when the horse-hire was paid the wages earned would not be above the average. The minimum wage of 3s. 1d. was made by some settlers who were not working constantly, putting most of their time into work on their own sections.

C. W. Adams, Chief Surveyor.

SOUTHLAND.

The principal roadworks in this district continue to be carried out under this system, and although there has been a certain amount of friction, as on former occasions, with regard to the prices paid and wages earned, yet it may be fairly inferred from the results that the average wages earned have been fair in amount, and such as to comply as close as possible with the general instruction to frame the rates so that average men may earn 6s. a day.

The invariable experience here has been that whenever new works are started attempts are made to obtain higher prices than those fixed by the local officers in charge, for which more or less plausible reasons are given; but the real reasons are because, while the majority of men are disposed to give the thing a fair trial, there are always one or two of the agitating class whom nothing would content, and who deliberately lay themselves out to stir up discontent; because many of the men undertake such work for the first time in their lives, and are therefore physically unfit for it, and cannot therefore hold their own, or make fairly good wages until they get broken in to it; and also because very often work is begun in the very worst season, so that the men get discouraged by losing so much time in wet weather and short days. Again, we sometimes have men who are considerably past the prime of life, and if prices are arranged so as to enable these, and the inexperienced above referred to, to earn a minimum wage of 6s., there would be young able-bodied men making £1.

I have before me an application from an elderly man who has thrown up employment at a sawmill in order that he may be taken on roadwork, on the plea that his work was too hard for him; but if he cannot stand the mill-work, it is hard to see how he could hope to be more successful on the roads.

Notwithstanding the agitation for increased rates which was going on here some months ago, it is within my personal knowledge that the moderate and steady workers took no part in this, and

were quite satisfied with their lot, and I was daily receiving applications to be taken on these same works which were alleged to be so badly paid for.

In visiting some of these works I have been impressed with what I might term the waste of energy in some ways—for instance, where embankments of considerable height are being filled with barrows worked from some distance. This could be remedied by having a few hundred feet of tram-rails and using tip-trollies. Again, in another place, I found men laboriously prizing away very heavy logs and stumps with levers cut from springy saplings, and I immediately remedied this by purchasing and sending up a couple of lifting- or screw-jacks. By attention to such matters as these, I am convinced that men would make better wages and take more interest in their work.

G. W. Williams, Chief Surveyor.

APPENDIX No. 5.

REPORT ON IMPROVED FARM SETTLEMENTS CONSTITUTED UNDER "THE LANDS IMPROVEMENT AND NATIVE LANDS ACQUISITION ACT, 1894."

The following report on the general working of the system of special-settlement improved farms is compiled from Reports by Commissioners of Crown Lands, with the view of showing in succinct form the result of the year's work under that head in the several land districts where the system is in operation:—

Auckland.

Three improved farm settlements have been started in this district during the past year, of about a thousand acres each; and 100 acres were allotted to each applicant. Out of the twenty-nine settlers originally sent up to these settlements, there are twenty-seven now upon the ground, and twenty-two of that number bid fair to become satisfactory settlers. Twenty-two of the men, with their wives and families, are upon the ground, and five are intending to take theirs up directly they have shelter for them.

It may be of interest to briefly detail the progress made since last August. In the three settlements some 716 acres of forest have been felled, and of this area 542 acres have been burnt, and are now being sown with grass-seed, leaving for burning and sowing next season 174 acres, over which a satisfactory burn could not be obtained.

These settlers are now being employed upon co-operative works on the roads leading to their settlements. I may add that, though the price paid for bushfalling of £1 7s. and £1 8s. an acre appears high, yet the men did not earn much over 5s. a day, though some few earned as high as 7s. 3d. per day.

Hawke's Bay.

The only settlement of this class that has been formed is that at Waikopiro, and is progressing very satisfactorily. The work done has been the felling and grassing of 129 acres, at a cost of £278 3s. 3d., including supervision. There was an excellent burn, and the grass is now forward. Last winter a number of unemployed were placed upon road-works to open up 14,000 acres of the lately-acquired Waikopiro Block, near Ormondville, preparatory to its being thrown open for selection; and it was decided to locate sixteen of the most desirable among them on land near the works under the improved-farm-settlement conditions. The frontage of eight of the sections was felled and burnt last January, and at the present time five of the selectors with their families are comfortably settled on their sections, and the remaining three houses are nearing completion. The sections average 116 acres, and, judging from the class of men selected, the settlement has a good future before it. Its position is particularly favourable to its success, being within a short distance of the railway-line; and the land is well adapted for dairying pursuits.

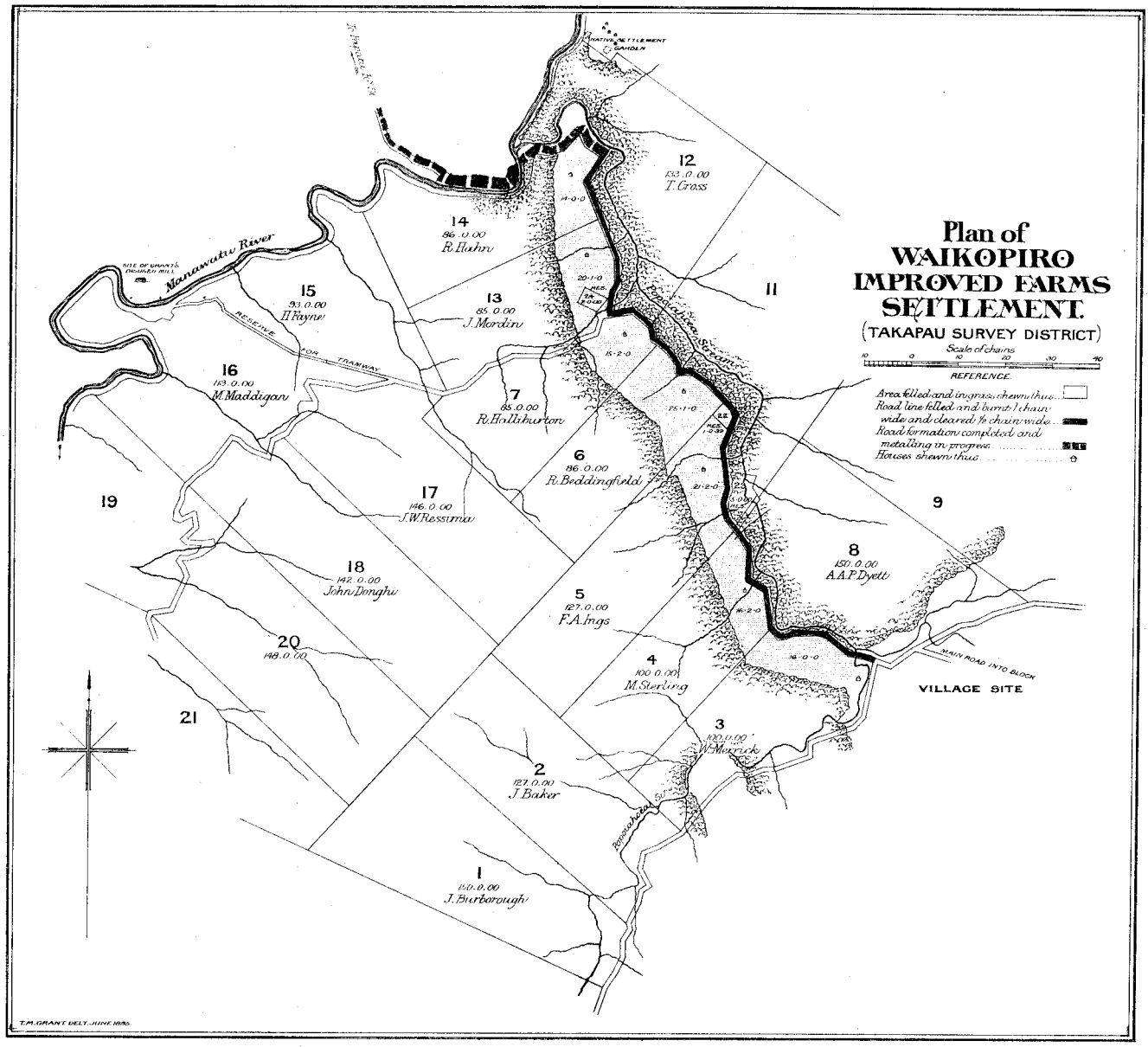
Taranaki.

During the year ballots were held at Eltham, Stratford, Uruti, Waitotara, and the local Land Office, for the thirty-four sections in the various settlements in this district, the object being to assist deserving men out of work by allowing them to occupy sections varying from 10 to 100 acres, and giving them work on the roads in the vicinity under the co-operative system. One section was relinquished at Tongaporutu, on account of the difficulty of access from the frontage road. Two of the Ngaire men have not done any thing, and they therefore forfeit their sections. Numerous applications have been, and are now being received for lands under this system, and fifty-two sections in various parts of the district have been laid off for allotment. Out of the 2,143 acres allotted during the year, twenty-eight selectors have felled, burnt, and grassed 362 acres.

In connection with the principal road-works for the year, lands have been alloted to married men with families, under the improved-farm-settlement system, at the following places: Uruti, Tongaporutu, Ngaire, Mangere, Taumatatahi.

The Uruti Settlement, at junction of Uruti and Mimi Streams, on the Mimi Road, consists of seven holdings, six of which are allotted on these; 189 acres have been felled and grassed, and the selectors are now engaged in erecting their houses. They will be allowed to work part time on the construction of the Mimi Road, now in progress.

The Tongaporutu Settlement, on the Tongaporutu River and Mimi Road, contains at present six holdings, but this number will be increased to sixteen during the year; 45 acres have been



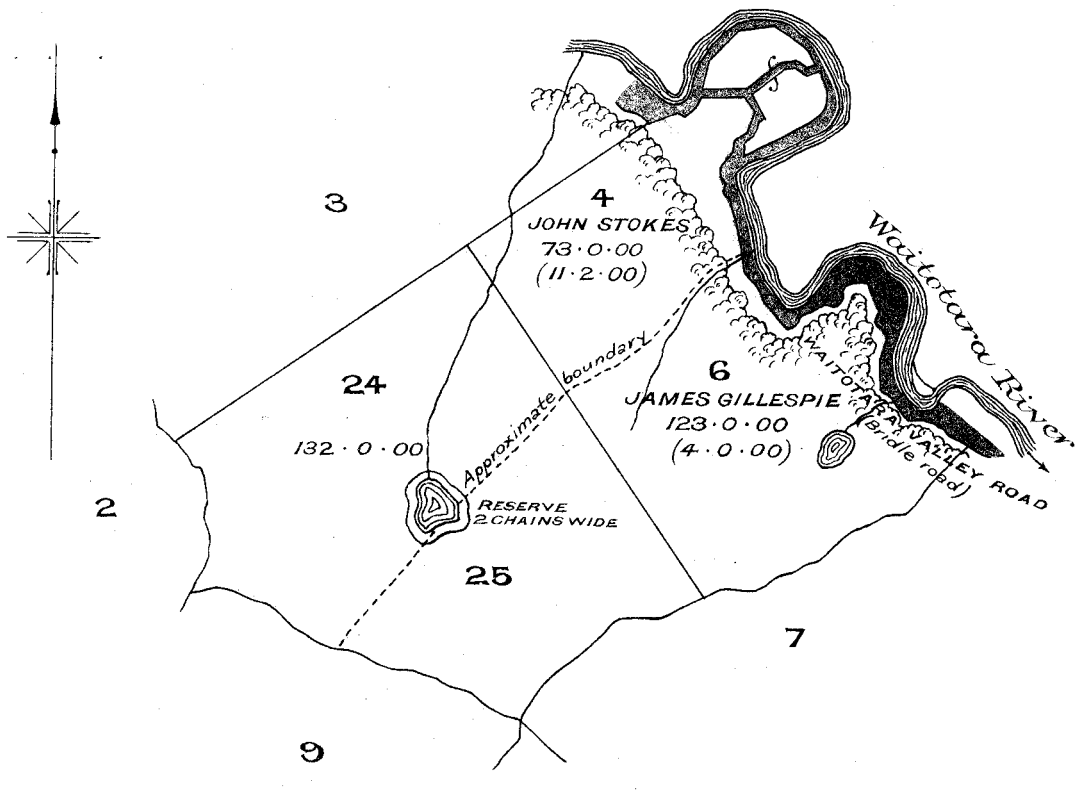
T.M. GRANT DEL. JUNE 1895.

TAUMATATAHI IMPROVED FARMS SETTLEMENT

BLOCK VI KAPARA SURVEY DISTRICT

Scale of chains

20 15 10 5 0 20 40 60 80



REFERENCE

Areas felled, burnt and grassed shewn thus

Road felled cleared and formed " "

MANGAERE IMPROVED FARMS SETTLEMENT

BLOCK X NGATIMARU SURVEY DISTRICT

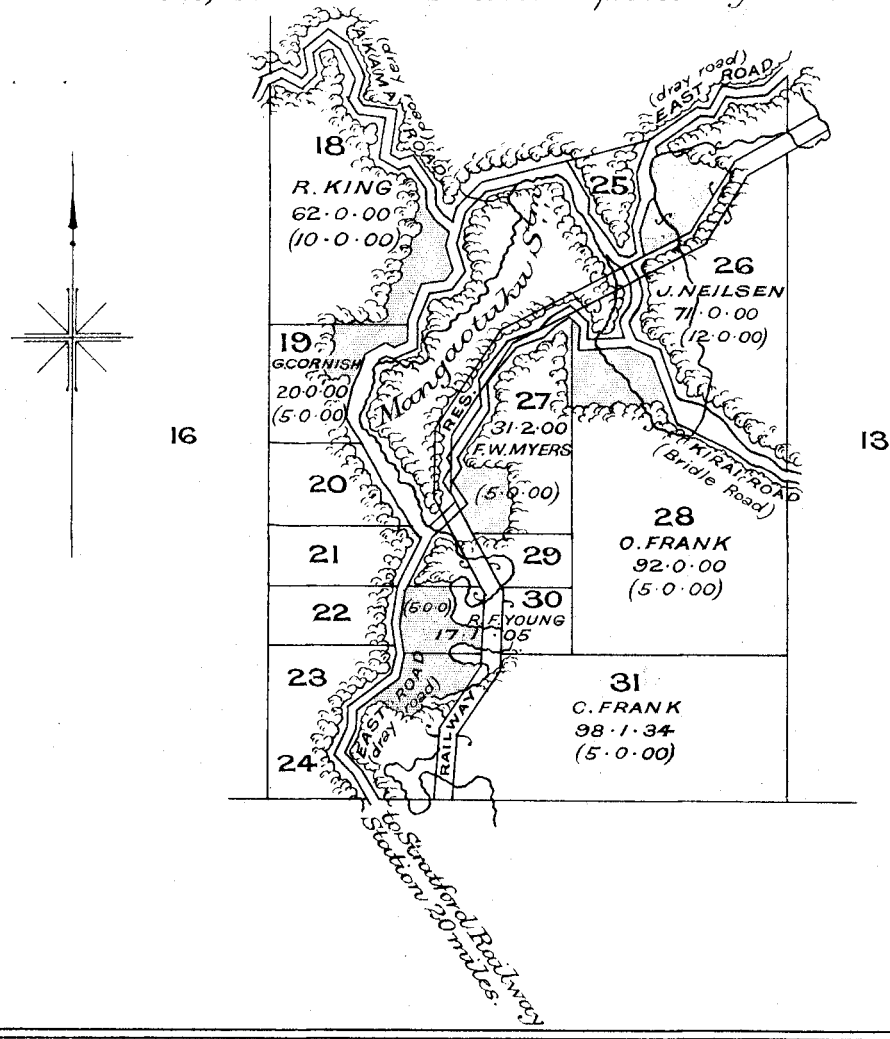
Scale of chains

20 15 10 5 0 20 40 60

REFERENCE

Areas felled, burnt and grassed shewn thus

East, Akama and Kirai roads previously formed

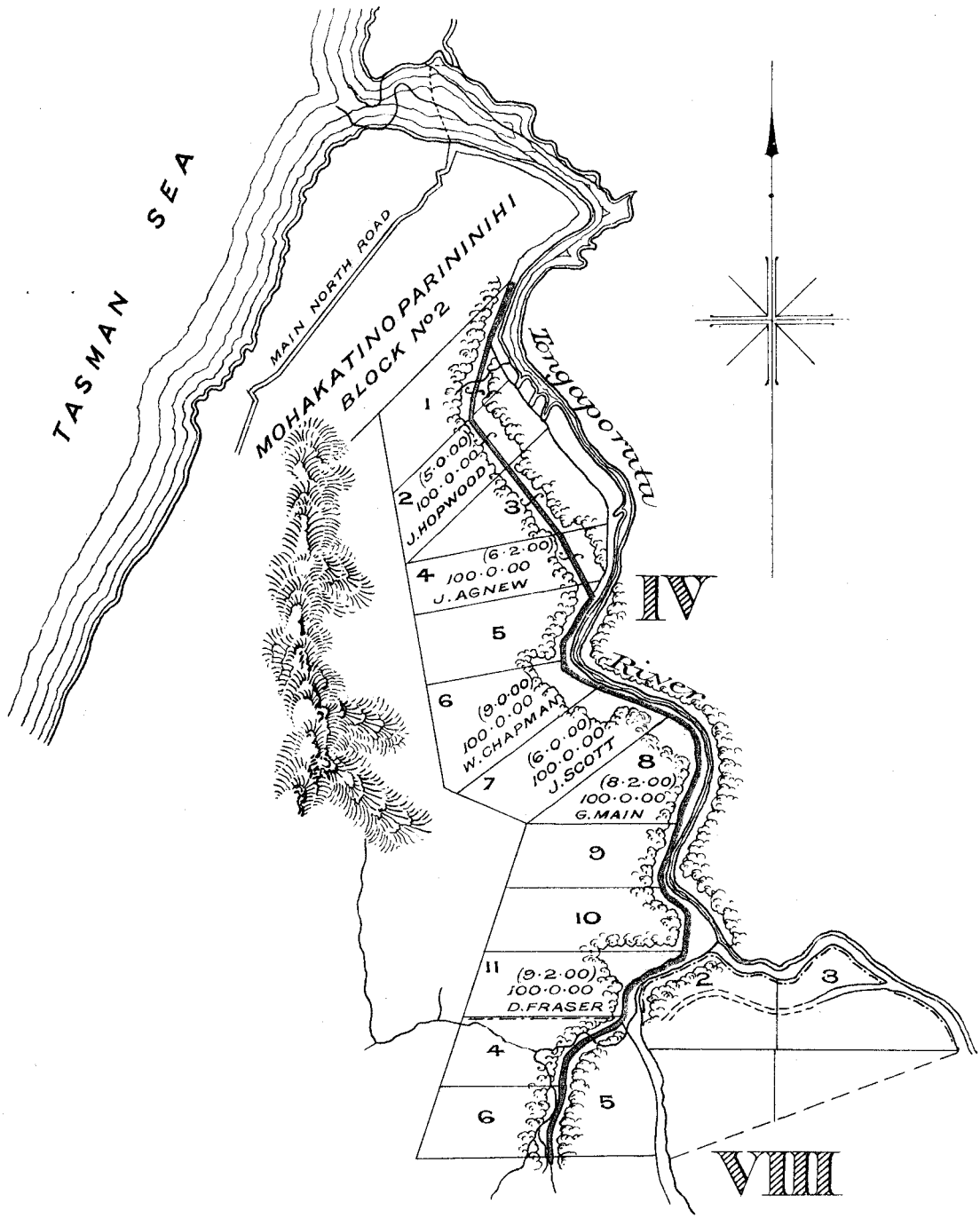


TONGAPORUTU IMPROVED FARMS SETTLEMENT

MIMI SURVEY DISTRICT

Scale of Chains

40 30 20 10 0 40 80 120 160 200



REFERENCE

Areas felled, burnt and grassed shewn thus ☐

Road felled 1 chain wide, cleared and stumped 30 feet wide ▬

A. L. Haylock Del

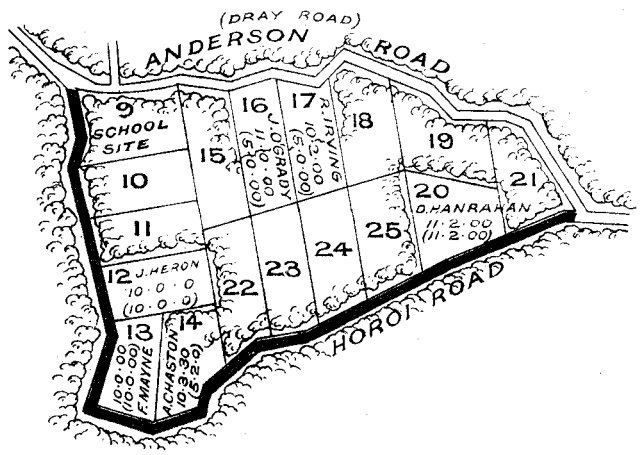
NGAIRE IMPROVED FARMS SETTLEMENTS

BLOCKS X & XI NGAIRE SURVEY DISTRICT

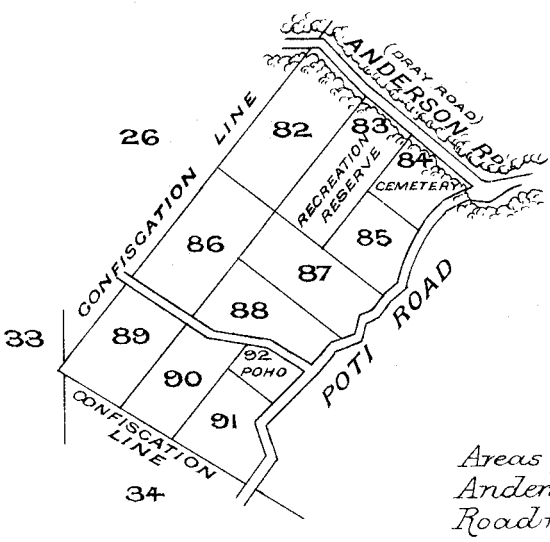
Scale of chains

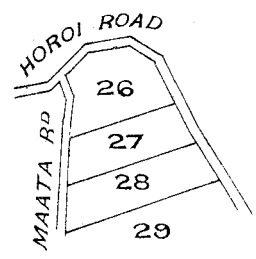
20 15 10 5 0 20 40 60

NGAIRE



POTI





MAATA

REFERENCE

Areas felled, burnt and grassed.

Anderson Road completely formed.

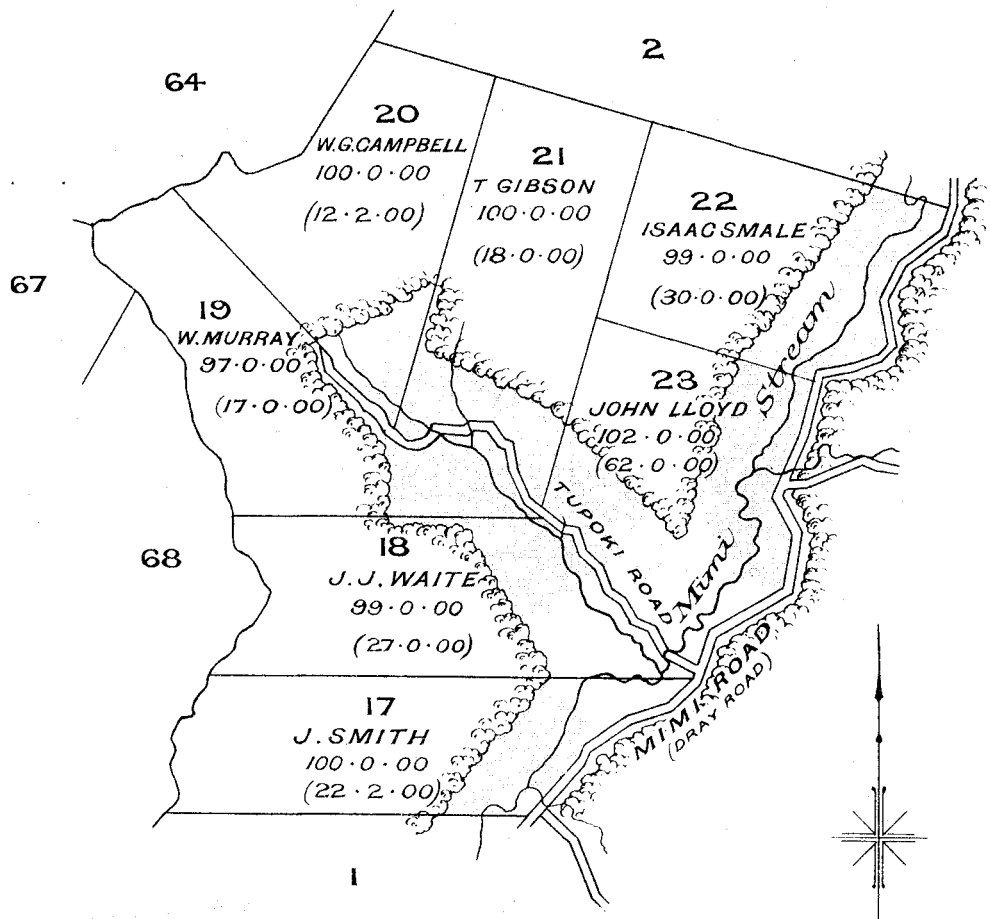
Road felled 1 chain wide cleared and stumped 15 feet wide

URUTI IMPROVED FARMS SETTLEMENT

MIMI SURVEY DISTRICT

Scale of chains

20 15 10 5 0 20 40 60

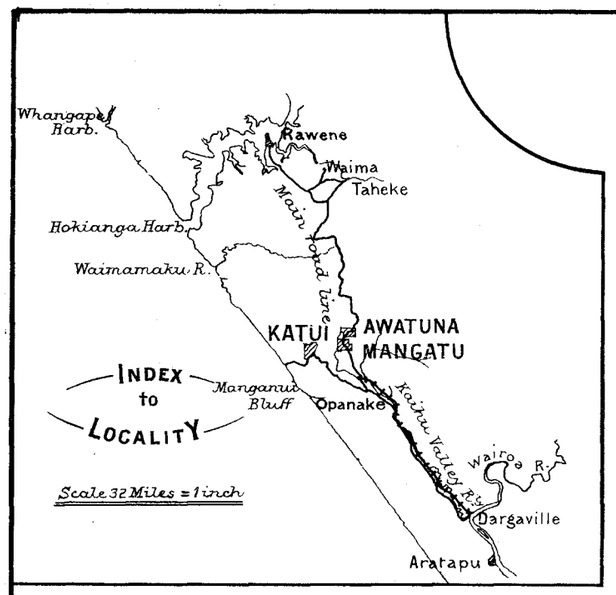


REFERENCE

Areas felled, burnt and grassed ☐

Mimi Road formed but not yet bridged

Tupoki Road felled 1 chain wide cleared and stumped 12 feet wide but not bridged



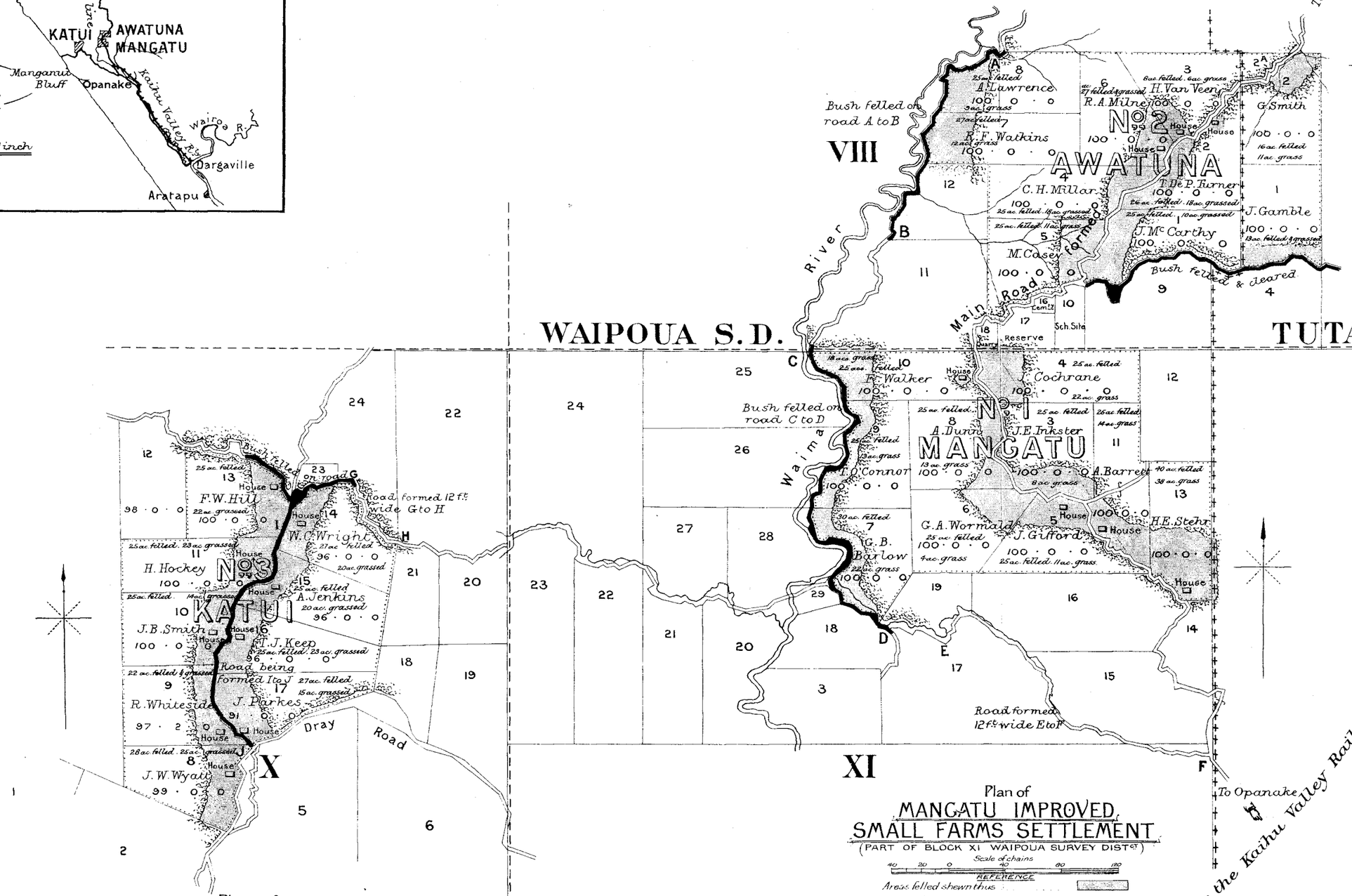
Plan of AWATUNA IMPROVED SMALL FARMS SETTLEMENT

(PARTS OF BLOCK VIII WAIPOUA AND V TUTAMOE S. Dcts)

Scale of chains 40 20 0 40 80 120

REFERENCE

Areas felled shewn thus .....



Plan of KATUI IMPROVED SMALL FARMS SETTLEMENT

(PART OF BLOCK X WAIPOUA SURVEY DISTRICT)

Scale of chains 40 20 0 40 80 120

REFERENCE

Areas felled shewn thus .....

Plan of MANGATU IMPROVED SMALL FARMS SETTLEMENT

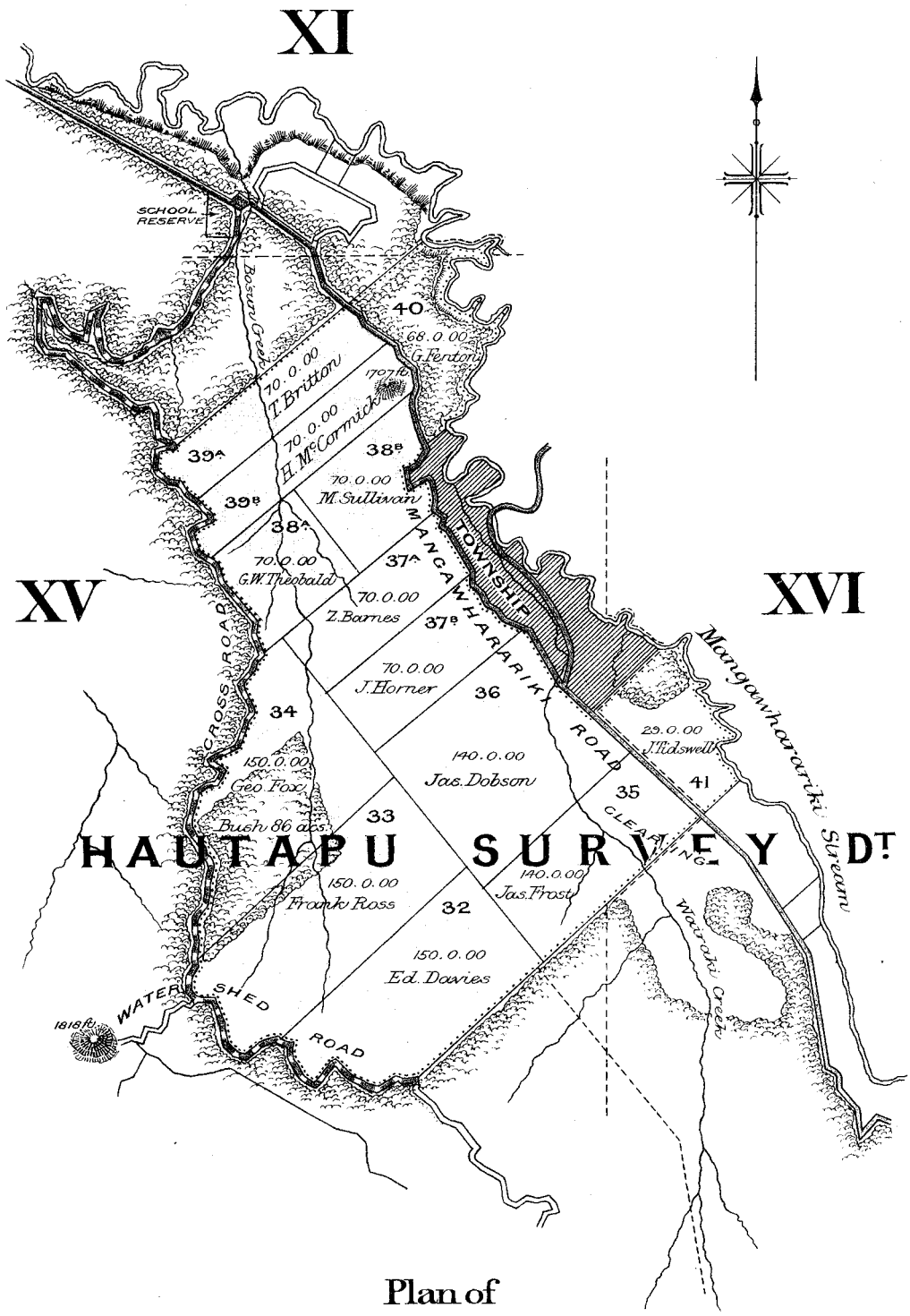
(PART OF BLOCK XI WAIPOUA SURVEY DISTct)

Scale of chains 40 20 0 40 80 120

REFERENCE

Areas felled shewn thus .....

J. LEAHY DEL



Plan of
PEMBERTON IMPROVED
SMALL FARMS SETTLEMENT

Scale of chains

20 10 0 20 40 60 80 100

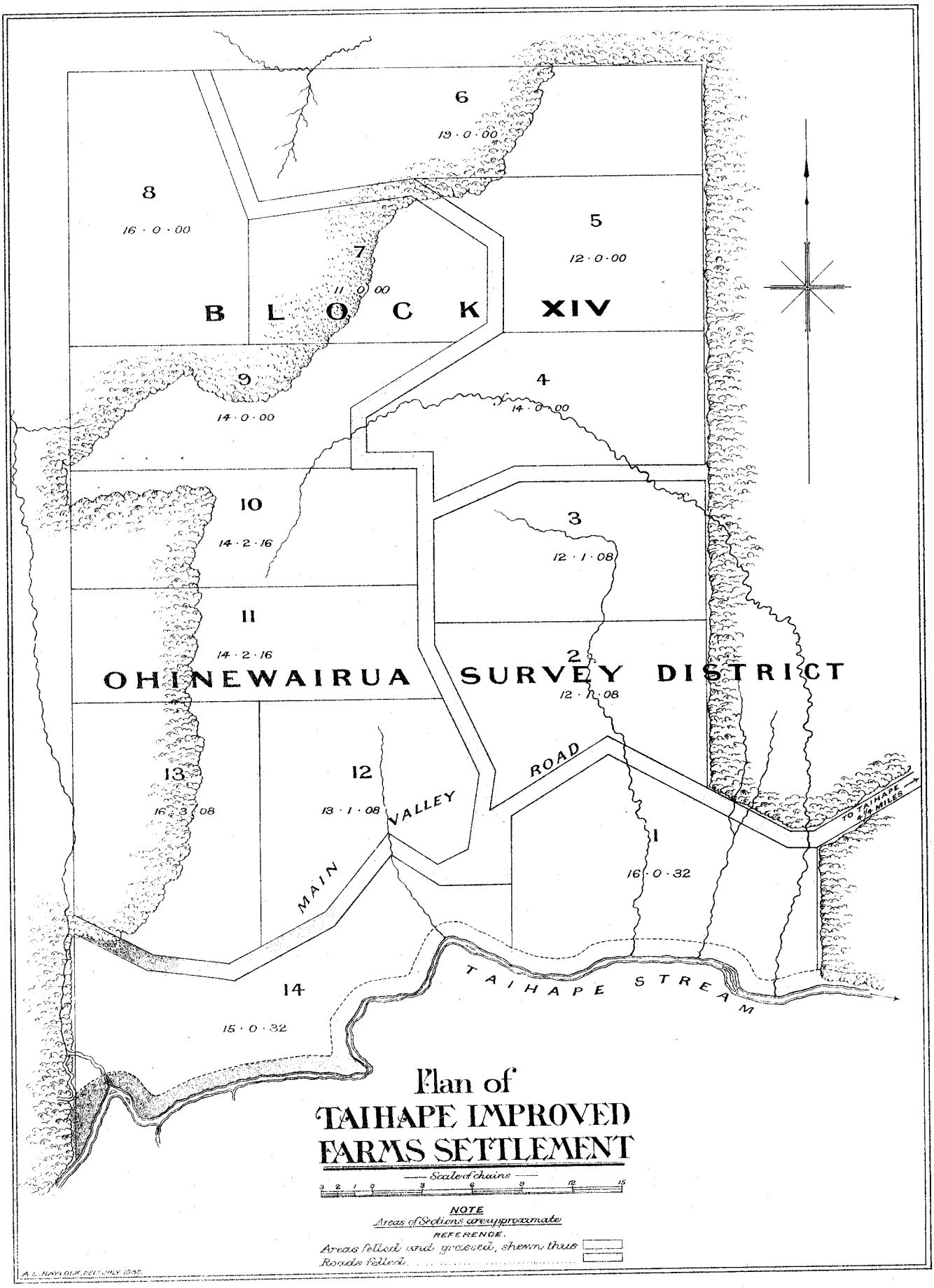
REFERENCE

Area felled shewn thus.....

Dray Road completed.....

Road felled.....

T.M.Grant Del



Plan of TAIHAPE IMPROVED FARMS SETTLEMENT

Scale of chains

3 2 1 0 3 6 9 12 15

NOTE

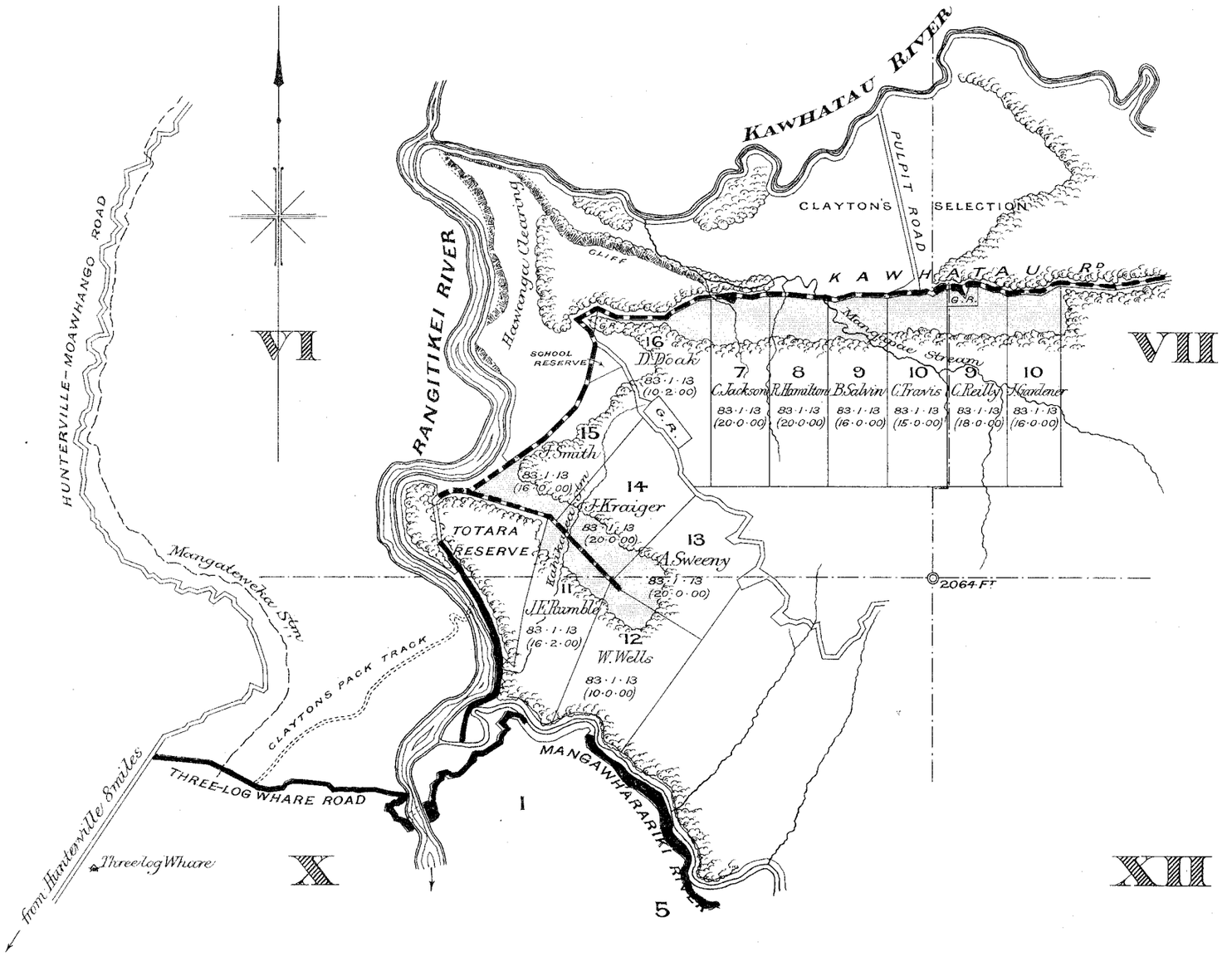
Areas of Sections are approximate

REFERENCE.

Areas felled and grassed, shewn thus

Roads felled

A. L. HAYLOCK, DEC. JULY 1895.



PLAN OF

KAWHATAU IMPROVED SMALL FARMS SETTLEMENT

(HAUTAPU SURVEY DISTRICT)

Scale of chains

20 15 10 5 0 20 40 60 80 100 120 140

REFERENCE

Areas felled shewn thus .....

Dray Road completed .....

Horse Road completed .....

A. L. Hayhock delt. June 1895

felled and grassed, and the settlers are erecting their houses. These settlers will also be employed part time on the Mimi Road.

The Ngaire Settlement consists of twenty-seven allotments, on six of which 47 acres have been felled and grassed, and houses will shortly be erected. The seclectors are at present on the drainage works, Ngaire Swamp.

The Mangaere Settlement, at about 22 miles down the Ohura Road from Stratford, consists of eight holdings, on which 47 acres have been felled and grassed. Four of the houses have already been erected, and the others are in progress.

The Tamatahi Settlement, about 30 miles inland from Waitotara Township, consists of four holdings, three of which are allotted, and upon which 16 acres have been felled and grassed. Houses will shortly be erected.

The selectors work on the co-operation works, Rawhitiroa Road.

The reason such comparatively small areas have been felled on all but the Uruti Settlement is that the sections were allotted late in the year, and there was no time during the felling season to get down greater areas.

Wellington.

Taihape Improved Farm.—Here the Christchurch settlers have felled about 150 acres out of the 200 acres allotted to them. All trees under 4ft. diameter were specified to be felled; as a rule the work was fairly done, the cleared land being sown, the unsold portions only being sown by Government. Expenditure to date, £105 13s. The allotments have been laid out, and will shortly be balloted for.

Pemberton Improved Farm.—The first block set apart for this class of settlement is the Pemberton Block, containing 1,260 acres, which has been allotted to thirteen settlers, who are now residing upon it. Of it 940 acres have been felled and grassed, and a good deal of it will be fenced during the ensuing winter. The rents on this block will, in terms of the regulations issued for the management of these settlements, commence on the 1st of July next.

Kawhatau Settlement containing 1,000 acres, was started on the south side of the Rangitikei, opposite to the Mangaweka Township on the Kawhatau River, the block being allotted to twelve settlers, who are now located on the land. Under co-operative contracts 198 acres were felled, 10 to 20 acres being felled on each allotment to give every settler a start, the bush being felled in a continuous block to insure a good burn. It is intended to fell a further block of a similar size this winter, after which it is expected the settlers will have made sufficient start to be able to continue their own bushfelling. Access to the farm settlement, as well as to other settlements in the neighbourhood, has been obtained by crossing the Rangitikei River from the Three Log Whare Road with a cage on wire-rope, the span being 380ft. A temporary track from Clayton's crossing, where the river is crossed, has been made into the settlement, this track being necessary owing to the absence of a bridge over the river to connect with the Kawhatau Valley Road.

Tenui Improved Farm.—A further block of 1,200 acres in the Awarua has been set apart for twelve settlers from Masterton and Tenui. This has now been laid off, and will shortly be ballotted for amongst them, so that they can start bushfelling this season.

Hautapu Improved Farm.—A block of 1,200 acres on the Hautapu River was also set apart under instructions from the Minister of Lands for co-operative workmen on the railway-line, and called the Hautapu Settlement. This is now under survey.

Over 310 names have now been registered of men willing and anxious to take up land under these conditions, which I have no doubt will be increased to 500; but there will be great difficulty in finding suitable land on which to locate them, because there are several conditions which are essential to making these settlements a success. The first is that the land should be of good quality; secondly, it must be fairly level or undulating country fit for close cultivation whereas, the bulk of the land remaining in the hands of the Crown, though of good quality, is rough and in most cases broken country not fit to be worked in small holdings; thirdly, the location of each settlement should be in such a position that the men can get employment for part of the year without having to travel out of the district in which they are settled.

To settle the 300 applicants with even 100 acres, will take 30,000 acres, and, to provide for the applications likely to be received, will probably take 20,000 acres more.

To meet this demand, it has only been practicable to select—in addition to the three blocks containing together 2,600 acres chosen last year for the Christchurch (Taihape), Masterton-Tenui, and Kawhatau settlers—two further blocks of suitable land in the Awarua, containing 1,500 acres, between the Hautapu and Rangitikei Rivers, and 2,000 acres west of Moawhanga—the latter being, however, rather distant from a market to make a very successful settlement of it; and in the Waimarino country, a further block of 2,000 acres of fairly level land, but which is also in the meantime too remote from where the men are likely to obtain occasional work outside their own holdings.

Otago.

The following improved-farm special settlements in this district have been proclaimed during the year: Purakauiti No. 1, consisting of Sections 14, 15, 16, 17, and 20, Block IX., Woodland District, 428 acres 3 roods 19 perches; Purakauiti No. 2, consisting of Sections 9, 10, 11, 12, 13, 18, 19, 21, 22, and 24, of said Block IX., Woodland District, 1,515 acres; Puaho, consisting of sections 2 to 8 of the same block, containing 1,003 acres; and Heathfield, being Sections 1 to 30, Block XI., Tautuku District, containing 2,400 acres. With regard to the first mentioned—namely, Purakauiti No. 1—the sections were improved by clearing and grassing, but the co-operative labourers who performed the work failed to take them up, and they were dealt with under Part III. of the Land Act, as improved rural land, and, with the exception of Section 20, an educational reserve, have been

disposed of as follows: Section 14 on lease in perpetuity at a capital value of £4 per acre, Section 15 on occupation with right of purchase at £3 7s. an acre, Section 16 on lease in perpetuity at £3 4s. 6d. an acre, and Section 17 on occupation with right of purchase at £4 an acre; these being the improved values, estimated to cover the cost of the improvements effected on the land.

In the case of Purakauiti No. 2, an area of 1,515 acres has been allotted to thirteen selectors, who have signed the agreements prescribed by the regulations, and are now engaged in clearing the land. Up to the 31st March the sum of £454 12s. 1d. had been paid to these selectors for bushfelling and other works, and the sum of £111 had been otherwise expended for grassing and incidental expenses, making a total of £565 12s. 1d.

At Puaho an area of 371 acres 1 rood has been allotted to three settlers, and the total sum of £41 10s. expended thereon.

With respect to Heathfield, on the 31st March there were twenty-seven allotments held over 2,253 acres 3 roods 28 perches, of which 673 acres in Heathfield have been felled and 639 acres burned and sown; the selectors, with their wives and families, numbering 113 people, and the amounts paid to the selectors had been: For houses, £60; for bushfelling and other works, £2,602 12s. 3d.; the total amount expended in connection with the settlement being £3,210 17s. 3d. There are twenty houses in the settlement, and a considerable amount of fencing has been erected. The Inspector reports that the season has been an exceptionally good one for burning; that the young grass is in good condition, and that, if fairly stocked, there will be sufficient to keep a factory going. The schoolhouse is finished, and it is expected there will be an attendance of about forty children. Six of the selectors availed themselves of the privilege of obtaining advances from the Government towards erection of houses, to the extent of £10 each. It is proposed to extend this settlement by including another thousand acres to the west of the present site, and to divide this into twelve or fifteen sections, to accommodate as many.

In each of these cases the settlement is only in the preliminary stage, the final adjustments as to rentals and leases having yet to be made, when a sufficient amount of clearing, grassing, &c., has been effected. It is believed that the men to whom the allotments have been given will, in the majority of cases at all events, become good settlers.

Proposals have been made to establish an improved-farm settlement on portions of Blocks II. and VIII., Woodland District, which blocks have recently been surveyed for settlement. There can be no doubt that where suitable land is available for the purpose, and the money for clearing and improvements is judiciously expended, settlement can be largely promoted by this system, as it enables a man with little or no means to obtain a piece of improved land that is immediately reproductive.

Southland.

There are two of these settlements now in operation in this district, carrying forty-two men, most of whom have wives and families.

The *Waikawa Settlement* has eighteen men on seventeen sections, and with their families number thirty-seven people; six very fair houses have been built, and three of the selectors have had advances of £10 each to assist them in building their houses; 177 acres were felled, and 153 acres burned and sown.

The *Papatotara Settlement*, across the Waiau River, has twenty men on fifteen sections, and was established about the same time as the one at Waikawa. There is a large amount of excellent timber in this settlement, and this has been reserved by the Crown, with the exception of what the selectors may require for their own use. 278 acres were felled, 218 burned, and 223 grassed. Advances for houses have been made to the amount of £50.

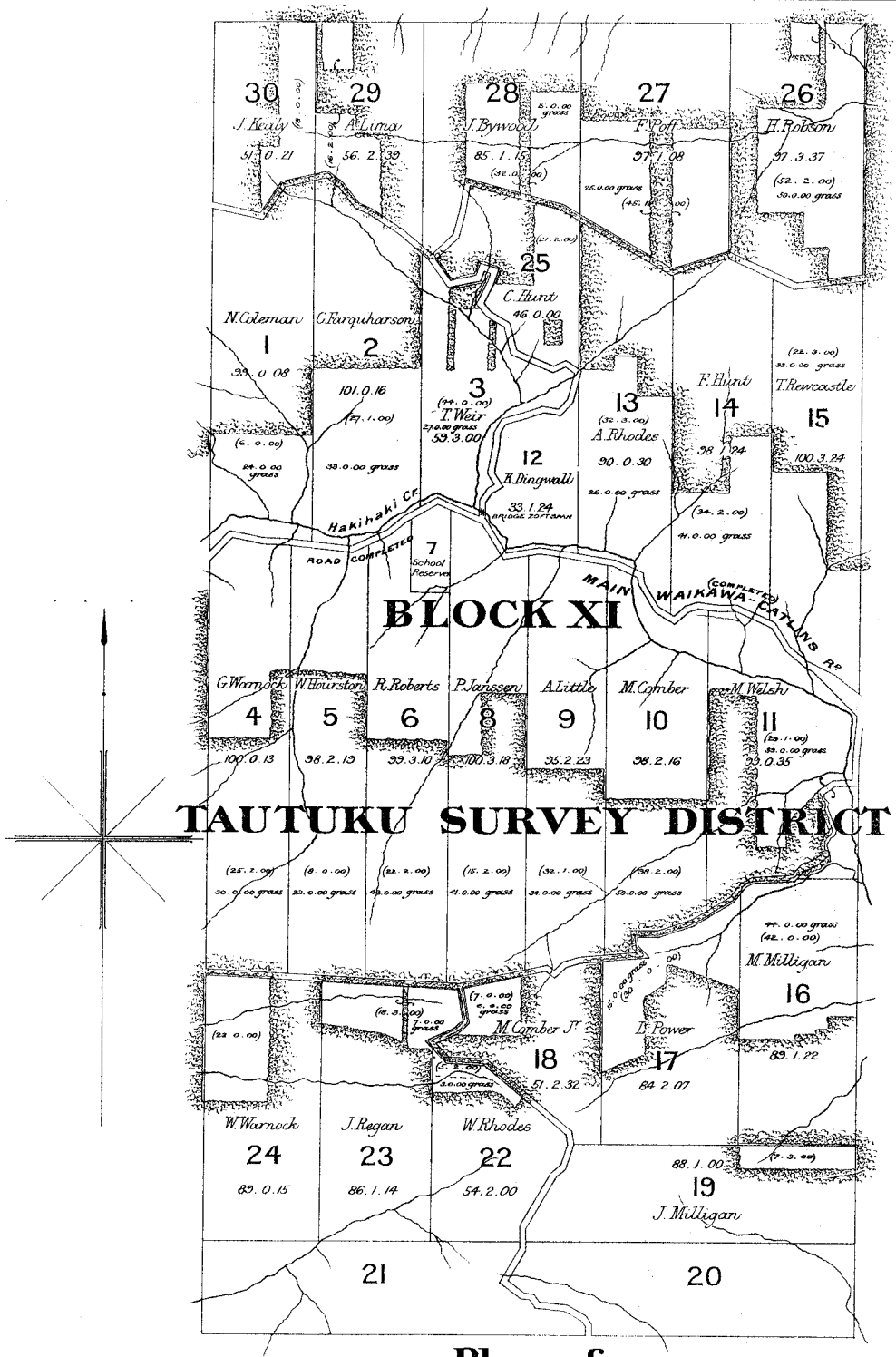
It would be premature as yet to express any opinion as to the success of these settlements, because the whole system will depend almost entirely on the individuals who hold the land. It may, however, be reasonably expected that if the settlers are industrious, and adapt themselves to the changing conditions of the country, and co-operate for their common welfare, there will be nothing to prevent their making comfortable homes for themselves. On the other hand, if they persist in keeping to the old practice of grazing a few stock and depending on Government aid, they will not succeed. Remarks on these matters, founded on observation and experience during forty years' residence in this colony, point out that what these settlers require to realise is that, starting as they do with practically nothing, it would be unreasonable for them to expect to make money, at any rate at first, and that they will have to work hard for the first few years simply to enable them to establish homes and to live.

Two more of these settlements are going to be established at once—one at Haldane, between Fortrose and Waikawa, and another in Seaward Bush, and there are already many applicants for each.

Haldane.—This settlement, which is situated about midway between Fortrose and Waikawa and fronting the coast, has been divided into twenty-five sections, which are to be allotted to the association on 1st proximo. The land is of very good quality, heavily timbered, and here also the timber will be reserved. Access is had by the Waikawa–Otara Road, which is now formed continuously from Fortrose to about half a mile beyond the settlement. There is also an alternative road along the coast leading to Waikawa on the east and Fortrose on the west.

Seaward Bush.—A number of sections are now being surveyed between Tisbury and Woodend, in the old worked-out sawmill areas, and within the next few weeks an association will be formed, and these sections allotted to applicants under the improved farm system.

It is considered that, although the land is not of the best quality, yet, from its proximity to Invercargill and the railway system, settlers should be able to make a good living for themselves by taking up fruit-growing gardening, pig- and-poultry raising, and other industries apart from mere grazing.



Plan of
HEATHFIELD IMPROVED FARMS SETTLEMENT.

Scale of chains

10 0 10 20 30 40 50

REFERENCE.

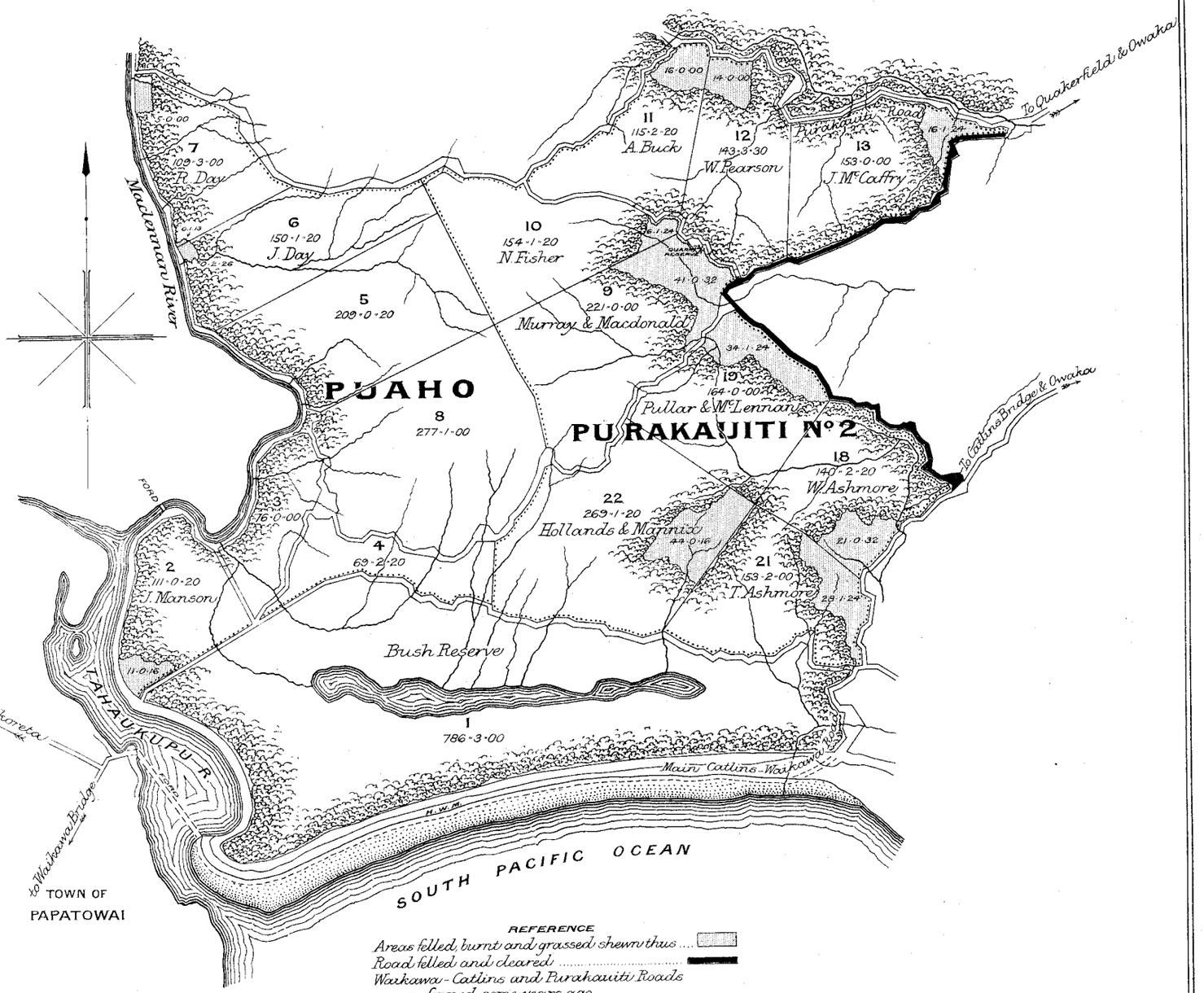
Areas felled ..... shewn thus
Areas burnt and grassed .....
Road felled and cleared 1 chain wide and partly formed 12 feet wide .....
Acreages felled are shewn in brackets.

DRAWN BY T.M. GRANT. JULY. 1895

PLAN OF
PUAHO AND PURAKAUITI Nº2
IMPROVED FARMS SETTLEMENTS

(BLOCK XI WOODLAND SURVEY DISTRICT)

Scale of chains
20 15 10 5 0 20 40 60 80 100



REFERENCE

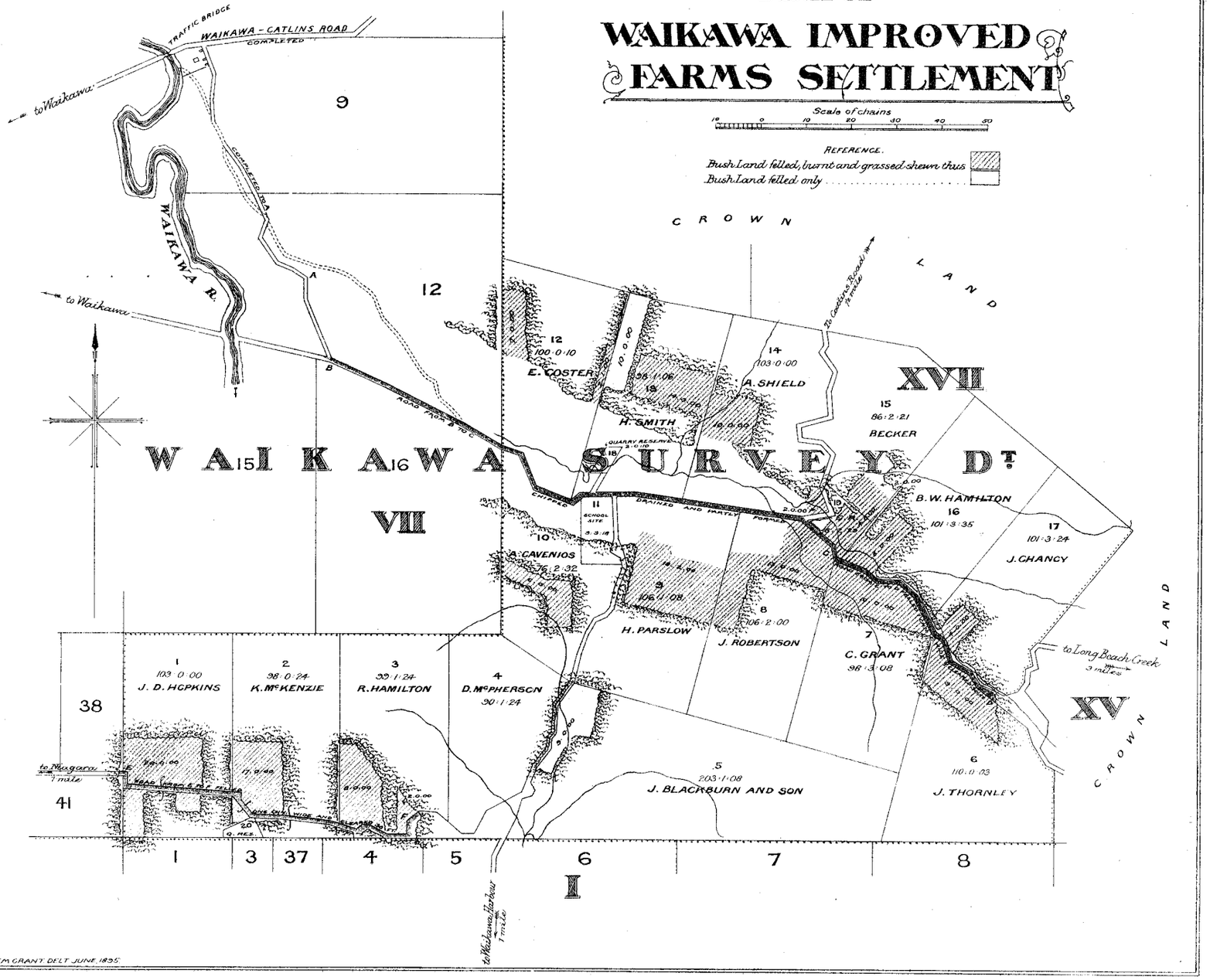
Areas felled, burnt and grassed shewn thus ....

Road felled and cleared .....

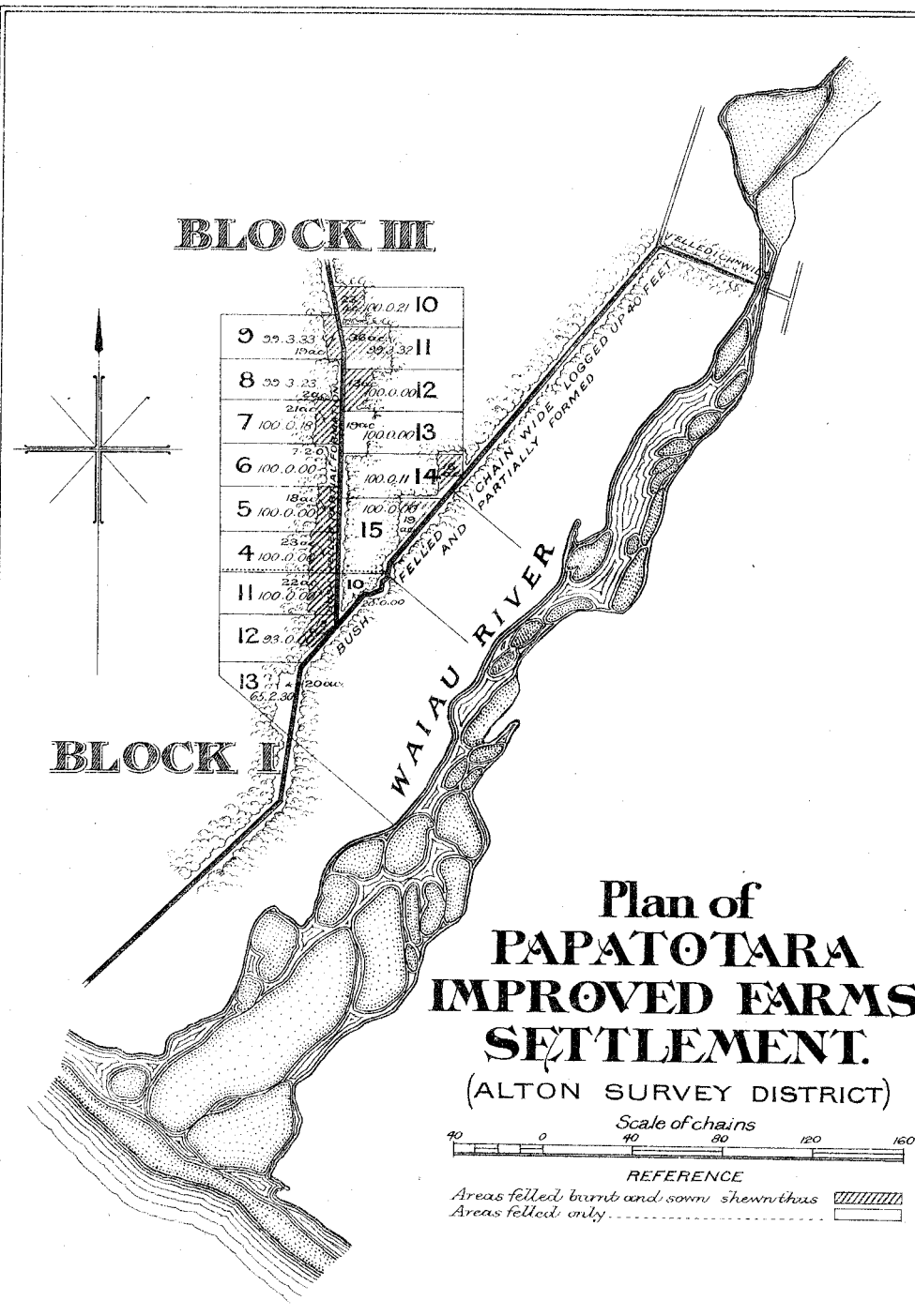
Waikawa-Catlins and Purakauiti Roads were formed some years ago.

Photo-Lithographed at the Head Office, Department of Lands and Survey, Wellington, N.Z.

Plan of
WAIKAWA IMPROVED FARMS SETTLEMENT



T.M. GRANT DELT. JUNE 1895.



T.M. GRANT. DELT. JUNE 1895.

IMPROVED FARM SETTLEMENTS.

RETURN showing Position and Transactions from their commencement to the Year ending 31st March, 1895.

Names.	Areas set Aside.	Areas and Dates of Proclamations.	Number of Allotments in each Settlement.	Number of Settlers who have been Allotted.	Settlers Resident.	Area Felled.	Areas Felled and Grassed.	Roads Felled and Formed, or partially Formed.	Amount Paid to Selectors for Improvements: Past and Current Transactions.			Value of Improvements now on the Land, including that Paid for by Government.
									For Houses.	For Bush-felling and other Works.	Total Payments.	
Auckland—	A. R. P.					Acres.	Acres.	Mls. Chs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Awatuna	1,000 0 0	Proclaimed, *Gazette* 1895, p. 863	10	10		217	135		..	..	..	..
Mangatu	1,100 0 0	" " 1895, p. 863	10	10	27	270	163	12 15	..	..	..	..
Katui	1,000 0 0	" " 1895, p. 863	9	9		229	184		..	..	..	..
Rangatira	1,400 0 0	" " 1895, p. 863	*	*	*	*	*	*	..	..	..	..
Hawke's Bay—												
Waikopiro	1,880 0 0	" " 1895, p. 79 ..	16	16	5	129	129	2 10	..	278 3 3	278 3 3	278 3 3
Taranaki—												
Ngaire	170 1 30	" " 1895, p. 233	27	10	†	47	47	2 75	94 17 5	93 1 3	187 18 8	187 18 8
Tongaporutu ..	2,500 0 0	" " 1894, p. 1505	18	8	6	45	45	4 0	..	72 1 6	72 1 6	72 1 6
Mangaere	482 2 13	" " 1895, p. 30 ..	14	8	8	47	47	Road previously formed	..	87 17 6	87 17 6	87 17 6
Uruti	697 0 0	" " 1895, p. 30 ..	7	7	6	189	189	2 20	47 10 7	378 5 7	425 16 2	425 16 2
Taumatatahi ..	430 0 0	" " 1894, p. 1691	4	3	3	16	16	1 40	..	26 3 4	26 3 4	26 3 4
Wellington—												
Taihape	200 0 0	" " 1894, p. 1950	14	10	‡	150	150	3 40	..	105 13 0	105 13 0	105 13 0
Pemberton	1,260 0 0	" " 1895, p. 30 ..	13	13	13	940	940	6 40	..	..	..	..
Kawhatau	1,000 0 0	" " 1894, p. 1637	12	12	12	198	..	5 0	..	..	..	..
Otago—												
Purakauiti No. 2 ..	1,515 0 0	" " 1895, p. 29 ..	10	13	13	217 5½‖	217	2 40	..	565 12 1	565 12 1	565 12 1
Puaho	1,003 0 0	" " 1895, p. 30 ..	7	3	3	17	17		..	41 10 0	41 10 0	41 10 0
Heathfield	2,400 0 0	" " 1895, p. 438	29	27	27	673	422 217¶	1 50	60 0 0	2,139 2 11	2,199 2 11	3,210 17 3
Southland—												
Waikawa	1,684 1 27	500 acres (part) proclaimed 1891, p. 585	16	17	18	177	153	3 34	30 0 0	729 5 2	759 5 2	1,014 5 2
Papatotara	1,480 0 0	Proclaimed, *Gazette* 1894, p. 1618	15	20	20	278	223		45 0 0	904 1 4	949 1 4	949 1 4
Totals ..	21,202 1 30	..	231	196	161§	3,844½	3,294	47 44	277 8 0	5,420 16 11	5,698 4 11	6,964 19 3

* Not started before the 31st March, 1895. † Settlers at present on Ngaire Drainage Works. ‡ Allotments shortly to be balloted for. § Exclusive of wives and families. ‖ Underscrubbed only. ¶ Scrubbed and grassed.

APPENDIX, NO. 6

REPORT UPON VILLAGE-HOMESTEAD SETTLEMENTS FOR THE YEAR ENDED 31ST MARCH, 1895.

THE following returns give full details of village-homestead settlements in each of the provincial districts of the colony for the year ended 31st March, 1895:—

During the past year twenty-four new settlements have been formed, seven in the North Island, and seventeen in the Middle Island. Two hundred and ninety-five new selectors have taken up sections of land, representing in the aggregate 7,616 acres,—an average of 25¾ acres to each settler.

The position of the settlements on the 31st March last was as follows:—

Number of settlements in the colony		144
In the North Island	43	
In the Middle Island	101	
		144
Number of original settlers		1,814
Original settlers now remaining		1,150
Number of present settlers		1,395
Resident	939	
Non-resident	401	
Not reported on	55	
		1,395
In the North Island	580	
In the Middle Island	815	
		1,395

The number now settled on the land under the village-homestead settlement system, including wives and families, is 4,561, namely:—

In the North Island	2,556	
In the Middle Island	2,005	
		4,561

There is still a large number not residing on their sections; it is partly due to the fact that many of them are sadly in want of means to build on their holdings before they can settle there with their wives and families; the others are new selectors, and the time allowed for residing has not yet expired.

	Acres.	Acres.
The total acreage originally taken up was		48,156
In the North Island	26,959	
In the Middle Island	21,197	
		48,156
The total acreage now held is		33,804
In the North Island	15,520	
In the Middle Island	18,284	
		33,804
Average area to each settler		24
Total area laid down in pasture, or cultivated		13,067
In the North Island	5,705	
In the Middle Island	7,362	
		13,067

	£ s. d.	£ s. d.
The amount advanced this year for dwelling-houses, bush-felling, and grassing was...		460 12 6
In the North Island	410 12 6	
In the Middle Island	50 0 0	
		460 12 6

The total amount advanced from the commencement of the system to the 31st March last is as under:—

	£ s. d.	£ s. d.
North Island—For dwelling-houses	9,104 8 1	
Bushfelling, &c.	11,353 8 2	
		20,457 16 3
Middle Island—For dwelling-houses	4,511 0 0	
Bushfelling, &c.	810 2 2	
		5,321 2 2
Total advanced		£25,778 18 5

Equivalent to an advance of 15s. 3d. per acre.

	£ s. d.	£ s. d.
The total annual rent, including interest on advances, amounts—		
In the North Island to	1,966 4 5	
In the Middle Island to	3,051 12 10	
		5,017 17 3
Equivalent to a rental of 3s per acre.		
The amount received as rent and interest for the year ending 31st March last was—		
In the North Island	1,676 6 1	
In the Middle Island	2,581 12 1	
		4,257 18 2
The total amount received for rent and interest from the commencement of the system to the end of the past financial year was ...		17,620 7 0
Classified as under :—		
North Island.—Rent	5,114 4 2	
Interest	3,163 15 4	
		8,277 19 6
Middle Island.—Rent	7,881 3 1	
Interest	1,461 4 5	
		9,342 7 6
Total receipts		£17,620 7 0
The arrears of rent and interest on the 31st March last amounted to...		2,575 3 2
Namely :—		
North Island—Arrears of rent	1,042 18 11	
Arrears of interest	1,082 17 0	
		2,125 15 11
Middle Island—Arrears of rent	389 6 8	
Arrears of interest	60 0 7	
		449 7 3
Total arrears		£2,575 3 2

The forfeitures and surrenders during the year number 56, the area being 1,127 acres, and the annual rent £239 13s. 5d., as under :—

		A.	R.	P.	£ s. d.
North Island	28 ...	552	3	15 ...	126 8 8
Middle Island	28 ...	574	2	17 ...	113 4 9

During the past year 48 settlers have been allowed to exchange their village-homestead settlement tenure for leases in perpetuity.

	£ s. d.	£ s. d.
The value of improvements now on the land amount to		92,834 0 0
In the North Island	52,903 0 0	
In the Middle Island	39,931 0 0	
		92,834 0 0

The financial position in round numbers is therefore this :—

	£
Capital value placed upon the land when disposed of	79,315
Amount advanced to settlers	25,778
Payments made by settlers as rent and interest	17,620
Value of improvements now on the land	92,834
And if the amount advanced is deducted, there remains	67,056

as representing the value of the work done by the settlers.

Cheviot.

The number of settlers on small areas at Cheviot under the village-homestead system is 87, and, with their wives and families, number 341; the total area they occupy is 2,419 acres 1 rood 22 perches, the average area to each settler being under 28 acres; the annual rent is £844 3s. 6d., equivalent to an average of nearly 7s. per acre.

The amount paid as rent by the village settlers at Cheviot for the year ending 31st March last was £771 2s. 2d., and the total payments made by them since they occupied the land amount to £1,079 5s. 11d. On the same date eleven settlers only were in arrear, the rent due being £48 7s. 8d.

The number of sections forfeited or surrendered was seven, the area being 175 acres 1 rood 38 perches, and the annual rent £64 2s. 4d.

The sum of £40 was advanced to assist four of the settlers to erect cottages.

The improvements which the eighty-seven settlers have made on the land are valued at £3,044, thus proving that they have been industrious, and are of the right class.

General Remarks.

The figures shown in the annual return clearly indicate that the system of village settlements is one to encourage and extend, but it cannot be done successfully without means. I know at the present time many of the village settlers who are badly off, and require aid to enable them to establish themselves on the land; it is for the want of more generous aid that the progress under this system is comparatively slight in proportion to what it should be.

If village settlements are to be a real benefit to men whose time is not fully employed, some assistance is really necessary to enable them to build their cottages, and, if on bush lands, a little

further help to clear a few acres for cultivation and grazing, and thus assist them to tide over the the first few months.

It has been found in the Colonies of New South Wales, Victoria, and South Australia that it is absolutely essential to make grants, by way of loan, in order to carry labour-settlements to a successful conclusion.

In New South Wales the amount allowed is as under: £50 for each head of a family who has a family dependent upon him; £40 for a married man without a family; £30 for an unmarried man over the age of twenty-one. And only last year the Hon. J. H. Carruthers, the present Minister of Lands, introduced a Bill to amend the Labour Settlement Act; the Bill proposed to increase the amount to £75 for each head of a family who has a family dependent upon him, £60 for a married man without a family, £45 for an unmarried man over the age of twenty-one years.

The Bill passed the Legislative Assembly, but exception was taken in the Legislative Council to the additional grant proposed to single men, consequently the Bill did not pass the Upper House.

During the debate it was stated that—"In New Zealand, where the experiments are a partial success, it has been found that the sum of £70 is the amount (for the head of a family with a family dependent upon him) necessary for the purpose of carrying on a settlement."

In Victoria the amount was £30 for each settler, but has recently been increased to £40.

In South Australia the amount of assistance granted is £50 to each settler, but I have reason to believe that in certain cases this amount will be increased.

In England the amount set out by the Colonizing Society as being necessary, in their opinion, to carry out the work of land settlement successfully is £100 per family.

In New Zealand very little money has been advanced during the past few years by way of assisting new village settlers to permanently settle on the land. A sum of £10 has been granted, as a loan, in a few cases; but I respectfully submit that the amount is too small to be of any real service.

In order therefore that the work of settling the people on the land, under village-settlement regulations, may be pushed forward with much greater vigour than heretofore, I would respectfully recommend that more land in suitable localities, and of good quality, should be open under this system; and that all village settlers who are approved by the respective Land Boards should be granted the following assistance by way of loan: Towards the erection of a cottage, £20; in bush lands further assistance at the rate of £2 per acre up to 10 acres; for felling, burning, and grassing, £20; which means that on plain or open lands the assistance would be £20, and on bush lands the aid would be £40.

In the case of dwellings the money would not be advanced until a building of at least the value of the loan was on the land, and bushfelling, &c., would only be paid for as the work proceeds, and in proportion to the amount done.

Arrangements should also be made for the repayment of these advances by instalments after the first four years; a fund would thus be created from which assistance might be granted to new settlers.

In order to guard against loss to the settler through fire, each dwelling-house should be insured in the name of the Minister of Lands and the occupier.

The foregoing remarks deal only with ordinary village-homestead settlements in localities where private employment may be obtained; and, although a great deal may be done in this direction to relieve the labour market, still village settlements will not accomplish all that is necessary. Something more is required to be done for men out of employ, and there are two other ways at least worthy, I think, of consideration in dealing with the excess of labour.

The first is the establishment of labour settlements in the vicinity of some large public work, whereby men would find employment for a fortnight or a month on that public work, and employ an equal amount of time in improving their holdings.

I may here be allowed to remark that Mr. Mueller, Commissioner of Crown Lands, Auckland, has recommended the drainage of the Tokatoka Swamp as a highly profitable and thoroughly practicable scheme, which would give employment to a number of men, and at the same time provide permanent settlement. I inspected this land, and reported that I fully endorsed all Mr. Mueller had said. I am pleased to add that this work is now in hand preparatory to arranging a settlement on this system. Other blocks in the colony might be dealt with in a similar manner.

The second way is the establishment and promotion of labour colonies to give employment and instruction to men who are capable of work, but are without occupation, and lack experience on agricultural or bush lands.

As I am reporting fully on this subject, I need not repeat my remarks, more especially as this report is on the village-homestead settlements of the colony now in existence.

I trust the results of the work as set forth herewith will prove satisfactory, at the same time I feel that very much remains to be done to place the settlements in a sound position, and the settlers in a more prosperous and contented condition. Instead of the settlements being only a partial success, they can be made a genuine and complete success, and the recommendation I have made will, I think, in a great measure accomplish this, if they are allowed.

I hope, therefore, the proposal will meet your approval, and be favourably considered by the Hon. the Minister of Lands.

J. E. March,
Superintendent of Settlements.

The Surveyor-General, Wellington.

SUMMARY OF VILLAGE-HOMESTEAD SETTLEMENTS.

Name of District.	Number of Original Settlers.	Original Settlers now remaining.	Number of Present Settlers.* Resident.	Number of Present Settlers.* Non-Resident.	Total Acreage originally taken up.	Total Acreage now remaining.	Total Acreage laid down in Pasture or Cultivated.	Taken up during the Year. No.	Taken up during the Year. Area Allotted.	Taken up during the Year. Average Area to each Settler.	Taken up during the Year. Average Rental per Acre.	Exchanges to Lease in Perpetuity from Village-homestead Special-settlement Tenure. No.	Exchanges to Lease in Perpetuity from Village-homestead Special-settlement Tenure. Area.	Exchanges to Lease in Perpetuity from Village-homestead Special-settlement Tenure. Amount Advanced added to Capital Value of Land.	Exchanges to Lease in Perpetuity from Village-homestead Special-settlement Tenure. Present Annual Rent.	Forfeitures and Surrenders during the Year. No.	Forfeitures and Surrenders during the Year. Area.	Forfeitures and Surrenders during the Year. Rental, including Interest.	Total Area held on 31st March, 1895. No.	Total Area held on 31st March, 1895. Area.	Total Area held on 31st March, 1895. Value.	Total Area held on 31st March, 1895. Yearly Rental, including Interest on Advances.
					Acres.	Acres.	Acres.		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£	£ s. d.
Auckland ..	461	205	231	22	21,229	10,553	3,293	..	..	..	..	25	1,087 1 6	800 15 0	63 19 2	5	189 1 0	16 19 2	253	10,553 0 10	7,520	790 3 9
Hawke's Bay ..	34	12	29	2	236	194	190	..	..	..	..	23	93 3 13	1,325 2 0	26 4 0	..	..	..	31	193 2 20	740	80 5 4
Wellington ..	350	197	177	*64	5,494	4,773	2,222	90	2,105 0 1	23 0 0	0 6 7	..	..	..	..	23	363 2 15	109 9 6	296	4,773 3 14	15,360	1,095 15 4
Nelson	21	16	18	2	106	104	78	..	..	..	..	..	..	..	..	..	..	..	20	104 1 12	326	19 16 0
Marlborough ..	22	11	10	4	342	236	161	..	..	..	..	..	..	..	..	..	..	..	14	236 0 5	369	23 13 0
Canterbury ..	401	313	257	108	12,718	11,309	5,254	83	3,585 2 12	43 0 0	..	..	..	..	..	14	414 3 38	99 15 0	365	11,309 0 38	37,900	2,020 2 2
Otago	288	202	140	82	4,606	3,614	1,106	56	737 3 20	13 0 0	..	..	..	..	..	13	148 3 21	12 7 9	222	3,615 0 1	10,480	601 2 9
Southland ..	237	194	77	117	3,425	3,021	763	66	1,187 3 25	18 0 0	..	..	..	..	..	1	10 2 38	1 2 0	194	3,019 3 14	6,620	386 18 11
Totals ..	1814	1150	939	401	48,156	33,804	13,067	295	7,616 1 18	25 3 0	..	48	1,181 0 19	2,125 17 0	90 3 2	56	1,127 1 32	239 13 5	1395	33,804 3 34†	79,315	5,017 17 3

Name of District.	Amount advanced to Settlers during the Year. For Houses.	Amount advanced to Settlers during the Year. For Bush-felling, Grassing, &c.	Amount advanced to Settlers during the Year. Total Advances.	Total amount advanced to Settlers, Past and Current Transactions. For Houses.	Total amount advanced to Settlers, Past and Current Transactions. For Bushfelling, Grassing, &c.	Total amount advanced to Settlers, Past and Current Transactions. Total Advances.	Payments made by Settlers during the Year. Rent.	Payments made by Settlers during the Year. Interest.	Payments made by Settlers during the Year. Total.	Total Payments made by Settlers from Commencement of System. Rent.	Total Payments made by Settlers from Commencement of System. Interest.	Total Payments made by Settlers from Commencement of System. Total.	Settlers in Arrear on 31st March, 1895. No.	Settlers in Arrear on 31st March, 1895. Area.	Settlers in Arrear on 31st March, 1895. Rent.	Settlers in Arrear on 31st March, 1895. Interest.	Settlers in Arrear on 31st March, 1895. Total.	Value of Improvements now on the land.	Number of Settlers, including Wives and Families.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.	£	
Auckland ..	159 0 0	161 12 6	320 12 6	5,644 8 1	7,385 12 6	13,030 0 7	342 4 6	186 17 3	529 1 9	2,457 4 11	1,436 5 3	3,893 10 2	168	7,145 2 5	544 18 7	773 0 6	1,317 19 1	25,636	1,194
Hawke's Bay ..	..	..	..	580 0 0	296 15 9	876 15 9	22 0 9	40 14 10	62 15 7	301 8 1	302 19 9	604 7 10	..	..	..	..	..	5,632	146
Wellington ..	90 0 0	..	90 0 0	2,880 0 0	3,670 19 11	6,550 19 11	811 10 9	272 18 0	1,084 8 9	2,355 11 2	1,424 10 4	3,780 1 6	172	2,488 0 0	498 0 4	309 16 6	807 16 10	21,635	1,216
Nelson	10 0 0	..	10 0 0	70 0 0	..	70 0 0	11 17 6	..	11 17 6	31 19 0	..	31 19 0	4	19 0 1	4 11 9	..	4 11 9	1,375	57
Marlborough ..	..	..	..	85 0 0	18 15 0	103 15 0	18 18 0	5 14 0	24 12 0	144 7 6	32 14 10	177 2 4	..	..	..	..	..	998	56
Canterbury ..	40 0 0	..	40 0 0	2,500 0 0	..	2,500 0 0	1,687 16 3	119 10 0	1,807 6 3	5,812 19 9	757 5 0	6,570 4 9	61	2,027 3 37	206 15 11	27 0 0	233 15 11	17,790	1,031
Otago	..	..	..	1,100 0 0	441 5 0	1,541 5 0	363 9 1	69 13 1	433 2 2	922 12 6	357 9 6	1,280 2 0	63	1,308 1 4	126 12 4	14 14 6	141 6 8	9,031	561
Southland ..	..	..	..	756 0 0	350 2 2	1,106 2 2	256 17 11	47 16 3	304 14 2	969 4 4	313 15 1	1,282 19 5	42	635 3 39	51 6 8	18 6 1	69 12 9	10,737	300
Totals ..	299 0 0	161 12 6	460 12 6	13,615 8 1	12,163 10 4	25,778 18 5	3,514 14 9	743 3 5	4,257 18 2	12,995 7 3	4,624 19 9	17,620 7 0	510	13,624 3 6	1,432 5 7	1,142 17 7	2,575 3 2	92,834	4,561

*Exclusive of fifty-five selectors not yet reported on.

†Includes endowment lands administered by the Lands Department.

APPENDIX No. 7.

THERMAL SPRINGS.

REPORTS ON THERMAL SPRINGS AT TE AROHA, ROTORUA, AND HANMER PLAINS, FOR THE YEAR ENDED 31ST MARCH, 1895.

TE AROHA HOT SPRINGS.

THESE springs are under the control of the Te Aroha Hot-springs Domain Board, and are managed entirely by the Board, without interference by Government. A vote of £300 was passed last session to aid the Board in carrying out its duties, and the money was spent by the Board in the erection of an office-building and a large cold-water swimming-bath.

ROTORUA.

Bathing Establishment.

The bathing accommodation has during the year been improved and increased by the completion of the new Rachel Baths, the massage-room, the dressing-rooms, and sulphur-vapour bath, of the Blue Bath; also by the enclosing of the sulphur baths 40 chains south of the Priest Bath. The enclosed space is 92ft. by 57ft., closely boarded 7ft. high. It is divided into two equal compartments, one for ladies, and one for gentlemen; each containing two baths 10ft. by 8ft., and 2ft. deep, and one 24ft. by 12ft., and 2ft. deep. This work is not quite complete, but I hope to have it done in a fortnight. There is a large quantity of sulphurous acidic water springing up within these compartments at a temperature of from 106° to 112°. As the enclosure is several feet above ordinary lake-level, the water in it can be regulated to the required temperature by means of sluice-gates, and, being capable of accommodating forty persons at a time, or an aggregate of four hundred persons per day, will be a great acquisition to the bathing establishment. This, together with previous accommodation, will give a capability of 1,400 baths per day of ten hours. This should meet all probable demands for a considerable time. The only inconvenience or present want is a ladies' swimming-bath. The present arrangement of giving ladies one hour and a half per day and two whole nights per week does not, for obvious reasons, suit either sex.

Baths.

The total number of baths taken during the year in the baths under control has been 23,196, and the cash received £434 11s. 3d., being an increase of 6,144 baths and of £121 6s. 9d. in cash upon the previous year. The increase has been greatly marked since the opening of the railway, the receipts being half as much again as they were during the corresponding months of last year. This increase has every prospect of continuing, as the number of cures recorded have fully sustained the reputation of the place as being the sanatorium of Australasia.

Garden and Grounds.

The improvement of the grounds has been very limited, the man employed being fully occupied with the maintenance of the present grounds. The trees planted previously are, in most cases, showing wonderful growth.

Town of Rotorua.

Very great improvements continue. A large number of new buildings have been erected, amongst which may be mentioned the following houses for the accommodation of travellers: The Grand Hotel, with seventy rooms, and a two-storied boarding-house of thirty rooms. Besides these, the Palace Hotel, of forty rooms, is being shifted from the old to the new township. The railway was opened by the Premier on the 8th December last, with considerable *éclat*. A demonstration was arranged by the residents of Rotorua and the Natives of the surrounding districts, and, the railway authorities having arranged for a special excursion-train, five hundred visitors visited the district. The weather being fine, everything passed off most successfully.

Fresh-water Supply.

The number of services now being taken from main is fifty-seven, the aggregate revenue being £82 5s. The works are in good order. I would, however, strongly urge the construction of a catch-basin at the head of the pipes as recommended in my last year's report.

General Remarks.

The number of visitors cannot be computed, owing to the unsettled state of affairs. Since the opening of the railway, however, the increase is undoubtedly very considerable, and, counting the excursion-trains, including the opening ceremony, the total may be safely quoted at five thousand. The accommodation for such a large number was inadequate, but, with the opening of the new houses mentioned, this difficulty will disappear. The cost of board and residence is from £1 10s. to £3 per week in hotels, and from £1 1s. to £2 2s. per week in boarding-houses; and there are a few cottages which may be rented at 7s. 6d. to 15s. per week.

Re *Springs and Thermal Actions generally.*

Thermal action generally has been at its normal state since my last year's report, with the exception of the geyser "Waikite" (Whakarewarewa), which has been quiescent since January.

This is a great pity, because it is the only terrace-forming geyser in the locality. The terrace-formation has increased rapidly during the last eight years. I have, however, from past experience of geysers, reason to believe that it might be brought into activity again, and I propose to make the experiment as soon as the purchase of the Whakarewarewa Block is complete, and full control of the springs in that locality is secured. The new geyser "Terrific," at Orakeikorako, has resumed its former inactive state. The rainfall during the last year has been rather below the average, and the lake is now 2in. below the lowest summer-level. This excessive drought will to some extent account for the reduction of geyser action before mentioned. With regard to the Tarawera eruption, I have not heard of any change having taken place, and Rotomahana is about the same level as it was twelve months ago. We had experienced very few earthquakes until lately, when on the 10th March Ruapehu broke out in eruption, and several earth tremors were felt during the few following days. The column of steam ejected could be seen plainly from this district, but the eruption had no apparent effect on the hot springs of the locality.

In closing this report I may say that a large gathering of the Natives from all parts of the colony, including Native members of both Houses of the Legislature, is now assembled at Ohinemutu Pa. They are holding what they call the Maori Parliament. It is estimated that about one thousand Natives attended. Everything has been conducted in a very orderly manner. It is expected the business will be completed in a few days.

C. MALFROY.

HANMER PLAINS.

The baths were very well patronised during the first and latter months of the year, but during the summer months very few persons came to the springs. This is easily accounted for through the cheap excursion-trips by steamer to the neighbouring colonies. Two-thirds of the visitors to the springs this year have been invalids suffering from rheumatism, asthma, sciatica, and skin affections. The majority of them were cured, and the others were very much benefited by the use of baths and drinking the waters.

The baths and bath-houses are in very fair repair, but the old bath-house and cottage will require a coat of paint this coming spring.

Improvements.

The bathing accommodation has been further improved by the addition of a concrete swimming-pool for ladies, round which is erected six dressing-rooms; three on each side the enclosure. The top surface of the enclosure of pool is cemented all round, and gives a neat appearance to same. The pool is also enclosed with an 8ft. galvanized iron fence; and small flower-beds are in each corner of the inside enclosure. This pool is greatly appreciated by the ladies.

We have also made a new cold mineral-water supply-pool, 24ft. in diameter, 6ft. deep, concreted all round. This pool now allows a good supply of cold water to the baths. Two double lines of pipes have been laid on from No. 8 tank to new bath-house for hot water, and one from the new cold mineral spring to new bath-house. This now gives a plentiful supply of hot and cold water to the new bath-house.

We have also improved the grounds by laying down a bowling-green, 110ft. by 44ft. This has been a great source of amusement to gentlemen visitors this last summer. I also intend to make a tennis-green this winter, which will further improve the place, and add to the amusements for visitors.

We sowed about 22 chain double rows of oak-seed and half an acre of native-pine, but neither came up.

Cost of above Works.

	£	s.	d.
Material	221	18	2
Labour	153	9	0
Gardening and general work	54	12	0
Total	£429	19	2

The grounds and flower-beds have looked very well this season. The young trees in the new plantation are also making good progress. There has been no thermal action to report on. The springs are still active. We have had several sharp shocks of earthquake, but no damage done to cause alarm.

The total number of baths taken for the last twelve months ending 31st March was 6,306. Of these there were:—

		s.	d.
4,210	baths by ticket, at	0	8
1,866	swimming pool	0	6
156	single baths	1	0
74	free baths		
6,306			

The total amount of bath-fees collected was £202 17s. 6d.

The charges at the hotel have been reduced from £2 10s. to £2 2s. per week in the front department, and £1 5s. at the back. Boarding-house same price as hotel; but people living in tents can live for 12s. to 15s. per week.

J. ROGERS.

APPENDIX No. 8.—LITTLE BARRIER AND RESOLUTION ISLANDS.

REPORTS ON LITTLE BARRIER AND RESOLUTION ISLANDS, SET APART FOR PRESERVATION OF NEW ZEALAND FLORA AND FAUNA.

LITTLE BARRIER ISLAND.

Formation.—The island is an upheaval of sandstone schist, several of the peaks rising to an altitude between 2,000ft. and 3,000ft., and very steep, and carrying timber of various kinds to their summits. On the west and south-west to south side there are some sloping spurs, extending about one mile to one mile and a half from the sea-shore to base of peaks. On south-east, east, and north to north-west the land rises very precipitously, and is very rough and broken. All spurs are conglomerate and cemented, and carrying a strata as if formed by glacial action; the base of the peaks carrying round boulders on surface. The spurs carry surface-soil of a clayey nature, of various depths.

Timber.—The whole island is densely covered with various kinds of timber—kauri, rata, pohutukawa, birch, miro, puriri, taraire, tawa, tea-tree, and a great number of other kinds of shrubs—shrubs natural to New Zealand forests. There are some very fine kauri trees on the island, the best patches being on the sidelings of spurs. The ridges of spurs and parts of sidelings have been stripped of the large growth of timber by Natives and others in years past, for export, and tea-tree has grown up in its place, and grows very dense.

Soil.—I cannot speak with any certainty as to the productiveness of soil on spurs and sidelings, as there are no cultivations, but I am of opinion that some kinds of grasses would grow, also fruit-trees in some of the sheltered places. There is a piece of flat land on the south-west side of the island, about 100 acres in extent, and about 70 acres of this is of excellent quality, it being of a more recent formation than the upper portion of the island. This portion lays at what may be termed the lee side of the island, and has been formed by the action of the sea surging round the north and east sides of the island, and therefore forming this spit of flat land. It is shaped flat, and composed of round boulders. On the outside edge the sea has thrown up a high beach of boulders, which formed a basin inside, and this has been filled in with soil, carried down by creeks flowing into this portion for ages past, the soil being composed of a great deal of decomposed vegetable matter carried from the upper portions of the island. The Natives have cultivated portions of this flat with excellent results.

Birds.—I cannot tell you what the condition of the birds was in years past, I can only speak as to their present state. There is only a limited variety, of which I send a list; and, judging from their unmolested state, I should think their condition is a very happy one just now, as the song from the tui and bell-bird is a perfect ding-dong. About the flat referred to these birds muster in great numbers, about three months in the year feeding upon berries that grow on a shrub named pukikawa. The greater portion of this island will ever be a grand refuge for native birds of a few kinds (passers), also kiwis, as parts of the upper portions of the island are practically unfit for culture.

Fish.—The water round the island is teeming with fish of various kinds. Oysters or mussels, none. Whales are very numerous at times round the island; I often see them sporting about, throwing themselves partly out of the water, and acting in other erratic movements. By the number of whales I see I should think that a productive business could be established by persons skilled in capturing whales.

Boat-harbours.—Permanent boat-harbours there are none. The beaches on the island in most parts consist of large boulders, with occasional small shingle patches. The best and safest landing for boats is on either side of the spit on the south-west side of the island. I can safely state that boats can land, in one or the other of these places, 340 days in the year. It is only when a south-west gale is blowing that any surf of note runs into either of these places. When the wind is in any other quarter there is safe landing at one place or other.

Anchorage.—There is good anchorage for vessels a few chains from shore, in fact, this being the most convenient and safest place to hold communication with the island.

Natives.—At present there are twenty-four Natives residing on the island; of these, five are children, the others are adults: most of them following the occupation of gum-digging, and are making a fair wage.

Kauri-gum.—The gum is obtained by climbing trees, the gum being found lodged in the forks of trees. In other cases the gum is found on the ground, sometimes a distance below the surface, the Natives using a spear to search for it. Some Natives are very expert at this work, being able to know when piercing the ground whether it is gum or rock struck by their spears. The island would not carry many persons for any long period at this occupation.

Climate.—The climate is very warm during the summer months, but yet not so sultry as felt on parts of the mainland, as there is generally a sea-breeze blowing round the island. The rainfall, I think, is not so great as felt on the mainland opposite to this place, as I often see rain-clouds about the mainland when it is clear here. During my stay on the island, which has been two years, I have not seen frost during the winter months, and the Natives informed me frost never occurs here.

Water.—Some of the creeks are dried up in the summer months, but only when a long spell of dry weather occurs. The gullies are very rough, and are cut deep into the formation. Of course, the

island being of hard formation, and steep, it soon drains. There is a small spring of water on north end of flat, and never runs dry, and is at all times beautiful, clear, and cool.

Cutting of Timber.—I have had no trouble with the Natives in regard to cutting down of valuable timber since I have been in charge.

Boat-service.—The monthly boat-service between this place and Omaha has been kept up by Tenetahi or his representatives. Formerly the service was conducted in a very unsatisfactory manner, but recently it is a little better.

Conclusion.—You will find list of birds attached. I occasionally take a trip round the island in my boat, and also make trips over to the mainland to transact private business.

CHARLES ROBINSON.

G. Mueller, Esq., Commissioner of Crown Lands, Auckland.

List of Birds known to be on the Island.—Quail-hawk, morepork, kingfisher, stitch-bird (kotaki), tui (very numerous), bell-bird (very numerous), wrens, whitehead (popokatea), fly-catchers (various kinds), parrakeets (two kinds), kaka, pigeons, kiwi (*Apteryx mantelli*) (scarce), quail (scarce).

HAUTURU, or Little Barrier Island, that the New Zealand Government are buying from the Natives as a preserve for the flora and fauna of the colony, is a small island of about 6,900 acres, forty-five miles from Auckland, and about fifteen miles from Kawau, the island that Sir George Grey made his home for many years. Hauturu seems to have been used by the celebrated Hongi as a calling-place in years gone by on his war expeditions to the Hauraki Gulf. Pomare and the Natives living on the island were hospitable to him and his followers because they belonged to the same tribe. Before the arrival of the white man in New Zealand it must have been inhabited by many Natives, as there are traces of large pas on the hills, and signs of old cultivations on the flat. The Natives pointed out the remains of an old pa at Parihakoakoa Point, where it is said Te Kare lived. The walls are still standing, made from large boulders from the beach; but the old carved posts which tradition states were there must have rotted away very many years ago, as an old ngaio tree is now growing in their place, and it shows signs of great age. The Natives only lived in this pa in rough weather, when their enemies from the mainland could not cross in their canoes; in fine weather they lived at the Te Hue Hue and Haowhenua pas, which were well defended, and on the cliffs above, with narrow spurs leading up to them and at Te Hue Hue deep trenches on the three sides, the fourth a cliff, about 200ft. high, impossible to climb, and the sea beneath. These two upper pas were residential ones, and built by the descendants of Rangiwhakaea. The old kumara-pits are still to be seen, but so overgrown with pohutukawa and manuka that it is hard to say how far they extended. On the numerous spurs I found quantities of obsidian chips, and as there is no volcanic glass on the island it must have been brought there by Natives, and the rain washing away the soil exposes it to view. Away back in the bush on the hills are more kumera-pits, but I could learn nothing about them, and it was only by accident that I came across them in wandering through the bush. There are old burial-places on the island, where there are numerous skulls and bones. A skull in the bush I found had traces of having been in the fire, and, as it was only the top portion, I fancy must have been placed on the fire to cook the brains. There are many traces of old occupation on the flat—long ridges of stones that, I think, must have been collected off the ground that Natives proposed to cultivate. Manuka stumps are growing out of the ridges, and they are almost covered with vegetable soil. There is also from the flat a large passage made through the boulders, evidently where the Natives must have hauled up their canoes, or have launched those built up the gullies. The present race of Natives living on the island have few traditions, as it is only of late years that the place has been reoccupied by the Ngapuhi. They have a legend that a chief called Matau left his mark on the island. Te Pua was the mark, and is the flower of the pohutukawa, which he brought from the mainland for bird-snaring. This is the explanation of the name Te Pua-a-Matau. Te Kiri and his daughter Rahui, who is the wife of Tenatahi, are the only persons who have occupied the island and cultivated for the last sixty years. Other Natives live there off and on. Rahui's first husband was Te Roa, and she lived for a short time at Pakiri. Her husband died, and she then married Tenatahi te Heru, who was born on the Great Barrier. They both live on Hauturu, and have done so for years. It was here that the chief Maki defeated the Waiohua.

In 1844 the island was offered for sale to a Mr. Hughes, a grocer in Shortland Street, Auckland, by Pomare, of the Bay of Islands; but the Ngatiwai, hearing of it, turned up and objected to the sale just as a bargain was completed. A small schooner was to have been given Pomare for it. From that time down to 1881 nothing was done by the Natives with the island. It was then offered to the Government. It seems to have been rarely visited, except by Native gum-diggers, who must have obtained great quantities of gum from the surface, as during my wanderings in the bush I frequently picked up pieces, and any one accustomed to the look of unscraped gum would be able to find a good deal left on parts not hunted over. In about 1873, as far as I could learn, the island was visited by Lord Pembroke. Rahui was living on the island at the time, and remembered his visit.

The difficulty of getting there, it being out of the track of steamers, has been in a great measure the means of preserving it in its original state of attractiveness; also want of safe anchorage and difficulty in landing. Most people would prefer it to Kawau, on account of its bold cliffs, hills, and bush, which make it far more picturesque. Frequently Natives come across some of the old implements, and I saw some of the smallest stone adzes I have ever seen—they must have been used for carving; stone sinkers for fishing-lines, flax-beaters or fern-crushers. Large adzes are often found, with the stones used to grind them on. Of old carving there is none left, partly on account of the time since it was properly occupied, and also because most of the lower ridges have

been swept by fire. Of late years very large quantities of manuka firewood have been taken from the terraces, and the tops left caught fire somehow, so anything in the way of carved posts burnt.

From what I have seen of the place, next to timber-cutting, for destroying, bush-cattle are the worst. There is hardly a place they will not go, and they break and tear at supplejacks and other undergrowth for feed. In some places I could not have believed that cattle had made the tracks unless I had seen their marks, and also knowing there was nothing else there to do it. Feed is scarce, so they have to travel far to get it, and very often get killed in the attempt, as the island abounds with small overgrown precipices, that one does not see till nearly over them. Following down the course of the numerous creeks one has frequently to get up into the bush to avoid sheer drops of 20ft. to 40ft. over huge boulders. The creeks are mostly dry in summer—in fact, nearly always so except when raining; then they flood and carry everything before them, leaving deep water-holes, the water in which soon disappears, to appear again down near the sea.

The nature of the bush on the island is different from the southern island: the undergrowth of supplejacks and small shrubs is there, but it is dry, and lacks the wealth of ferns and moss, except in the gullies; the moss and vegetable mould is so dry that very little would set it on fire. Even after all the rain that had fallen, it was not by any means wet. The steep, precipitous hills are covered with huge loose boulders, held up by roots of trees, and the least thing dislodges them, and they come clattering down into the gullies below.

The island is only of use for the purpose intended—namely, as a bird preserve, as the small portion of flat land, about 200 or 300 acres, is all that would be counted on to grow anything; what there is of it is of the best, and the Little Barrier has been noted in the past for its kumeras, which grow to an enormous size. Peaches grow there, but are very much blighted, and seem soon to exhaust themselves on account of there being no frost to rest them. Melons of both sorts do well; and, in some parts, strawberries, which ripen before those on mainland. The sides of the lower hills and terraces do not take grass well, as the roots get killed in the hot, dry summer. I believe water could be obtained on the flat at no great depth, as there are springs at different places just at high-water mark, and, with the aid of a small windmill, raised for irrigation purposes if it is contemplated to use the flat as a nursery garden. I have planted several seeds of the Indian tea-plants on the island, and given others to the Natives; also the best Havana tobacco and American white maize-corn.

There is a very remarkable rock that can be seen on approaching the island, but no idea of the size can be obtained until one climbs the ridge leading to it, and it is only at its foot, with the kauri alongside, that its height is realised. It is principally granite, but at a good height from the ground there is a vein of some brown crystal in sharp needles that has a very curious appearance. What it is I do not know, as it is ungetatable, and to climb down in the bush beneath to find pieces would have taken more time than I could spare, as one has to be out of the bush by dark, it being impossible to travel through it at night. I found several bits of quartz with large transparent crystals in them, but no sign of any mineral; but there is no reason for none being there, as no proper search has been made.

Referring to the numerous adzes found on the island, it is probable that in olden time canoes were made there on the flat, the Natives felling the kauri up the gullies, shaping them, and burning out the inside with hot stones, adzing down as burnt, as it would have been a very long job, if they had not used fire, to simply chip away with stone adzes. Many of those found are broken, and have been broken by use on the island. It would be very interesting to dig about the old residential pa sites on the hills, which, from their appearances, never seem to have been disturbed, and numerous old Maori implements that are now getting so scarce would probably be found near the surface, as there has been nothing much to bury them, being on the hills. The Taranaki edible fungus is in great quantity on the island.

Of course, the native birds constitute the great charm of the place, and during my visits I have had opportunity of observing them and seeing the nests of many varieties. Close by my camp was a nest of young bell-birds (korimako of the Maori), and I watched the old ones feed them; and it is my idea that the birds do not get killed by the bees when on the flowers looking for honey, but when seeking for food for their young, as I frequently saw one of the old birds catch a fly and take it to the nest. If there had been bees on the island, and it happened to have been one, the bird would have been stung, and died, and so would its young. The old birds do not feed their young on honey, but insects; and I believe the general idea is that the birds get stung while seeking honey, and thrust their tongues into the flower, and, if there is a bee there, get stung. So some of them may, but, I think, only on the puriri, it being about the only flower in the bush up here that would hide a bee. On a former visit the birds were in full song, and for half an hour in the morning the effect of so many birds singing at once was something to be long remembered. The tuis start first, then the bell-birds; the blackbirds and thrushes join in—very nice in their way, and charming on the mainland, but, when one wants to hear the native birds alone, a nuisance—such a number of blackbirds and thrushes there are now on the island, blown there by the wind, like the quail and other foreign birds. There are also starlings, goldfinches, greenfinches, sparrows, skylarks, and one or two Australian magpies. There are a few hawks, of two sorts, but they must be very few, as I never saw any. There are a few native quail, so the Natives say; the Californian quail are in quantities on the terraces. There are a very few cats left that have gone wild, and, where the dogs used often to kill them, now it is seldom that they come across them. It is hard to say if there are any kiwis left; if there are, they must be very few, as there are no signs in the bush of a morning of where they have fed at night.

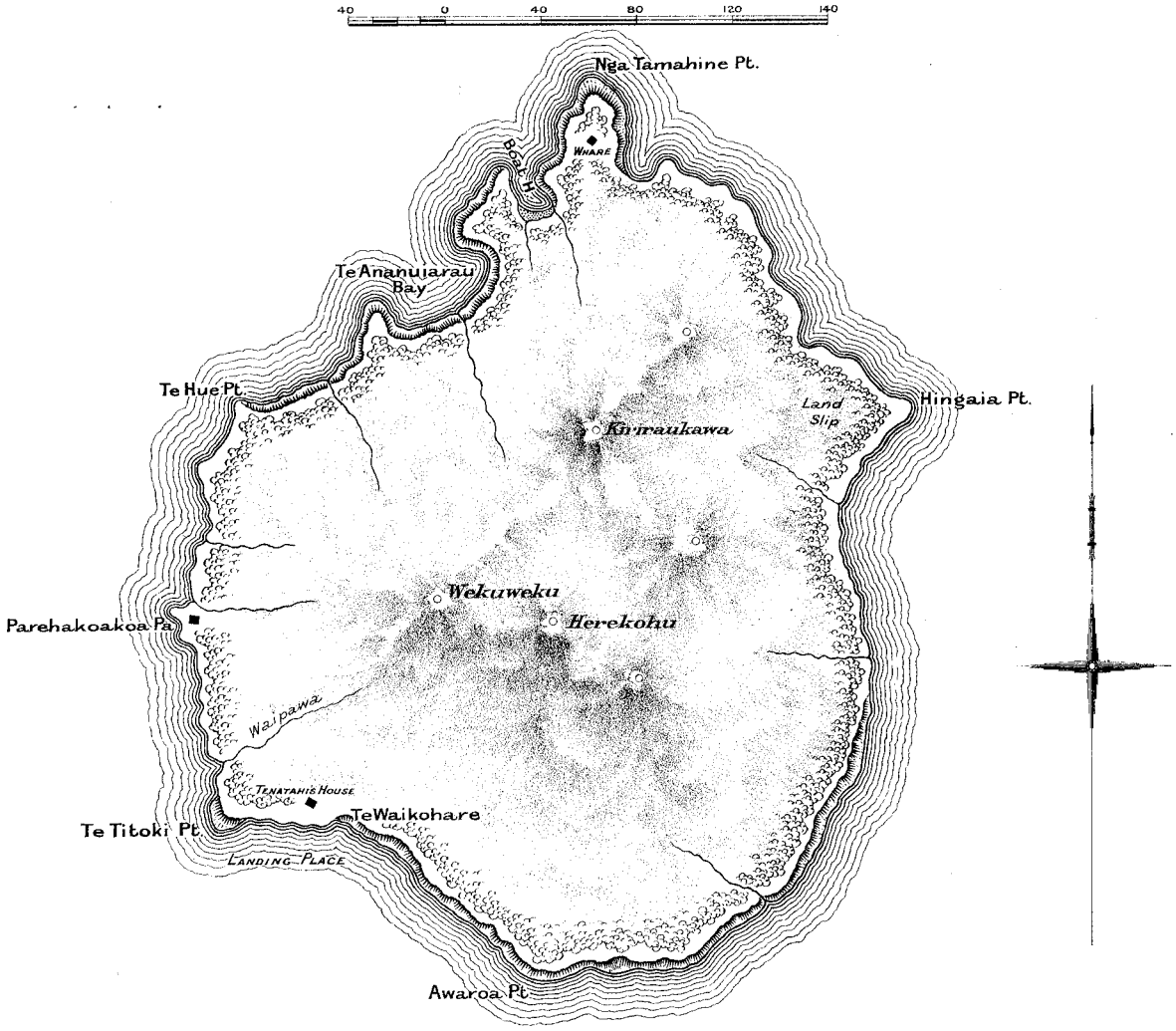
I observed the time of nesting of some of the birds. I do not know if it is in advance of the mainland, not having a copy of Buller's "Birds" to refer to. Bell-birds, or korimako, nest towards the end of November, in tall manuka—a rough nest of sticks, moss, and bits of wool; pigeons, middle of September, on tall trees on the range—a flat nest of small sticks; miromiro, in November;

S. PERCY SMITH
Surveyor General.

MAP OF
HAUTURU
OR
LITTLE BARRIER

Scale of Chains

40 0 40 80 120 140



pupukatea, a little bird with light-grey head, in November; the tui, in the manuka and small shrubs, end of November; kaka, in the rata, December or end of November; morepork, or owl, in holes in trees, end of November. When the young are nearly ready to leave the nest I noticed that the old birds bring them their food whole, such as native rats, &c., which the young readily tear apart. They are pretty little things, the colour of chinchella-fur, and readily reared in confinement. The three different parrakeets or kakarikis nest in the beginning of December, in holes in trees; the pipiwarauroa, or bronze-winged cuckoo, in November, in the riroriro's nest. It is very funny to watch a fat, lazy young cuckoo sitting on a branch, being fed by the little bits of birds; it must take them all their time to satisfy the young bird. Koheperoa, a bird with brown back, striped breast, and a long tail, is a spring and summer visitor to the island, and may be often heard of an evening giving a long sort of whistle. It does not seem very friendly with the bell-birds and tuis, as they hunt it about. There are tiekes, or saddlebacks, on the northern side of the island, but not many; also kotihe, or stitch-birds. They are not uncommon up the head of the Weka-weka Creek. One hears them, but they are hard to see in the thick bush. Of course, there are numerous other native birds, but they are also found on the mainland. In respect to the actual felling of a kauri, the birds do not seem to mind it; they seem to know when the tree is about to fall, as one sees none of them about; whether attracted by the crash or not I do not know, but when it falls they are all over it, searching for insects, and also anywhere on the ground that has been cut up. Several sea-birds nest on the top of the range, on the ground, in holes, in the moss and roots or pukau. The dusky petrel, or taiko, is a bird with a very strong smell. The nest is about 4ft. in, and one has to burrow down on top in the loose soil to see the nest. The old bird has a very sharp bill, which it uses freely, and soon draws blood. The egg is about the size of a duck's, and of a dirty-white, and smells strongly of the bird. If the bird is taken off the nest and put down it does not try to fly away, but seems, like an owl, unable to see well in daylight, perhaps on account of being in the dark nest. They always come and go to their nests at night: nesting-time, December. The tite is a smaller sort of petrel, without the strong smell of the taiko. The nest is similar to it, perhaps not as far in; one hears them calling at night overhead on their way to the sea. It nests in December, in holes in the cliffs, below the mutton-bird's, or ohi's, nest. The young the Natives preserve in their own fat, or smoke, and they taste something like the smell of a blown-out oil-lamp. They nest in November. The pupurangi, or large native quail, is to be found on the island. I saw the remains of a nest of eggs; unfortunately, one of the bushfellers destroyed them, but inside the egg-shell one could see a perfectly-formed snail-shell. The small snails, soon after hatching, can be frequently found under the beautiful nikau-palm leaves, that grow so wonderfully large on the island; I found several, but they require a good deal of moisture, and the least sun kills them. The tuatara lizard is frequently to be seen sunning itself at the entrance to mutton-birds' holes, but they are very quick and hard to catch. I saw the first eggs of the tuatara on the island—a small white egg, about as big as a blackbird's, but soft, like a turtle's egg. They hatch out in November—at least, there were very young ones about then.

The trees on the island are very much the same as those found on the mainland. The kauri, pohutukawa, puriri, and taraire are the principal ones that are of commercial value, although there are many others valuable for cabinet-work, but difficult to get out, as they are scattered about the bush. Some of the pohutukawa trees are indeed noble specimens, with their gnarled trunks, and during my last visit they were in flower—a beautiful sight, especially after a shower of rain. There is also some fine manuka on the island where it has not been cut for firewood, but most of the manuka is the second growth, and small. On the very summit I found a white rata tree, which happened to be in flower. On making inquiries I hear it also grows at Cape Colville, on mainland.

There is a small fish in the creeks that Natives call the kokopu; how they get there and where they go in dry weather it is hard to say, but, whenever there is any water in the holes in the creeks, there they are. They are very easily caught; in fact, the one sketched bit readily at cheese. A knot on a bit of flax is all the same to them—they at once rise at it; or one can tickle them, like trout. They vary in size, but about 6in. is average, without scales, and live for some time out of water. They are a little different in colour to the fish of same name on mainland, but that may be accounted for by the water. The Maori tale is that "Some of the kokopu were made red with the blood of Murirangawhenua when his jawbone was taken by Maui for a fishhook." Sea-fish off the rocks are in great quantity, and from the cliffs above I have often seen very large shoals in the small bays, followed by all sorts of sea-birds.

The island seems to be a nineteenth-century paradise for all New Zealand flora and fauna, and likely to continue so if left undisturbed by man.

I cannot speak too highly of the kindness I received from Tenatahi and his family. When he found I was interested in all the natural objects he was only too glad to explain and show me everything that he thought would interest me.

HUGH BOSCAWEN, Lands and Survey Department, New Zealand.

Auckland, 3rd January, 1893.

RESOLUTION ISLAND.

As requested in your memorandum of 28th January last, I have endeavoured to obtain from R. Henry, caretaker, Resolution Island, a general report of all he has been able to do in connection with his work there, up to this date; but, in consequence of the difficulty of communication, I believe he has not received my letter requesting him to furnish a report. I have therefore been obliged to put together the substance of his various letters, the latest date of which is 7th January, from which any portions you may think sufficiently interesting may be extracted.

I regret having been unable to obtain any photographs of Resolution Island, which, from its rough, mountainous, and inaccessible character, does not seem to have afforded a sufficiently interesting field to attract the wandering photographic artist. I accidentally learned that a party, among whom was an amateur photographer, had visited Henry's camp on Pigeon Island, but found he had only taken a picture of Henry's house, of which, although not of much interest, I forward a copy.

I also forward an account of his trip to Dusky Sound, kindly furnished by Mr. Chamberlain, Collector of Customs here, who, along with his friend, Dr. Colquhoun, visited that sound in January, and accompanied Henry in a number of his trips in exploring Resolution and other islands. They were much interested in his work, and formed a high opinion of his suitability for carrying it out. Mr. Chamberlain gives some further description of the locality, and has also marked on a tracing, which I herewith enclose, the different places visited by him with Henry, and showing his camps on the various places in the course of his explorations.

Taking all the difficulties Henry has had to contend with into account, including the weather, I think he has made very fair progress in his work; and although, up to 7th January, he had not put any birds on Resolution, he at that time had prospected it to a considerable extent, determined its suitability as a sanctuary, and, from his explorations on the mainland and adjacent islands, found where he could obtain the birds he wanted. By this time I have no doubt he has been able to begin his work of transporting them to the island. He is a great enthusiast in his work, and I do not believe any one could have been found better qualified to carry it out, and I am fully satisfied that he is absolutely reliable in every respect.

J. P. Maitland, Commissioner of Crown Lands.

A Summary of Mr. R. Henry's Letters *re* Resolution Island.

Richard Henry, caretaker, Resolution Island, was landed by s.s. "Hinemoa" at Dusky Sound on the 19th July, 1894. It was blowing very hard at the time, and therefore it was a good opportunity for him to choose a sheltered spot for camping. This he found, after a hard day's rowing up the sound, at Pigeon Island, in a little bay on the north side of it, which he describes as an almost perfect site, and where he erected his first shelter, and afterwards his house. He received every kind assistance from Captain Fairchild in getting his goods on shore and under cover; and for this, and many other matters, he feels very grateful to him.

The first month after his arrival, he describes the weather as very bad, and he became doubtful as to the possibility of getting on with his work at all. However, after that the weather cleared, and he had a fortnight of fine, dry days, when he was able to look about him, and to prospect Resolution Island to some extent. It took Henry and his assistant two days to cut a track up Roa Mountain, on Resolution, in order to prospect it to any degree on the side next Pigeon Island, which he refers to as the "shady side," and found on the top patches of short scrub, so strong and dense as to be impenetrable. He describes this side of the island as "cold and wet and outrageously rough." He thinks the smaller islands in the sound, which are very numerous and of considerable area, better suited than Resolution for birds, being apparently warmer and drier. Pigeon Island, upon which he has located himself, he estimates to contain about 500 acres.

In a letter forwarded by a sealing-cutter, dated the 27th September, Henry states that he had a track cut on Resolution up Roa Mountain, by the aneroid 2,800ft. high, for about two miles; also, that at Cormorant Cove there is a deep valley, which he followed up for about four miles, and that this apparently goes right through the island to Wet Jacket Arm, with little rise, and not bad walking, but all the time in the shade of steep and high mountains. During this walk he saw no birds except one blue-duck.

The site Henry has chosen for his house on Pigeon Island, the suitability of which for his home camp further experience has entirely confirmed, is on a small peninsula, the house being on the highest part of the neck of the peninsula. Every inch was covered with dense scrub and bush, and nothing could be landed until a way was cut for it. On either side are little harbours wonderfully free from waves in all weathers, although there is always a slow pulsation from the swell. There are some little sandy beaches at low water, but elsewhere the shores are all rocks and stones. Henry says that long ago the place must have been used by some one as a boat-harbour, as there are the remains of a rude pier.

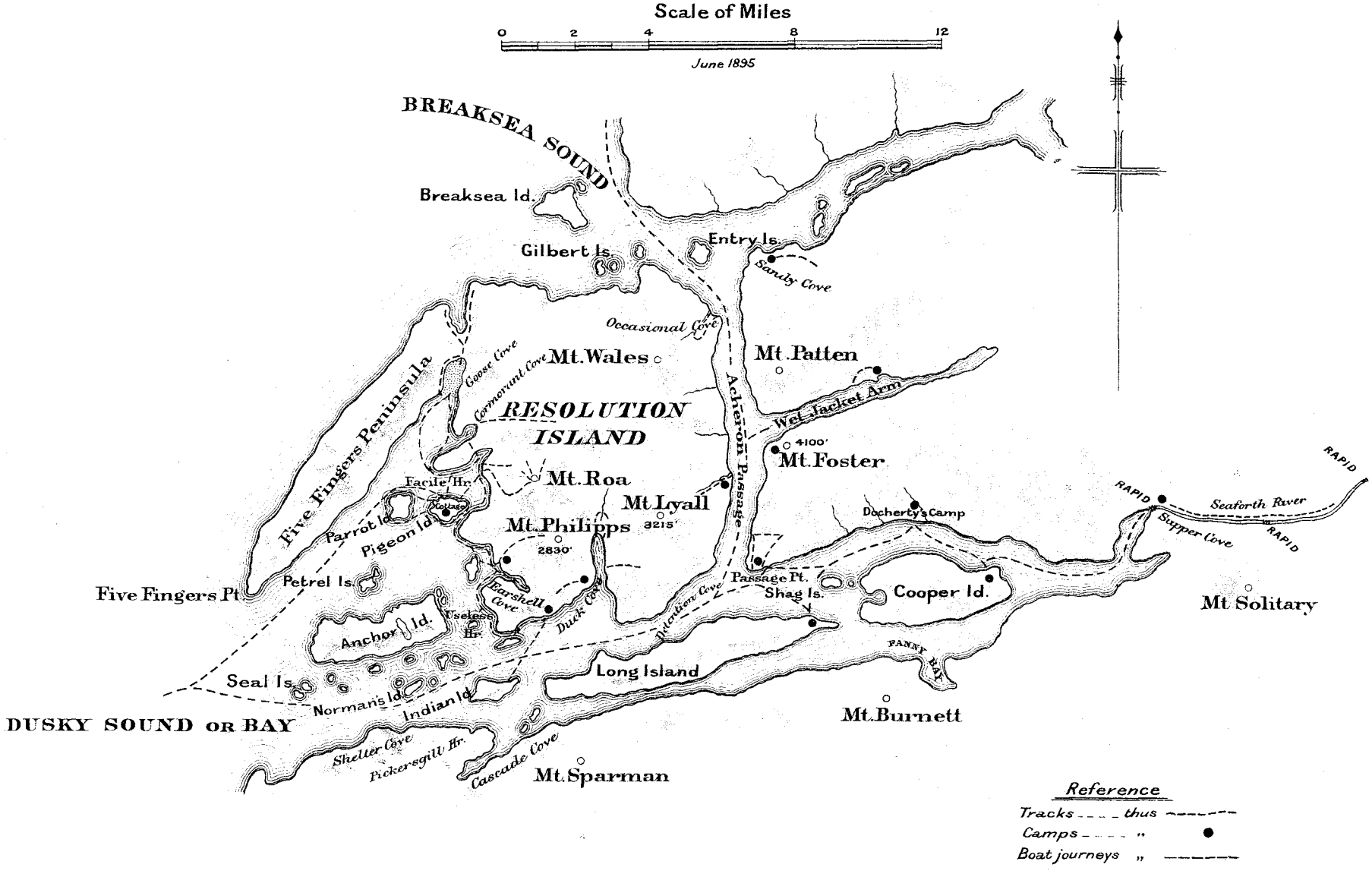
In digging his garden, Henry found several Maori ovens, at least 6in. under the surface, but the only relic he found was a piece of pitch. From this, he thinks it not improbable that the crew of the wreck in Facile Harbour may have camped on the spot, as it is the nearest desirable camp to the wreck.

At Earshell Cove, Resolution Island, he found a birch-tree, near a cairn of stones, marked "H.S., 1847." The birch tree, he says, has held its mark like a stone, and it is still quite distinct. He describes the soil of Pigeon Island as rich and deep, but peaty, and requiring lime to make it fertile. There are plenty of red-pine, ironwood, totara, and miro trees, and a little birch on the sunny sides, and nearly all birch on the shady sides. There were numerous woodhens, at the time Henry wrote, busily engaged stealing the eggs and young of the penguins, of which there are several rookeries. There are no other ground birds, but a few kakas, tuis, and mokos are seen; and they have an occasional visit from a pair of paradise-ducks and grey teal.

Henry states he has had to take the mast out of his boat, in consequence of what he terms "a mad north wind," which, coming in puffs of fearful violence without warning, renders sailing in the sound very dangerous. But, on the whole, although subject to what he terms "a good deal of wild weather," he says he believes it is "the healthiest place in the world, and, when fine, about the pleasantest place to live in."

MAP OF RESOLUTION ISLAND

Set apart for preservation of Flora and Fauna



J.M.Kemp delt.

Photo-Lithographed at the Head Office, Department of Lands and Survey Wellington, N.Z. July 1895

A. Barron, Superintending Surveyor.

Henry's letter of the 12th October reports that he has been all round Resolution Island, from Goose Cove to Gilbert Islands in Breaksea Sound, visiting many of the smaller islands. He states that most of them have pieces of rich land near the sea, which have been occupied by penguins and seals from all time. The penguins are there still, but the seals have disappeared. He now states that he is satisfied that there are no kakapos on Resolution, because their traces are easily seen; but he heard many when camping at Sandy Cove, Breaksea Sound, and again at the south-east entrance to Acheron Passage, and also at Pickersgill, so there will be no difficulty in stocking Resolution with them.

He states that wherever he has gone on Resolution he has come upon traces of former visitors, even on top of Roa Mountain. There is a snug little cove, just east of Duck Cove, where he found places nicely levelled with stones to lay up boats or small vessels, and on a birch-tree close by are many inscriptions, which he could not decipher, and he hazards the suggestion that perhaps it was here the first vessel was built in New Zealand, for Mr. Raven, in 1792.

The only birds besides roas that Henry saw on Resolution were a few pairs of blue-duck; but he found at Duck Cove on 8th October a swan's nest with six eggs in it.

In this same letter he states he has a piece of ground planted with potatoes, and has a site cleared for his house; has built a rough boat-shed, with carriage and tramway; and has also cut tracks to various parts of Pigeon Island. From his further inspection of Resolution he now states it will answer well as a reserve for ground-birds—which is important.

My latest report from Henry was dated 7th January, when he states he had his house finished outside, and painted. He says he had been camping-out since 1st January to date of writing. He had not then been able to transport any kakapos to Resolution, as he intended doing, on account of his dog declining to hunt them. In consequence of his breaking it for hunting crested penguins, it afterwards declined to look at kakapos. He expects another dog by next trip of the "Hinemoa."

Among other places, he states, he camped at Passage Point, and at Long Island. The latter, he says, appears to be a beautiful island, of great extent and variety of scenery, with numerous safe harbours, but containing no ground-birds but wekas. He says kakapos are breeding this year, as he heard them drumming in all directions on the mainland; he also saw quantities of rakas on the rata blossoms.

He remarks that all November was wet and windy. On the 12th there was a grand storm, and on the 3rd December a sharp shock of earthquake and reports.

Rainfall: August, 10·28in.; September, 4·82in.; October, 6·67in.; November, 19·88in.; December, 11·37in. Mean temperature: October, 54·6; November, 51·3; December, 61·2.

Henry says he is going to remove his first-erected hut to the mainland when he settles, where the best place is for obtaining birds. Fish of all kinds appear to be plentiful, especially moki.

SIR,— Dunedin, 20th April, 1895.

Referring to your request that I should give you some information about Richard Henry and Resolution Island, I have pleasure in furnishing the following notes:—

I visited Henry's camp on Pigeon Island, with my friend Dr. Colquhoun, towards the end of January last. We remained there nine days, enjoying fine weather, and seeing as much as possible of the island during that time. The site chosen appears to me a most excellent one; it has a good northern exposure, and is readily accessible. The "Tarawera," by which vessel we were landed, steamed close up to Henry's bay, and while we were there the "Hinemoa" came in, and anchored within a cable's length of the camp. It is close to the mainland of Resolution Island, landing on which can be effected in almost any weather, and it is an extremely picturesque and beautiful spot.

Henry has built a comfortable and well-finished three-roomed weatherboard cottage, 20ft. by 20ft., with brick chimney and iron roof, and has the frame of a storehouse up, but this is stopped for want of timber; there are also a few matters, such as tank, spouting, &c., wanted to complete the cottage. There is a capital boatshed, with ways down to low water, and winch and cradle for hauling up the boat. A shingled path has been made from this landing to the cottage, the ground being soft. He has cleared a space round the cottage, leaving shelter on the more exposed quarters, and made a garden; but the site proving rather too bleak, he is making another clearing more in the bush. Most garden stuff grows readily enough, but a sort of wireworm has been very troublesome, and Henry proposes to try putting some of the small kiwis inside a wire fence to clear them off.

There is a second landing-place at the mouth of the bay, on some rocks, for use at dead low water, &c., with a path from it to the cottage, and a track to the top of the little hill at the foot of which the cottage nestles. Here he has made a small clearing, commanding a splendid view of Dusky Sound and the approaches to Pigeon Island, and has spars ready for a flagstaff at this place.

He has made the whole of Pigeon Island accessible by tracks and clearings. The island is about a mile long, of irregular width, and perhaps 500ft. to the highest point. It is densely wooded and covered with ferns and many rare plants from the summit to the water's edge.

While I was there we visited with Henry many parts of Resolution and outlying islands. I enclose a small tracing showing our routes, and also the explorations which he had made before our visit, as nearly as I can remember them.

Resolution Island itself is high (3,000ft.), rugged, and very broken, heavy bush on the lower slopes, and a belt of tussock on the hill-tops; but the greater part of the summit is covered with the worst scrub I was ever in—close, stunted growths of all sorts, twisted and matted in every direction. Henry has cut tracks through the bush up some of the hills, but the scrub on the top is almost impenetrable. There are two good, big creeks—Duck and Cormorant—running well into the island, which afford tolerable bush-travelling, up which he has blazed tracks. The island has many little bays, harbours, and promontories where a boat can lie, especially on the west and south sides.

The Acheron Passage side is bleak and precipitous, and the north very much exposed. There is also a fair landing from the ocean in Woodhen Cove in southerly weather. We saw and heard no kakapo on Resolution while I was there, although there were plenty of them on the mainland, from Wet Jacket Arm right up to Sutherland Falls, and thence down the Clinton River and west side of Te Anau; but there are kiwi (including several roas, which were seen on one of the hills, while Henry was cutting a track up it), wekas, pigeons, and kakas, a few ducks, and plenty of tuis, crows, thrushes, and saddlebacks, makos, &c., and penguins large and small, all over the place by dozens.

Henry has not caught and put any birds on the island, but he has prospected the mainland for the best places to get them, and made all his arrangements for doing so as soon as possible. He proposed to build one or two huts or outlying stations for camping when collecting birds, as nothing can be done on the water when it blows, except to go ashore and wait for fine weather.

The sound swarms with fish of all kinds, from 90lb. groper down to trevalli and herrings. There are also crayfish in abundance. One cannot put a line down without catching something. Henry has made drawings, or, rather, diagrams to scale of any noteworthy fishes, on a plan suggested, I believe, by Dr. Parker.

The timber on the island does not appear to me of much commercial value, and I saw extremely little land fit for cultivation, but for natural beauty the place is very hard to beat. There seem to be no rabbits about the sound, though we met them on our way home halfway down McKinnon's Pass, near Sutherland Falls, and thence all the way down to Te Anau. Rats swarm all over the West Coast wherever I have been, but they do not seem to interfere with the birds.

In conclusion, I should like to say that I consider Henry an exceptionally good man for his present position. I have known him for some years, dating from the time he was at Te Anau Lake, and I have much respect and esteem for him. He is a naturalist born, and takes the keenest interest in the work he is now doing, and in the bush and its inhabitants. He is a good bushman, and the cottage and its fixings bear witness that he is an excellent artificer. I believe that if it is possible to make the work of the Acclimatisation Society at Resolution a success Henry is the man to do it.

I should have mentioned that he has a lad of eighteen or twenty with him, a son, I believe, of Burt, ex-ranger, who is a very decent, intelligent young fellow, and apparently useful as an assistant.

I am, &c.,

The Commissioner of Crown Lands, Dunedin. C. W. Chamberlain.

Further Report by Richard Henry to the Commissioner of Crown Lands, Dunedin.

As you know, I had visitors at New Year, and they brought me a new dog, which has turned out well for my purpose. The first day I was out with him for a *bonâ fide* hunt he found me three kakapos' nests in about an hour; each had two little young ones in it; so I could not remove them under such circumstances. When these grow up will be the time to move them, and perhaps they will be glad of a new country then. The dog wears a light cage-muzzle quite contentedly, and works close around me, so that he has not time to do much harm. The mother kakapo is also quite fierce, and charges so viciously that "Foxy" gets a fright and barks. She stands over the young ones, or between them and the danger, and has, no doubt, learned to do so to protect them from the rats, for I have found young ones at Te Anau that had been bitten by rats. But I do not know how she manages when away for food, for I do not think the male assists her at all. I never found one near a nest, nor do I think she ever has a mate like other birds, only a "gay Lothario" that she hears singing in the bush, and goes to see; for, though they live in dens where there would be room for a dozen, I never found two old ones in the same hole. At Te Anau they only breed every second year, and if they hold to this wonderful social rule on this side of the range there will be no drummers nor young ones here next year. Once at Te Anau they skipped two years in succession; so that they have a curious, but possibly an effective, way of adjusting population to supplies of food. I have been all up and down the sound, and found out where they like best to live. At the mouth of the Wet Jacket, under Mount Foster, is a good place to get kakapos, and it is only a mile from Resolution; but there is no boat-harbour, and we can only land, or leave, at high water to be sure of the safety of our boat. On the south side of Dusky, a mile east of Cooper Island, there are two great landslips—some hundreds of acres—covered with green scrub, where we heard kakapos drumming in dozens on the 5th of February.

In Wet Jacket, opposite the island, is also a good place for birds, but the scrub is very dense. We camped on the east end of Cooper Island, which is in extent about 8 square miles; heard grey kiwis there, and plenty of woodhens, but no kakapos or roas.

Spent several days at the head of Dusky, camped on the east side of Supper Cove, and went expeditions up the river to have a look at Mr. McKenzie's track from Manapori.

I was not in good working trim, for one of the steamers brought round "la grippe," or something like it, so I was easily stopped by a dangerous but passable place a few miles up, where the river comes through a gorge. What I saw was very encouraging—quite a grand river for miles, interrupted by three rapids, where there are easy portages. The north bank was good and level walking to the gorge, and the country we saw beyond looked quite kindly; so I have no doubt Mr. McKenzie will come through next summer, and perhaps I can arrange to meet him there. These two reaches are fine and deep, with little current in fine weather, and it would be worth while to take a canoe up there, for it could go through the gorge, past the awkward place; however, this could be safely passed with a rope, or a track could be easily formed. This river is subject to great floods, which go down at once when the rain stops. I have ordered material, and propose to build a flattie (boat) for this river.

On the 25th February we went down to Earshell Cove, which is part of Useless Harbour, about three miles south-east of our house, and camped there, to cut a track up Mount Phillips. The spurs are very steep, so that it is not easy to find a way up. However, we got out of the bush on to the tussock on the evening of the 27th, but it was too late to climb the peak, so we started early next morning from our tent on the beach, and got out on the (bush-line, 2,000ft.) tussock at 9 a.m.; but the wind had got up, and we were in danger of being blown away, so we had to come down again and wait for better weather—which was very slow in coming, for all March has been very rough and wet. However, we went down, and camped at Earshell on the evening of the 28th, to be ready for an early start. Next day was just about as fine a day as ever was in Dusky, and we had a pleasure trip.

All along the tops of the spurs and up the peak there is a great extent of tussock of a peculiar kind. It grows a fine crop of seed in little husks, like wild oats, but the seed inside the husk is naked, like little grains of wheat. We were up on this tussock country three times, but saw no signs of life above the bush except parrakeets, and the tracks of rats, both after the seed, I suppose. From the eastern spur I could almost throw a stone into Duck Cove, and from the peak we could see the greater part of Resolution Island like a map. It seems to have high mountains all round the coast, with much lower and smoother land in the centre, the outlets being Duck and Cormorant Creeks. Between Useless Harbour and the sound we could see a nice little fresh-water lake. We tried to get at it twice, but the swell prevented us from leaving the boat in safety; but next time I will cut a track to it from Useless Harbour, and then I will locate it on the map.

When at home we spend our time improving our homestead. My man does the clearing and burning, and he has a long job in a small space, for the timber is dense and heavy, and hard to burn. The neck of the peninsula at our house is nearly paved with Maori ovens, mostly very old, for they are a spade deep under the peaty soil; and often there are patches of gravel laid down to save the mud, just as we have done; also a patch floored with the stems of fern-trees, which are very durable. Part of this we allowed to remain. The relics are a big piece of rust in the form of a home-made spike-nail, which was on the surface; a Maori chisel, neatly ground, which I dug up at our door, near a big stone, on which the Maori had laid his sharping-stone until it was covered up with earth. No sign of crockery or broken glass here, nor anything to indicate that the wreck party* stayed here; so we have not found their camp yet, nor do I think the Maoris have lived here since the wreck, or we would have found some scraps of her metal.

When we were up the sound we saw king-fish, mackerel, and baracouta. The king-fish were big fellows, perhaps 40lb. weight, but we did not catch any.

I propose to go and camp out next week near Passage Point, and do some dredging for Dr. Parker. We have done a little here, but it is so full of stones and weed that we find almost nothing in our dredge.

At the head of Dusky Sound we saw a great many grey-ducks, and a few paradise-ducks and teal. The mouth of the river, which courses from the north, is all broken up into creeks and swampy islands covered with scrub—an ideal breeding-place—where the ducks have a happy home, for there are no swamp-hawks, and very few gulls. The grey-ducks, at least, could go over the mountains for their breakfast if there was encouragement on that side in the way of food, and then the people would wonder where on earth all the ducks came from. The sealers told me that the head of Nancy's Sound was the greatest place of all for ducks.

There are very few paradise-ducks in Dusky Sound, because there is so little grass; sometimes they rear a family on a few yards square of grass. The old ones may fly to all the grass in the sound, which may not total one acre in extent, and poor grass at that. The rye-grass that we have sown on our clearing grows the richest and the quickest I have ever seen, but there are numbers of seedling forest-trees and shrubs growing up with it. Perhaps some animal would eat those down and give the grass a chance to continue; and I think a few goats and an open grass-flat would foster hundreds of paradise-ducks here, for they seem to require only a little grass, and get most of their food from the beaches.

I could have burned some fine patches last summer, but I thought it might be disapproved, so I burned only a very few small pieces and sowed some grass-seed, which promises well so far. I think it would be a good plan to try and turn some small island into grass. It is only on rare occasions that a fire will go through this scrub, and then only in favoured places; but I can attend to that, and will have a clearing, if I am not forbidden.

We have started to fell a big piece of bush on Pigeon Island. It is in a hollow south of the house, and cannot easily be seen from any quarter; and, of course, I cannot burn it until next summer.

I am quite willing to make tracks or go anywhere on Resolution Island, but every day I go there, unless with an object in view, I do more harm than good, for our dogs are sure to find roas and run them about, so I keep off it unless I have business there. I cannot tie the dogs up and leave them at home, because the sandflies would eat them. I never had such a hard task to train a dog: one day I want him to look for birds, and the next he must not look at them.

I have not been on Five-fingers Peninsula, because of the surf, that would be too rough for our little boat, which is not fit to be bumped on the stones. It is only twenty minutes' pull from home, and we have often been along there; but there are no beaches at high water this side of Goose Cove. There are many calm days when we can land anywhere, but then there may be difficulties about getting off again. I will take over a camp, haul out our boat, and stay a few days, so that in my next letter I will be able to tell you something about it. I have not been on Anchor Island, but on many of the others. Between Anchor and Indian Islands, among many small islands not named, there is one that I will call "Maori Island." It is a pretty place, with no very high land

* The ship "Endeavour" was wrecked at Facile Harbour in 1795.

on it, like all the rest—two nice little boat-harbours, a tiny creek and pool of fresh water, fern-tree groves, and open bush, but, above all, no sandflies. I saw the sites of very old Maori camping-places, I am almost sure; but I did not stay long, for it was fine and calm, and I wanted to make the most of it. At all events, this would be the most likely place, from its freedom from flies; and a nicer place they could not find. There are a great number of small islets south of Anchor Island. I do not think half of them are marked on my map. Noman's Island is high, and steep-sided. I have not been round it, but it looks as if there was no landing on it. Indian Island has plenty of boat-harbours on its west and north sides, and in the centre it rises as high as Flagstaff, with many cliffs and stony faces, otherwise all bush.

In all this place a level piece of ground is such a rarity that, if ever I met a piece the size of a room, I carefully examined it to see if it is not the site of an old camp, and it generally turns out to be such. I saw such places about the middle of the north side, near a creek. Here we saw a very old but sound log that had been used for a raft. We went into all the harbours, to get acquainted with them in case we should ever need them. It was evening when we got to Cascade Cove, which is opposite, on the mainland, and I was looking for a camping-place in the bush when I stumbled on an old iron chimney, and the last remnants of a hut, 8ft. by 10ft. by 5ft. high. At the back was a box, containing a few tools and a lot of sundries. It had been roofed with a few pieces of board, which are now decayed, and everything was destroyed with the wet. There were saplings growing on the floor 3in. thick, so that the place must have been many years deserted. Probably whoever lived there intended to return, but got lost or wrecked.

Cascade Cove is a long, straight inlet, running south-west, with a big stream coming in at the end, where there is a fine sloping valley—the most likely place for a settler in Dusky Sound. The hills around are low, and pleasant-looking, but all are covered with everlasting bush, so that there is not room for a tent. Further to the south-west, and near the coast, there are downs with tussock, which I will visit some day.

Next morning, on the west end of Long Island, we saw a wretched old camping-place under an overhanging cliff, where there was a midden of shells, mostly black mussels and limpets—the poorest of food and the poorest shelter—so that whoever camped there had hard times for a while.

. . . .

I am, &c.,

RICHARD HENRY.

APPENDIX No. 9.—EXPLORATIONS.

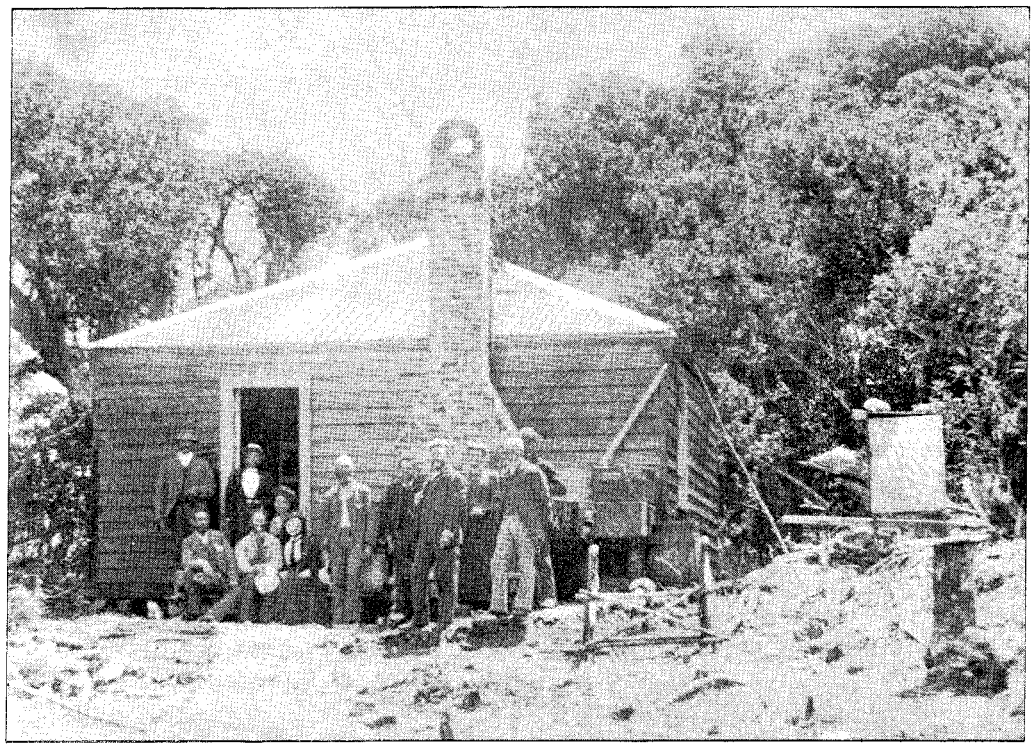
REPORTS ON EXPLORATIONS: ASCENT OF MOUNT RUAPEHU; SOME PLEASANT SPOTS IN TARANAKI; ROUTE FROM WESTLAND TO CANTERBURY, *VIA* WHITCOMBE'S PASS; KARANGAROA RIVER AND PASSES TO CANTERBURY.

AN ASCENT OF MOUNT RUAPEHU.

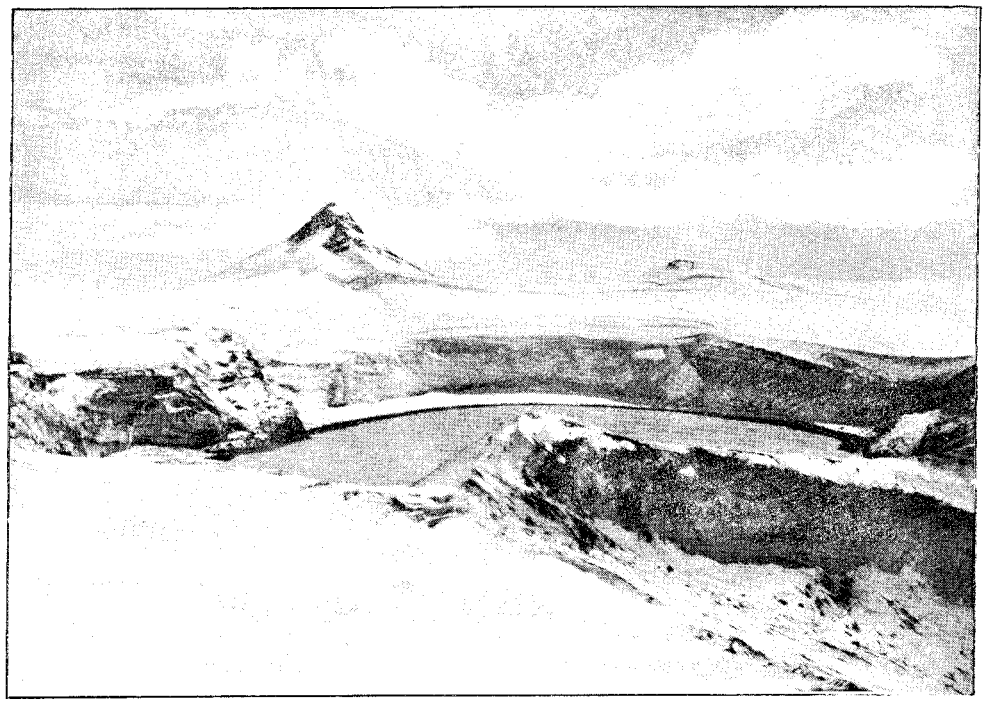
I LEFT Raetihi on the 4th April in fine weather, and camped under the mountain that night. The 5th was fortunately a fine, bright day on the mountain, though heavy clouds lay below us, and it was a dull, cloudy day in the surrounding district. We started at 6.30 a.m. under favourable circumstances, being well equipped for the ascent. Keeping to the eastward of the precipitous southern peak, we reached the snow at 9 o'clock; and, as the recent fall of snow had not melted below 6,500ft., we had from here a snow ascent. A large "field" lay in front of us, nearly two miles in extent, and reaching right to the lip of the upper crater on the south-east of the mountain. The first half-mile was good walking, but then the snow got harder and the ascent steeper, and we had to cut footsteps from a little over 7,000ft.; but, as the snow was not very hard, our task was not a tedious one, and it was not necessary to "rope up."

We reached the top at 11.15 a.m., and the crateral lake lay below us—rather a different scene from what was presented a year previously. Last Easter the lake was of a beautiful green colour, apparently cold, with a sulphurous deposit on the surface here and there, its snow-clad walls presenting a scene of frigid grandeur. Now the lake was of a milky colour, with steam rising from its surface, and surrounded on all sides but the east by a beach from half a chain to a chain in width. The lake is 10ft. or 12ft. lower than I have ever seen it. I took two "shots" with the camera. The cold was not severe, the thermometer only going down to 36° in the shade, and 40° in the sun. Lunch over, we were eager to reach the lake itself, and, ascending along the brink of the upper crater to some rocks, we got an easy descent to the great snow-field filling in the southern part of the crater-basin, and extending to the lake or inner crater. The snow being in splendid order, and the slope easy, we went down with a run. The snow-field ends precipitously at the lake in glaciers some hundred feet high, and much rent with crevasses, presenting a grand and impressive sight. I first tried to descend down a crevasse on the south, but it was impracticable, and I fell through the snow into a narrow hidden crevasse, but was not in difficulties, as I kept to my pole. We then tried the place to the south-east that I recommended in my report of last year, and here we had better success. Before descending I took the precaution to "rope up," my two men holding on while I went forward. This was done as a precaution, but I found no great difficulty, and soon all three of us were on the margin of the lake, after making the rope fast to the rocks above to help us up. With a little care the crater may be descended at this place without the aid of a rope, and it appears far the best place to get down. Only two other places seem practical for a descent—on the north-east and north-west sides, but at either a rope would probably be required.

I tried the temperature in the main body of the lake, and it registered 128°. The margin of the water was covered with blocks of very friable scoria, among which were innumerable small boiling springs, causing a dull weird sound. I could not obtain the temperature of these springs, as



Henry's Cottage, Resolution Island.



Crateral Lake, Ruapehu.

the thermometer only registered to 160°. There was more mud than scoria on the western shore, among which were several hot springs. It was very pleasant and warm in the crater, a welcome contrast to the climate of an hour before, and we smoked our pipes for half an hour with the boiling spluttering springs around us. At 1.30 we started on our return journey, taking with us a canful of water from the lake—a prize that gave us some satisfaction, as I believe we are the first who have descended to the lake or obtained water from it. We left the top at 2.15. The wind was now cold, and blowing in strong gusts down the mountain-side, and we had to be careful of our footing, and we appreciated the value of our iron-shod poles. We crossed the snow-fields in three-quarters of an hour, having been six hours on the snow.

We had a spell on reaching the rocks, and there made an interesting discovery. In the morning I had remarked that I thought steam was rising from the hillside across the gully, now it was unmistakable. We lit our pipes and watched. From a slip not much below the snow on the western peak the steam rose in intermittent puffs every three to five minutes, sometimes in quite a large volume, and further down on the side of the spur steam rose from two other places from among the rocks. This was likewise intermittent, and the intervals being much longer. The last volume of steam rose some 100ft., and hid the rocks behind it, but it seemed to have spent all its energy in this final effort, for we waited twenty minutes longer, and no more steam came from the lower steam-vents, while the upper one at the slip was pretty constant. We got back to camp at 5.30 p.m., after being eleven hours away.

It will be well here to sum up some of the reliable information that has been obtained on Ruapehu of late years. Mr. L. Cussen first erected a trig. station on the northern part of the mountain, but I have not seen his report on that occasion. In, I think, April of 1886 Mr. L. Cussen again made an ascent, and reported steam issuing from the lake. In the same year (1886) I made two ascents—first in January, with Mr. Parkes of the Geological Department, when no steam came from the lake; and again in May, when as much steam was coming from the lake as at the present time. In June or July of the same year Mr. A. D. Wilson reported seeing a column of steam rise from the crater of Ruapehu. Several times since then newspapers have published reports of steam rising from Ruapehu, but these must be accepted with great caution, as many men form too hasty conclusions, fog often being mistaken for steam. Even on a clear day fog-clouds often hang about the mountain, and perhaps from the opposite side from the observer they will arise above the mountain, appearing as if steam from the crater (his side being quite free from fog). Several reliable ascents have been recorded, all, I think, describing the lake as cold.

Ruapehu, on the 10th March, 1895, as if now to dispel all doubt, threw up a column of steam at least 1,000ft. above the crater, on a scale befitting the "great monarch of the North Island." The fog which had veiled the mountain in the morning cleared away as if to reveal this fine display of thermal activity. This lasted several days, the volume of steam rapidly diminishing, till it no longer rose above the crater. Undoubtedly, on the 10th March, and several succeeding days, the whole crateral lake (about 10 chains by 12 chains) was a caldron of boiling water.

Until late years Ngauruhoe has been considered the terminal point of action of the great thermal belt commencing at White Island, its high cone emitting a continuous volume of steam, forming a befitting terminus to so fine a stretch of thermal country. The great mountain of Ruapehu, in its cold solitary grandeur, seemed to reign "King of the North," its snowy heights unconquered by thermal power. As the mountain has become better known its real nature has been revealed, and it must now be considered as the great safety-valve of the southern extremity of the thermal belt.

That thermal force does accumulate and find vent by increased activity in the springs in some portion of the volcanic zone has been abundantly demonstrated, and the termini, White Island and the Tongariro Range, appear to be the most active and erratic; but so long as the great valves keep free there is no likelihood of danger.

I think there are always many boiling springs in the crater of Ruapehu, but their action is not sufficient to heat so great a body of water, but, as I have never seen the lake frozen, they probably always keep it slightly warm. The phenomena displayed by the Wangaehu River during the increased action on Ruapehu seems to confirm my supposition in last year's report that it issues from the crater, or is a deviation from the same thermal springs that at times disturb the lake.

The reports published in some papers that fire and smoke rose from Ruapehu, and that large rocks, together with mud, had been thrown out of the crater, I knew to be false before my ascent, but I thought possibly the lake had gone, and some mud been ejected. However, this was not so, and the discoloration of the snow on the mountain-side was due to the fine summer and autumn having melted the snow to a lower depth than usual, in many places nearly to the ground, leaving only dirty snow, which had misled many who saw it from afar. The steam I have described as coming from the mountain-side may be of old duration, but I believe had not been seen before, and I believe there are more places where it escapes than the three seen. It is likely some may be found on the west side of the mountain, at the head of the Manganui-o-te-ao Stream.

I should have taken further time to explore, but next morning it blew a gale of wind and rain, and I should have had to wait too long for fine weather. It is now demonstrated beyond doubt that Ruapehu is subject to thermal action, even to hot springs on its sides. My two men, C. A. Goodger and E. Noonan, willingly undertook their onerous task, and would have surmounted greater difficulties than came in our way had it been necessary. It will be seen that I followed the advice given by me last year to those intending to reach the lake, and any one following it would have met with success. Samples of crater-water are forwarded.*

WALTER H. DUNNAGE.

* The quantity sent is too small for analysis.—EDITOR.

DESCRIPTION OF SOME PLEASANT SPOTS IN TARANAKI.

Mr. J. F. Firth reports as follows:—

"In the Rawhitiroa Block there is some very pretty scenery, especially along the banks of the Waitotara River. I think the best along this river should be preserved, especially as the land covered by the same is of very little value.

"There is a pretty waterfall (Te-rere-o-haupa) about ten chains above the mouth of the Omaru River; and near the mouth of this river is an old Maori burial-ground, in which there is a Maori figure carved about twenty years ago out of *punga*, in memory of Rangi-whaka-otu, an old chief who is reputed to have been buried there.

"This figure, the waterfall, and several scenes along the Waitotara River, were photographed by Mr. Martin, of Wanganui, about six months ago."

Mr. Percy Holt reports *re* the Whenuakura River, in his survey of the Whenuakura Special Settlement:—

"There are some picturesque cascades on the main river, and on the north-east branches waterfalls of 15ft. to 30ft. in height are numerous; but they are more gruesome than beautiful, owing to their surroundings.

"The cascades, however, and several of the best of the waterfalls are within the reserves I am taking along the streams. One of the falls and some formidable precipices are close below the township site, and I propose to include them in a reserve for town endowment."

Mr. Sladden reports some fine groves of timber on some of the ridges in the portion of the Taumatamahoe Block he is subdividing, which he is confident is *Fagus fusca*, and from the leaf specimens forwarded it seems to be so. He is well acquainted with *Fagus fusca* in the South Island, and states the present growth is the first he has observed in Taranaki.

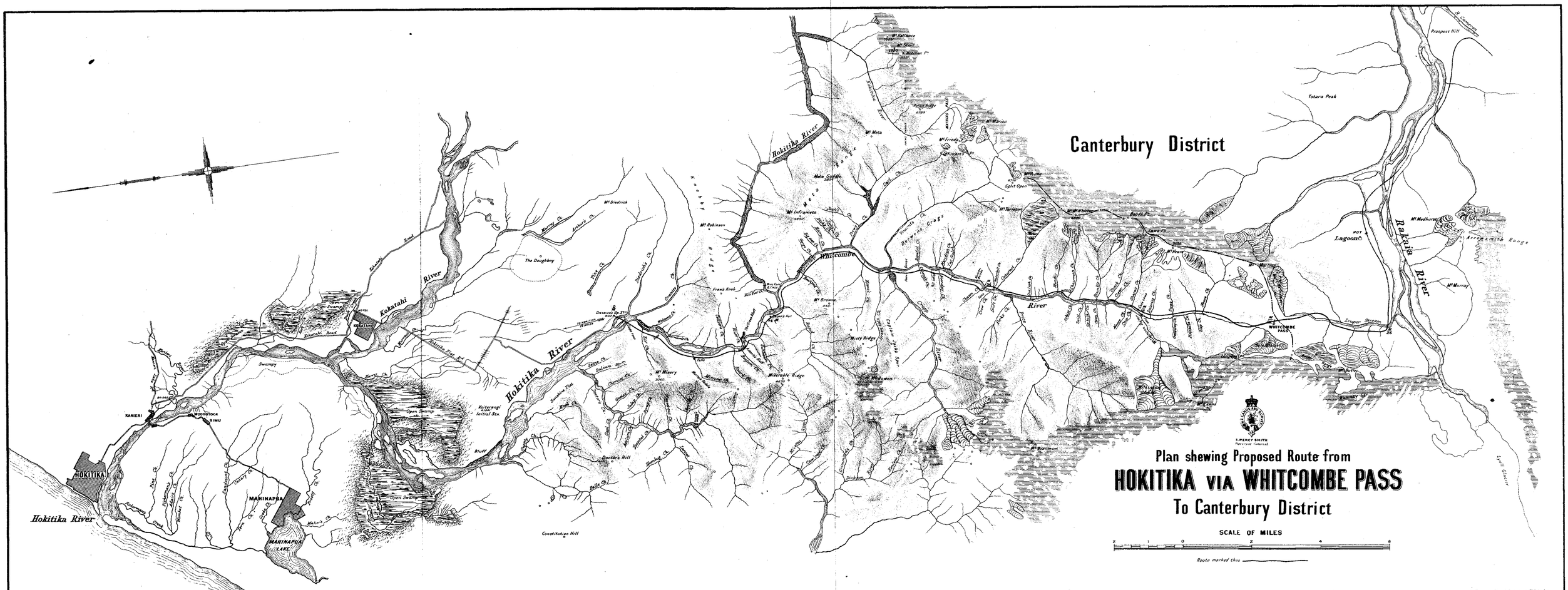
John Strauchon, Chief Surveyor.

THE WHITCOMBE PASS.

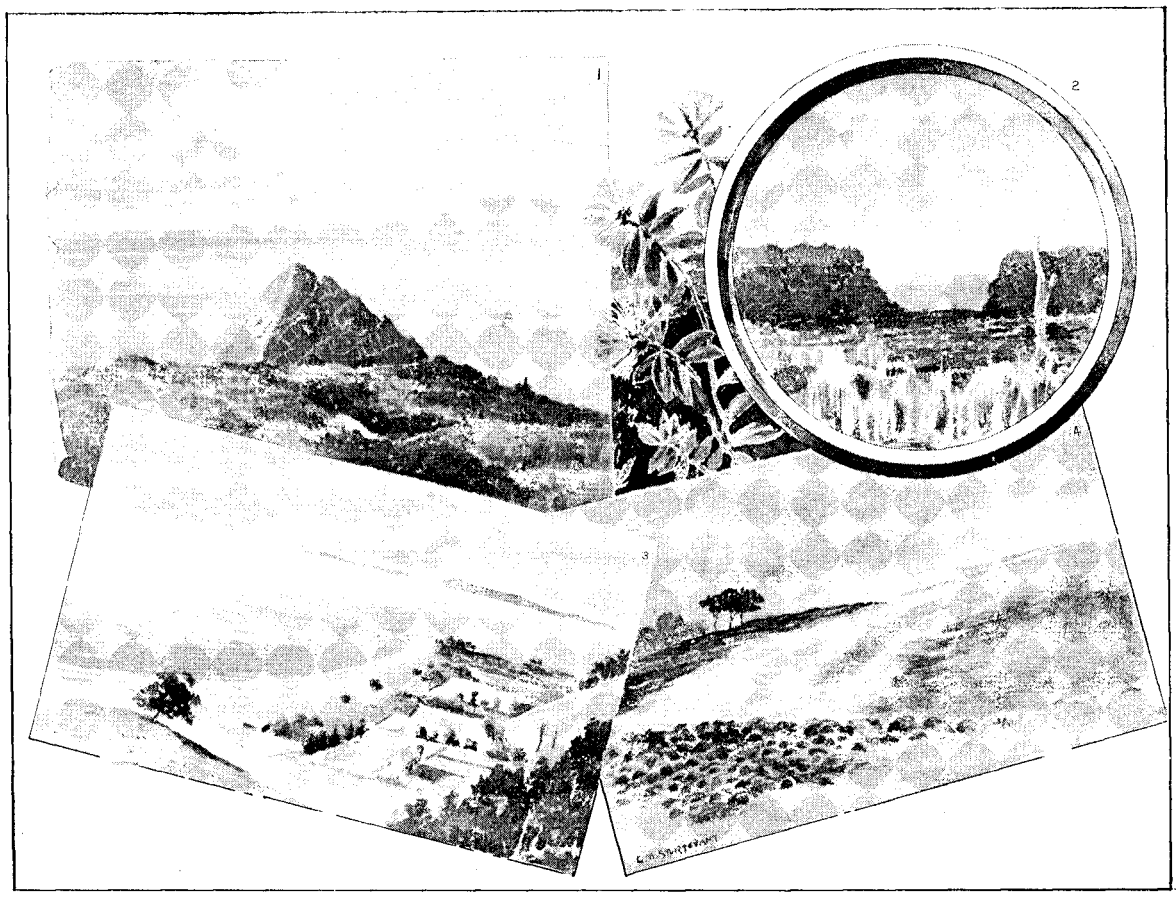
I have the honour to inform you that I have travelled up the Hokitika and Whitcombe Rivers for the purpose of ascertaining the practicability of taking a road along this route into the Canterbury Provincial District. The proposed track starts at Mr. Diedrich's upper station, and follows the valley of the Hokitika and Whitcombe Rivers to the Whitcombe Pass, and thence down the Louper Stream to Rakaia River. From this it could be taken down this river to the road leading from Double Hill Station, and thence *viâ* Lake Coleridge to Glentunnel, or by Lake Heron to Mount Somers Railway-station.

In reference to the portion within this district from Mr. Diedrich's station upwards, the whole valley, to within two miles of the pass, is covered with bush; consequently the work of finding the best line of road will be a matter of some difficulty. With the limited time at my disposal I could only approximately arrive at the best route and cost of such an undertaking. The difficulties throughout are, however, very great. Without particularising the various places, I may say that for considerable distances, and at several portions of the route, the river-bank will have to be left, and terraces at different levels, and in some cases several hundred feet high, will have to be reached. To do this not only requires a careful survey to determine where the road ought to be taken, but also means expensive and steep grading. Nearing the pass the rise of the river rapidly increases, and the grade of the track would not only increase with that of the valley, but would be made further difficult by deviations required to avoid the outlets of many of the side creeks, and also precipitous portions of the river-banks. After the bush is passed these side streams bring down great quantities of *débris* from the hillsides, and would periodically destroy in places any track which might be made. This remark also applies to the immediate vicinity of the pass, where apparently the spring melting of the snow brings the soft rock down in slides at the higher levels. The difficulties in laying out a line of track which might eventually be converted into a road available for dray-traffic are so considerable that it becomes a matter of doubt whether it should be attempted. I am of opinion that to lay out a main road through this pass would not only absorb all the amount available from the present vote for survey expenses, but would also have the effect of destroying the principal value the route now possesses—from a tourist point of view—that is, the line of road on practicable grades for wheel-traffic would require to be taken so far from the river that the magnificent views obtainable at the low levels would be completely lost. The scenery along this valley is the finest I have yet seen in New Zealand. The bush, river, snow, glacier, and mountain views make up a variety of views enough to satisfy artists both of brush and camera. With this scenery so near Hokitika it might be advisable to expend a small amount in making a rough track along and as near the river as possible, and this I would suggest should be done in the following way: A surveyor should be sent out with a large party. One or two of the men could accompany him in exploring the route and laying out the best line of track, the remainder of the party of experienced bushmen could follow and clear a width of, say, 10ft. through the bush; and in places where walking would be difficult a narrow track could be trenched out along the steep sidling. In this way all the work necessary could be done in about three months. The expenses in connection with this would be somewhat as follows: Surveyor (twelve weeks at £5) £60; two men, at 10s. per day, £72; four men, at 9s. per day, £129 12s.; tools, tents, and contingencies, £38 8s.: total, £300. In addition to this it might be advisable to expend, say, £50 in improving the track made by Mr. Duncan from the Rakaia up the Louper Stream to the saddle.

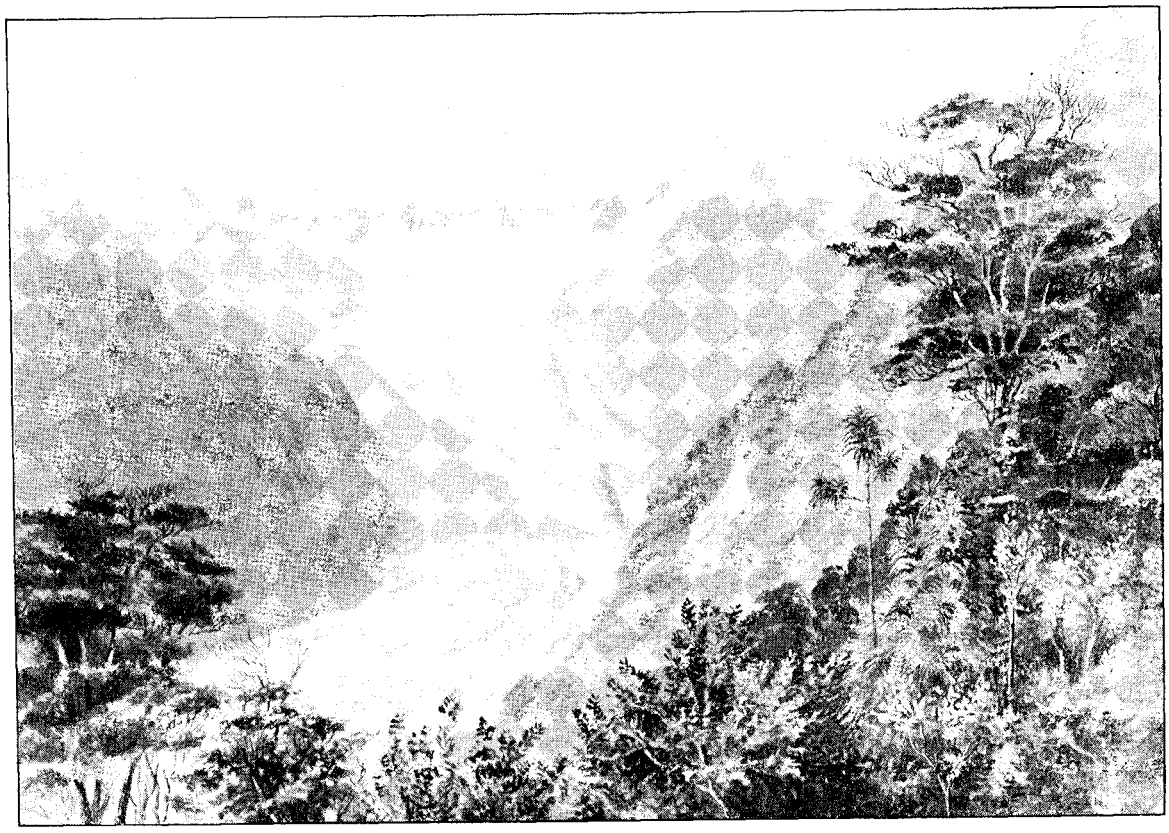
D. Barron, Chief Surveyor.


Canterbury District
Plan shewing Proposed Route from
HOKITIKA VIA WHITCOMBE PASS
To Canterbury District
SCALE OF MILES
2 1 0 2 4 6
Route marked thus
S. PERCY SMITH
Surveyor General
Hokitika River
Whitcombe River
Whitcombe Pass
Lagoon
Bakaia River
Totara Peak
Prospect Hill
Mt Meta
Mt Whitcombe
Mt Murray
Mt Medhurst
Mt Barrosa
Mt Inframeta
Mt Robinson
Mt Dredrich
Mt Misery
Mt Brown
Mt Bowen
Mt Barrosa
Mt Bonnington
Mt Hamer
Mt Barker
Mt Arrowsmith Range
Lyell Glacier
HOKITIKA
KANIERI
WOODSTOCK
RIMU
MAHINAPUA
MAHINAPUA LAKE
KOKATAHI
Kokatahi River
Kokatahi Road
Hokitika River
Open Swamp
Swampy
Bluffs
Doctor's Hill
Constitution Hill
Miserable Ridge
Misty Ridge
Chapman Range
Whitcombe Range
Kaniere Range
Main Saddle
Split Open
Prospect Creek
Whitcombe Creek
Chapman Creek
Jasper Stream
Totara Creek
Lagoon Creek
Bakaia Creek
Mt Barker
Kaniere Gold Field
Drawn by G. P. Wilson
Photolithographed at the Head Office Department of Lands and Survey Wellington N. Z.
A. Barron Superintending Surveyor
D. Barron Chief Surveyor Hokitika

Little Barrier Island.



1. Wekaweka Rock. 2. Opening for Canoes through Boulder Bank.
3. Tenatahi's House. 4. Te Puamatahu Point.



Franz Josef Glacier.

THE KARANGAROA RIVER AND PASSES TO CANTERBURY.

On the 1st October, 1894, Mr. C. Douglas and I started up the Karangaroa Valley with three or four months' provisions. We had little difficulty in taking a horse to about a mile above the junction of the Copland River, at which point we built a "futtah," and stored our belongings. A week or two was spent in staging stores and establishing a head camp on Cassell's Flat, near the inflow of the Twain River. Unfortunately, Mr. Douglas had been suffering severely from rheumatism, and though, with his usual determination, he eventually reached Camp 5, above the great cataracts, he was obliged to give in, and return to habitation about ten days before Christmas. Previous to that date he had been down, and was endeavouring to find a man who would proceed up the river with me, but there seems to be a rooted antipathy to all work entailing the slightest hardship, or necessitating exploration in untrodden ground, among the young men of the district.

Between the 29th October and the 6th December, while camping at Cassell's Flat, we had some thirty-three wet days, and, the river being continually in flood, little could be done. However, I had time to reconnoitre the Twain Gorge, with a view to finding a route through it to the upper basin. After failing on the south bank, owing to sheer rock-walls rising for 2,000ft. or more out of the water, I tried again on the northern side, but here a bluff of rock stopped further progress about a mile and a half from the forks. On this side the hill does not rise precipitously out of the river, but has a slope of some 35°, with bluffs descending from the top of the ridge to the water's edge, obliquely to the course of the river, and varying in height from 500ft. downwards. The first attempt on the northern side was stopped by a bluff of about 100ft. of smooth ice-worn rock near the river, and on the second attempt I took a high, level route, being again stopped by, I believe, the same bluff, some 1,700ft. above the water. Unfortunately, at this time I was working alone, Douglas being unable to find any one to come up; but had there been two of us a way could have been found through the gorge, with the help of a rope. It was, however, evident that, in order to get our necessaries in to the head basin of the Twain, some easier way must be found higher up the Karangaroa River.

After blazing a track through the gorge of the latter river, and passing the great cataracts, we camped on the 11th December in the upper valley, which will be more fully described later, and Douglas, who had returned, came up with a Maori, while I pushed on with a light camp, and on the 18th December crossed the saddle at the head of the Karangaroa into the McKerrow Glacier. On returning down the river I found that Douglas had decided to go back, having reached Camp No. 5 with great difficulty only, feeling it impossible to go on with such bad rheumatism. Sending the Maori down for some one to meet us at the "futtah" camp, we returned down the river, and, having seen Douglas safely established in our head camp, I went back, arriving again with camp and stores at the small flat under the saddle on Christmas morning, being afterwards joined by the Maori who had been sent after me.

I cannot let this opportunity pass without adding a word to the general opinion held by old inhabitants of this coast of Douglas's splendid work amongst the West Coast ranges. As to his past twenty years' explorations, I can only speak from hearsay, but I had the privilege of working with him last year in exploring the Waiho and Cook Rivers, and, though I did not join him until his powers were practically broken by past exposure and hardship, I shall always consider it a privilege to have been even for one year the mate of such a thorough explorer in every sense of the word. He explored for the sake of the work itself, never caring whether his doings were noticed or not—a great contrast to many, who do much work only for the advertisement it gives them.

Before going in to the Twain River we went down the Landsborough Valley by the south bank to examine a line for the proposed track over Broderick's Pass. Expecting to find plenty of birds in this valley, we only took a few pounds of flour and some tea and sugar; but, thanks to the weasels, one of which was seen within ten miles of the head of the river, we only succeeded in getting four birds in the five days which it took us to reach McKenzie's Creek under the pass—a two and a half days' journey in fine weather, but we were unlucky in having two days' heavy rain. Leaving all we had, and being entirely without eatables at this point, we pushed on next day to Mr. Nightingale's camp on the Haast Pass Road, some fifteen miles or more further down the river, for supplies, and having obtained these, and laid in a stock of smoked wekas, we returned to McKenzie's Creek.

The lower flats of the Landsborough River from McKenzie's Creek to the Haast are swarming with rabbits. I have never seen so many in such a small space before. So far as this line of track is concerned, it has one very serious drawback—namely, its distance. Having a probable pass at the head of the Copland Valley in view, I only made a hasty inspection of this route.

The chief points of difficulty, and ones which may prove insuperable to anything beyond a mule-track, are from Cassell's Flat to the top of the cataracts, a very sudden rise in a short distance, the descent from the Karangaroa Saddle into the Landsborough River, and the ascent from that river to Broderick's Pass.

I do not profess to be able to give an opinion of much weight as to the possibility or otherwise of a track in very rough country, having no claims to be an expert on such matters, but I base my conclusions on roads and tracks which I have been over in Switzerland and elsewhere. Broderick's Pass is an open grass-saddle, which drops steeply for a short distance into a flat-bottomed gully lined by almost perpendicular walls for, perhaps, half a mile, when the creek which flows in the gully takes a leap over a broken and weathering precipice of several hundred feet into the Landsborough Valley. No doubt, with the help of much solid masonry, a path could be brought round along the rock-face on the eastern side of the gully to the open grass-spur, whence a line could easily be found, by zig-zags, into the lower valley; but for an ordinarily-formed track I consider the slopes and precipices between the saddle and the river too rotten, and too subject to falling rocks, to be successfully or even safely made.

I also examined slightly a saddle further east, leading apparently into the same river on the Canterbury side; but heavy rain and fog prevented further work that day, and, as my instructions only applied to the former saddle, and having for some time past shared with others a strong opinion in favour of a saddle at the head of the Copland River, slightly west of the Footstool, from previous knowledge of the main range, it did not appear worth while to spend more time over this route, so we at once returned up the river. From McKenzie's Creek up the Landsborough and into the Karangaroa there is no real difficulty for a track, which should be taken up the south side to just above the Fettes Glacier, which pushes its way right into the river, and here carry the track across by a bridge to the north bank, and so on to the saddle into the Karangaroa. The two points to be examined by expert road engineers are, I think, Broderick's Pass and the rise out of Cassell's Flat, neither of which ought to be found insuperable, though no doubt the former will be a source of great expense. Another point, by the way, which will add to the expense is the number of creeks to be bridged on the way down the Landsborough River.

After spending four or five days in the basin at the head of the Twain River, into which we went *viâ* a saddle some little way up the McKerrow Glacier, we retured into the Karangaroa River, and, completing the survey and exploration of that valley, reached Mr. Scott's house, on the flats, at the end of the first week in February.

Before speaking of the Copland River, mention ought to be made of the wonderfully grand scenery in the Twain River, equalling, if not surpassing, anything I have seen in Europe or elsewhere. Mount Sefton, the grandest peak we have in the opinion of many, is the principal object in the valley, sending down the magnificent ice-field of the Douglas Glacier, which is perhaps the finest example existing of a glacier with its *névé* entirely unconnected with its trunk. For upwards of four miles the ice-field lies on a sloping rock-bed separated entirely from the trunk of the glacier by sheer rock precipices, which run nearly its whole length, varying in height from 200ft. to 1,500ft., over which between twenty and twenty-five avalanches an hour fell during the night we were bivouacking near it, a fact which made the Maori regret that he had ever come into such outlandish places. The ice thus avalanching has filled the floor of the valley, and formed a glacier of nearly five miles in length, covered with a heavy surface moraine. The other side of the valley has precipices rising in sheer faces, interrupted by ledges and terraces, to a height of over 2,000ft., which continue right down the valley on the left-hand side and form the eastern bank of the gorge. Slightly over a mile and half below the snout of the Douglas Glacier another fine glacier comes in from the north, which, unlike most of our New Zealand glaciers, is quite clean and free from surface moraine. This I have named after Mr. Horace Walker, late president of the Alpine Club, London; while on the smaller glacier, lying above the Douglas, I have placed Mr. FitzGerald's name, who has been doing such good work this year in our alps, with the help of that grand guide Mattia Zurbriggen.

A mile or more below the junction of the Horace Walker Stream the Twain River descends rapidly through a very narrow and deep gorge of some 20 chains in length, which I had not time to inspect closely; but from point H it appeared to me that the river had encountered a bar of rock, and cut a narrow black-looking gut of some 200ft. or more in depth at the lower end, while at the upper end it has been able only to wear away a shallow channel, which gradually deepens as it approaches the lower outlet. The breadth of this gorge cannot be many feet.

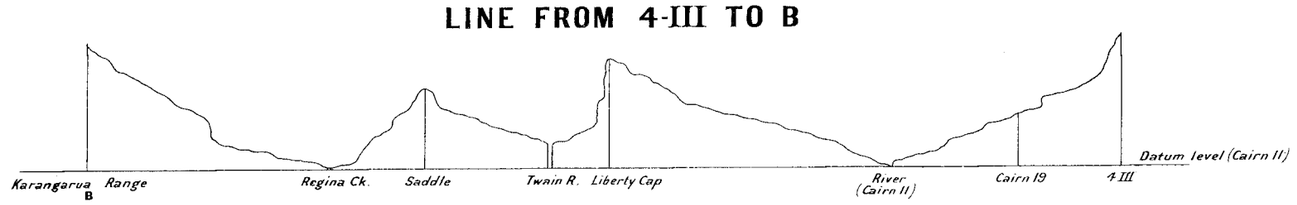
The scenery of the Karangaroa River is fine also, and, though probably equalling anything and surpassing most things yet open to tourists, does not come up to the Twain River. Amongst other features, there are above the cataracts two peculiar gorges, not of any great size, but certainly interesting. The first one met with in going up the valley is a narrow-cut channel, varying from 3ft. to 15ft. in breadth, and about 30ft. deep, cut into very fantastic shapes by the action of the water. The other is above Camp 5, and in one place is 20 yards broad at the water's edge, while 40ft. above the river the sides overhang and approach to within about 6ft.—the gap being easy to cross; while 2 chains above this point the sides touch one another for 15ft. above the water, the river bubbling up through a channel evidently some feet under the surface, into which it descends with a small whirlpool.

No difficulty would be found in the way of a track into the head of the Twain *viâ* the gorge, as the country is very solid, and the gradients could be made easy. But though we have peaks as grand in appearance as, and presenting more difficulties than, Mount Cook, I fear that it will be many years before any district will attract attention from tourists or others unless it goes by that most comprehensive of names, Mount Cook, which seems to be applied generally to districts widely separated from each other, and having no connection whatever with that peak, provided there is a certain amount of perpetual snow and ice. And to term any locality on the West Coast Mount Cook is incorrect, as it has long been known that this peak lies on the Canterbury side of the range, and could not possibly be reached from the West Coast.

Having finished the map of the Karangaroa and the necessary reports, I was starting up the Copland Valley with R. Fiddian to examine the saddle lying at the head of the eastern branch when we met Mr. FitzGerald coming down, having made the pass just a few days before we should have; indeed, had we started a week before we would have met them on the Hermitage side. Sending Fiddian up the river with a light camp and stores, I returned with the others to the Hermitage *viâ* another saddle, and on the 13th March left the Hermitage, alone, to reach the coast. There is no difficulty, from an alpine point of view, to one with any experience, in crossing this pass, even as it stands, but I would not recommend a party new to mountain-work to attempt it unless they had a guide to the top of the Hermitage side.

The descent into the Copland is about as easy as it could be down to the river, and the river is —for the West Coast—not at all bad to descend. As far as this route is concerned for a horse-track, I do not think it will be such a very easy matter to engineer it at present, as a greater part of the Hermitage side and some of the West Coast side will undoubtedly require a solid masonry-

LINE FROM 4-III TO B



Topographical plan of
COPLAND, TWAIN AND KARANGARUA COUNTRY

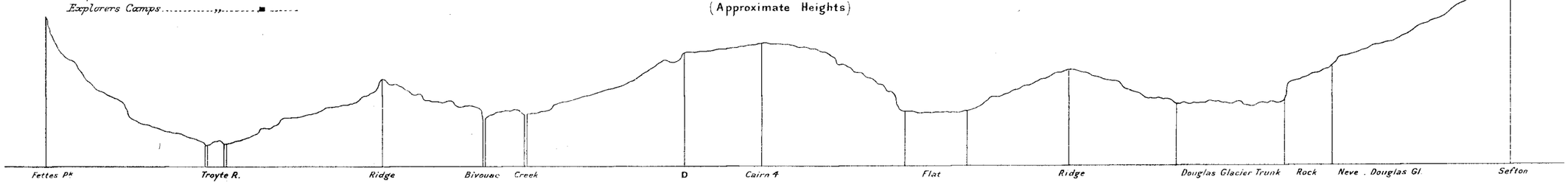
From Reconnaissance Surveys 1892-94-95 by
A.P. Harper and C.E. Douglas, Explorers, Westland

S. PERCY SMITH
Surveyor General.

SCALE OF CHAINS.
80 60 40 20 0 80 160 240 320

Explored Routes..... thus
Explorers Camps..... "

LINE FROM FETTES TO SEFTON
(Approximate Heights)



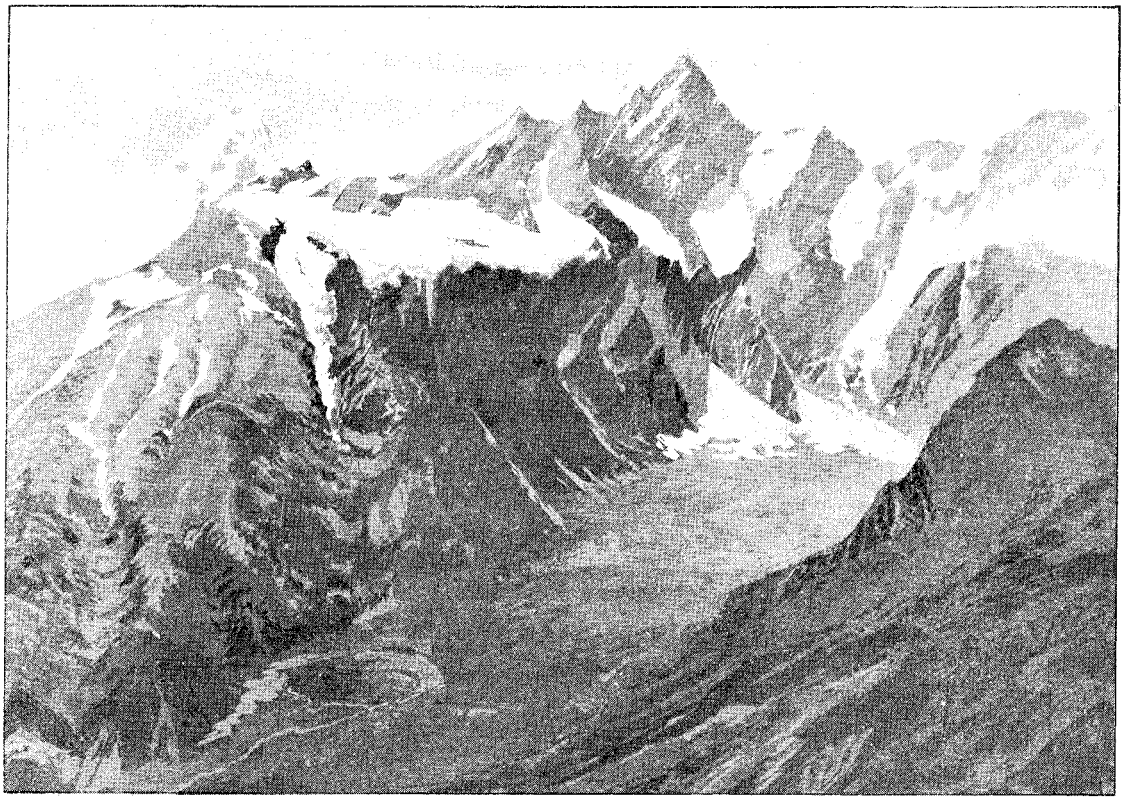
Datum 3000 Ft above sea level assuming Camp 3 to be 800 Ft

G.F. Wilson, del.

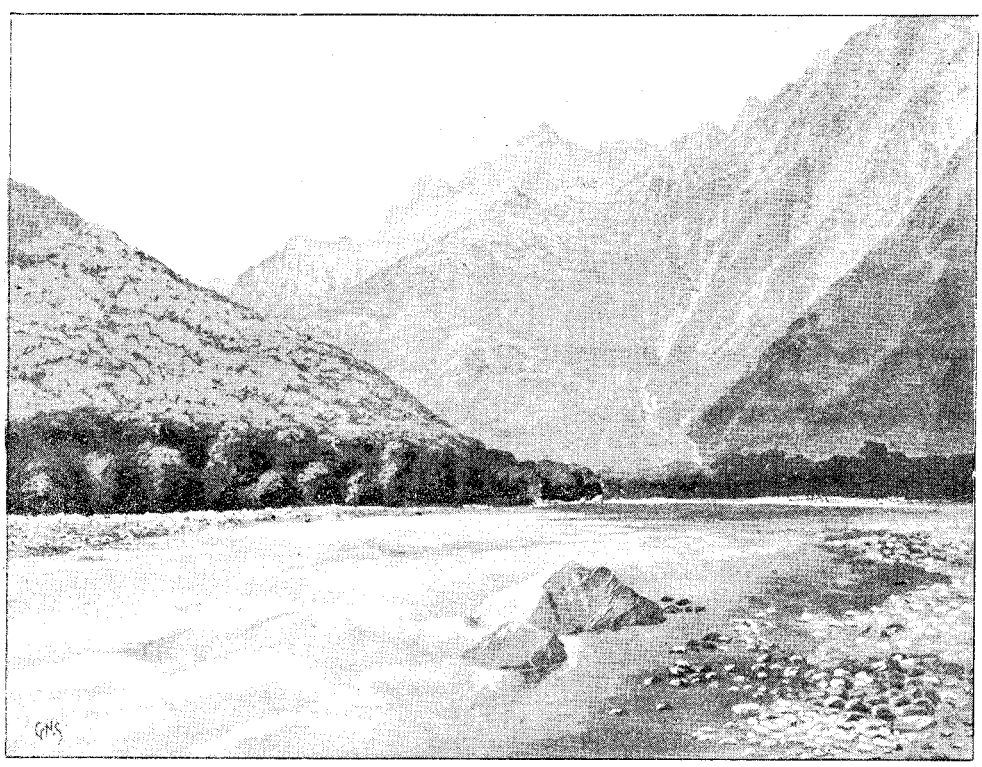
Photolithographed at the Head Office Department of Lands & Survey, Wellington, N.Z.

A. Barron, Superintending Surveyor.

D. Barron, Chief Surveyor Hokitika.



Mounts Sefton and Thompson, with Fitzgerald Glacier.



Looking up Karangarua River from below its Confluence with Twain River.

built track, owing to the somewhat shattered nature of the rocks and the frequent heavy winter avalanches. I came over a saddle slightly west of FitzGerald's Pass, and consider that a more practicable line might be found on the spur west of his route from the Hooker Glacier to the small ice-field at the top of the ridge, after which the travellers could be taken to the left for, say, half an hour to FitzGerald's Pass, from which the descent is very easy. In any case, it will be a matter of considerable expense, necessitating, I believe, much solid masonry, and a telephone-wire between the termini. Though the small ice-field is a drawback, it does not form an insurpassable obstacle, as I know passes in Switzerland with longer stretches of ice over which horses are taken. But it will probably be the source of delay and expense keeping a way open after snow even in the summer. For the present requirements of the country it appears to me that if a good horse- or even foot-track is made up the Copland River on the western bank to Welcome Flats, and thence on the eastern bank to the grass-line near the Marchant Glacier, or even a little beyond, and if the ascent on the Hermitage side is made easier, that tourists could, with little exertion beyond an hour or two's walking, reach Mr. Scott's house in one day comfortably. The expense of a horse-track on the Copland side would not be great, but it is in descending the Hermitage side that the heavier cost would be incurred; and, even though a horse-track is not attempted, a telephone-wire would be required to communicate with the West Coast to have horses brought up the river, and *vice versâ* for the Hooker Track.

We cut good blazed tracks when in the valley above Welcome Flats, the entrances to which are marked with crossed sticks whenever the river-bed is too rough to travel on, and, given fine weather, a good walker should be able to reach Mr. Scott's house in eighteen hours. If the weather is fine and the river low the best line to take below Welcome Flats is to ford the river on the flats, and keep down the west bank, where the travelling is far easier, provided a party keeps back from the river on the terrace. Above the flats there is no difficulty, as our blazed tracks should be easily picked up for three or four years to come by any one with ordinary powers of observation. The map will have the route marked, which I recommend foot-travellers to follow until some further steps are taken to open up a track.

For studying the action of ancient glaciers on rocks and hills the Karangaroa and its branches give as good opportunities as any district I know, and there is a fine field for a scientific man, practically untouched, since I am only able to form theories and opinions, which are necessarily of little value from a scientific point of view. From the inflow of the Copland River to Cassell's Flat the valley is, roughly speaking, a mile broad, filled with glacial deposit, which descends in gentle slopes from the lower part of the hills to the centre of the valley. Through this moranic drift the river has cut a channel, leaving terraces on each side from 20ft. to nearly 100ft. high, while the course is full of large erratic boulders, in some places completely blocking the valley. The top of the terraces is generally flat for some chains back, cut through here and there by deep channels, and in places covered with large boulders. At the end of the spur opposite the forks the glacial drift is piled up to the height of some 400ft., while the spur itself above and behind the drift shows in places smooth ice-worn rock. The timber is chiefly kamahi, until the lower hill-slopes are reached, when it changes to totara, cedars, and rata, the latter prevailing, but up Cuff's Creek I saw some good patches of pine forest.

With regard to the travelling to Cassell's Flat, a horse can with little trouble be taken to within 20 chains of Cuff's Creek, after which to Haskell's Creek is good open going for foot-travelling, rough in places, but nothing out of the common. We put a blazed track from there to Poison Camp and another from Poison Camp to the flat, along the top of the terrace, to use when carrying heavy loads, as the boulders in the river for some 40 chains are bad; this latter track is, however, really unnecessary, and was only cut as the men who took Douglas's place were unused to rough boulder work. At Cassell's Flat the valley still retains its width, but is free of all the drift and *débris* which has been piled up below, and the hills descend nearly sheer on to the level ground, showing magnificent bare faces of rock at an angle of about 70 degrees up to the height of 3,000ft., on which the scrub has little hold. Here three branches meet—namely, Regina Creek, draining the lower end of the Sierra Range with the ice-field off VII.5; the Twain River, which drains the immense ice-field of the Douglas Glacier off Mount Sefton; and the two other glaciers above mentioned—namely, the Horace Walker and FitzGerald; and lastly, the Karangaroa branch from the saddle into the Landsborough Valley, draining no ice-field beyond a small one on Mount Fettes. Of these branches the Twain River is by far the largest, and in reality is the main branch of the river. Coming as it does from the dividing-range, and bringing down a large volume of water, in the summer it is rarely fordable even at the forks, and above that it is unfordable for its whole course. Each branch descends through narrow gorges blocked with immense boulders, which form fine cataracts, of some 400ft. descent in about a quarter of a mile.

The gorge of the Twain I have already mentioned as being especially striking. The north side, on which I was twice brought to a stop, reminded me of the north side of the Francis Joseph Valley, in so much as there are bluffs running from the top of the range to the bottom, like those at Points D and Arch Creek, on the Waiho, facing up the valley, and forming blocks to the flow of ice. I should not like to state that ice had not come through the Twain Gorge in ancient days, because the round hill between it and Regina Creek is evidently formed by ice-action, and the north bank of the gorge is distinctly ice-worn. But I believe there was comparatively little ice-flow through the present gorge, which seems more like a cleft in the hill by some convulsion of nature than an ice- or water-cut channel. The main flow of the old glacier was, I think, over the low saddle behind the rounded hill, and into the Regina Creek basin, joining forces with another but smaller glacier from VII.5, and then flowing through the present Regina Creek Gorge into the great glacier which came off the dividing-range over the Karangaroa Saddle.

The Regina Creek cataract is as fine as the other two, but it has not such a good gorge, the mouth of the valley being U-shaped, and full of immense erratics, either in the course of the stream

or scattered in hopeless confusion in the bush along the banks. I think the last 6 or 8 chains in the bush, before the top of the cataract is reached, was about the hardest piece of travelling I have experienced, owing to the difficulty of finding a way through and over these boulders. In places one would be nearly out into good going when a gap 50ft. deep and 20ft. broad on three sides of what turned out to be a boulder would necessitate a long detour back, to begin finding another route. It formed a maze of the first order.

Opposite Regina Creek is an island (Crusoe's Island), and on the west side of the river a knoll (Queen's Knoll) of some 70ft. to 100ft. high, both formed of large erratic boulders. This looked like the remnant of an old terminal moraine, and on following the probable line towards Mount McGloin I picked up several smaller heaps of erractics in the bush, proving that a terminal moraine of considerable size once existed here.

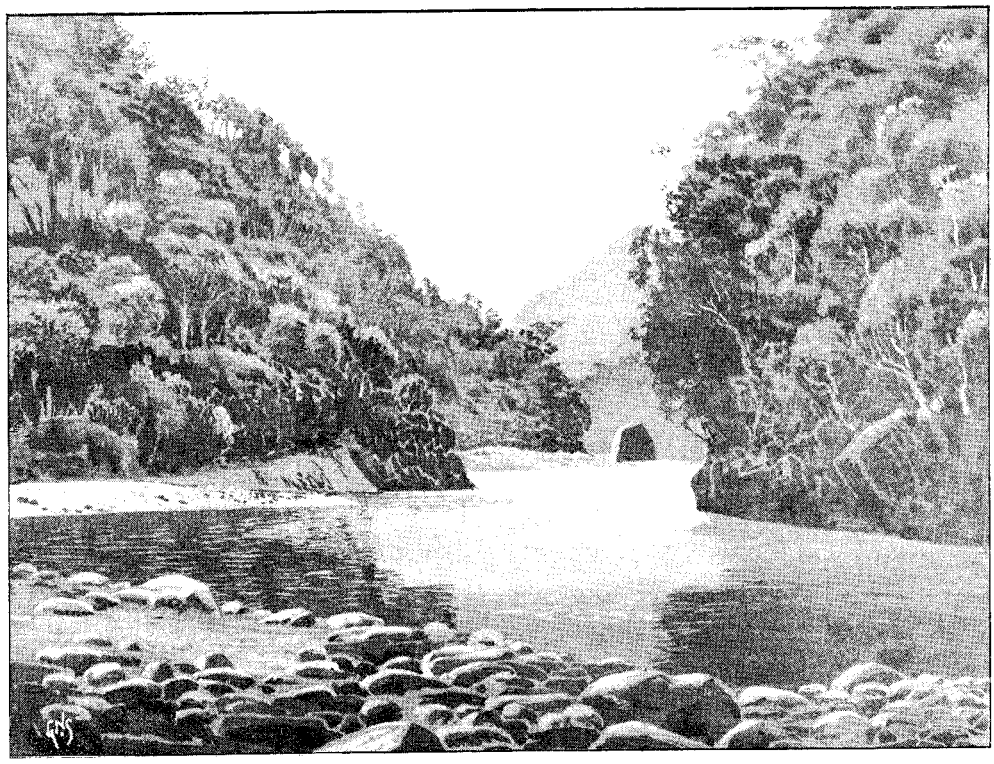
On the hills where bush can find a hold round Cassell's Flat rata is the prevailing timber, but on the flat and lower terraces ribbon-wood, stunted totaras, cedars, &c., prevail, with a few open patches of grass. Here the river flows in deep smooth reaches, with short rapids between them, and is easily fordable in two places below the inflow of the Twain, and in several places between that point and the gorge of the Karangaroa, which shows clear water after the winter snow has melted—that is, after Christmas.

At the upper end of Cassell's Flat the valley gradually becomes narrower and the river more rapid, until the whole floor of the valley rises suddenly to Camp 4, the river descending from the upper valley through a fine gorge and over two large cataracts. Above Camp 4 there are several stretches of open gravel beaches with rocky bluffs on the right bank, while the left bank is rock-bound the whole distance from Cassell's Flat to within a mile of Troyte River. At this point the valley-bottom again becomes filled with glacial deposits in the shape of large boulders and small moranic drift, and the banks slope gently back to a height of some two or three hundred feet to the foot of the high precipices and terraces of bare ice-worn rock, with patches of stunted and "vagrant" vegetation with "no visible means of support." After passing Troyte River the valley becomes rather narrower, the hills gradually drawing together till the saddle is reached, but the river descends through a few small flats, which give one short spells of easy travelling.

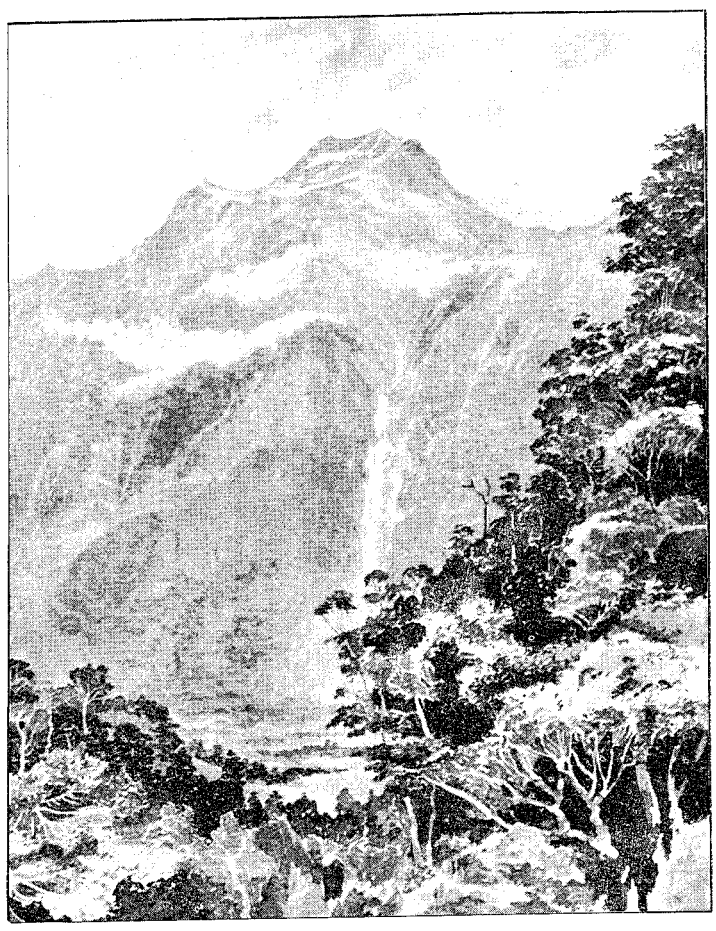
Standing on the Karangaroa Saddle the whole valley to the great cataracts can be seen at a glance, and forms a very interesting picture. On the right the hills slope back from the river at an average angle of 35°, showing in some places for the first three miles shattered bluffs and rock-faces at the top of the ridge with spurs starting out from the face of a precipice, and spreading towards the river in graceful slopes, while beyond the hills assume a different aspect, owing to the covering of soil and glacial deposit having slipped bodily into the river, notably at Lily and Coleridge Creeks, leaving bare rock-slopes, at an angle varying from 32° to 36°, and rising from the river's edge for some 2,000ft. or 3,000ft., interrupted here and there by low precipitous bluffs. Points A and AA were fixed on such a slope, and it was only by taking off my boots that I could go up the rock-slope; without boots it was easy travelling. The dog I had was also happy as long as we were moving, but when I stopped to take bearings it was very amusing to watch him trying to sit down, first facing up hill and then down, but the angle was too great for him to find a comfortable seat. On the immediate left while standing on the saddle is a precipitous range of hard gneiss rock, a narrow "knife-edge" ridge, dropping in precipices and terraces into the river, or rather to the slopes of *débris* at its foot. Above Christmas Flat (as I have named the basin at the head of the valley) there are three very distinct glacier terraces, but further down the valley I was unable to pick them up again with any distinctness.

The Troyte River cuts through a fine unpassable gorge and drains Mount Fettes and Townshend, with one small glacier on the former. The spur which forms the left bank of this gorge is of the same hard rock, and is cut up into terraces and hummocks to an extraordinary extent, not unlike the terraced vineyards of Italy and the East are often represented in pictures. From Camp 5 down to the top of the great cataracts this side is rock-bound, the river running for a few chains on the top of an almost flat surface of rock, and then cutting the narrow and picturesque gorge, previously mentioned, through the formation. Below this it opens out on the right side into beaches and small flats; while the terrace of solid rock on the left side gradually gets higher as the river-bed falls, until at the mouth of the big gorge below Camp 4 it is fully 200ft. in height. From this terrace the hill slopes back fairly gently, interrupted by two or three terraces of various heights, until it reaches the foot of towering cliffs of very hard rock. Whenever a creek descends from this range there is an open course of some 20 yards in breadth where the bare smooth rock is exposed, and it is then seen that the surface soil on which the bush grows is only a foot or two deep from the river right back to the foot of the precipices.

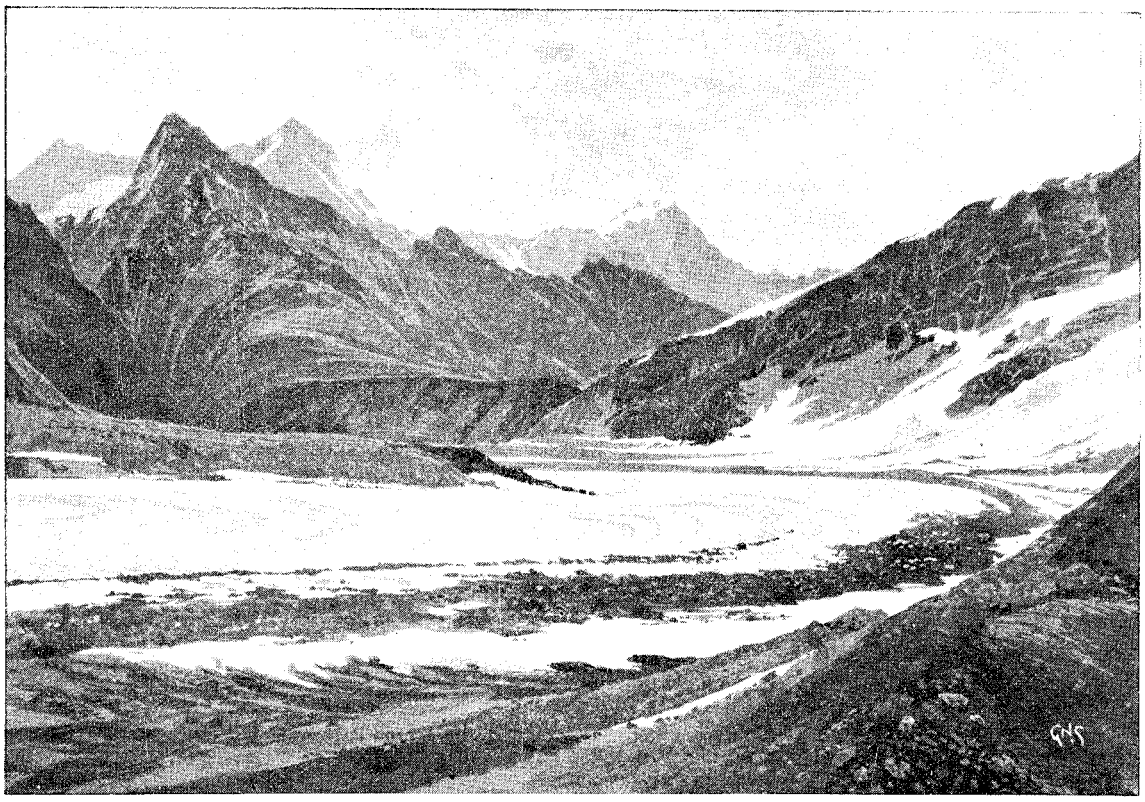
On coming up the river the rata bush, which prevails in the valley, came to an abrupt end at the top of the cataracts, and the rock-slope and terrace was overgrown with good mountain-birch bush, continuing till Camp 5 was reached, when it stopped as suddenly as it had begun, and its place was taken by stunted rata and mountain vegetation. On the right bank, however, only a very few isolated birch-trees were seen growing amongst the ratas and other bush. But up at Christmas Flat I saw a patch of about a dozen large birches towering above the low alpine scrub. This terrace or rock-floor extending from Camp 5 to the cataract is, I believe, the old valley-bottom, which the glacial deposits left by the retreating ice and *débris* coming down in the ordinary course of things from the hillsides has covered from the saddle down to Camp 5, after which the river, meeting with less *débris*, has been gradually cutting down the floor, leaving the terrace above described, until it came to the rapid descent into Cassell's Flat, where it has cut the deep rock-bound gorge in which the two cataracts are found. The actual cataracts are due to the large erratic boulders left behind by the glacier in its retreat forming a bar across the valley, and, the hills being too steep to hold them, they have fallen and accumulated at the bottom of the valley and gradually collected in the gorge as the water has cut away the ground under-



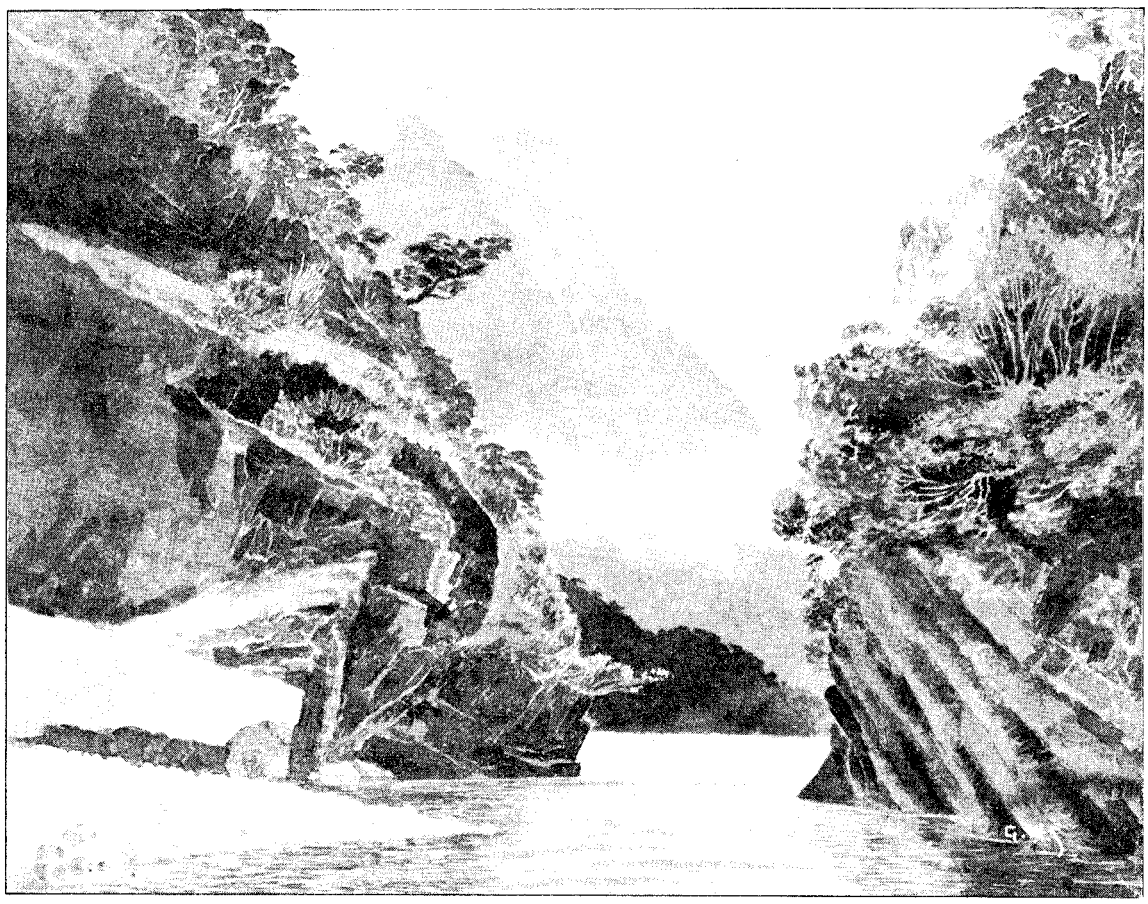
Looking up Karangarua River from above the Great Cataract.



Mount McGloin from Regina Creek.



Looking down McKerrow Glacier from Douglas Pass.



Upper Karangarua River and Mount McGloin.

neath. The boulders in all three of the cataracts coming into Cassell's Flat are of immense proportions.

Judging from the general appearance and formation of this part of the country, I believe that in the remote past an immense ice-field existed south of Mount Sefton, and discharged itself in three main streams seawards. The low saddle between the McKerrow Glacier and the Twain Basin, even now only 50ft. or so above the glacier, would form no obstacle to the junction of the ice-fields off Sefton and those south. The northernmost stream of ice flowed down the Twain Valley, and over the depression behind the conical hill facing Cassell's Flat, and joining, or being joined by, the smaller glacier from VII.5 flowed through Regina Gorge into the main glacier, or the middle stream from the great central ice-field, which came over the Karangaroa Saddle and down that valley, till, uniting with the northern stream, it filled the whole basin of Cassell's Flat, and was again augmented by the large ice-flow from Mount Cook, which probably then found its way west over Baker's Saddle. This glacier must have been of enormous thickness, as on the spur of Mount McDonald, by Point R and Cairn XXI., there is what I believe to be distinct evidence of the ice overflowing that ridge, by depressions in the direct line of the flow, and going down the Mana-kai-au Valley to the low country, as well as the main Karangaroa Valley. Another piece of evidence which makes me inclined to put forward this theory is that while going up Ryan's Peak I noticed two lines of boulders lying on the east side of the lower peak, more than 4,000ft. above the river, which had every appearance of an old lateral moraine, left there by a stream of ice which came down the valley from the east.

There are signs of rapid, and possibly sudden, retreat in both valleys, which would easily be accounted for if these conclusions are correct. These great ice-streams from the central field had to come over Baker's Saddle, 6,300ft., and the Karangaroa Saddle, of about 5,000ft. in height, and on the gradual shrinking of the central ice-field they would suddenly be cut off at these points, notably at the Karangaroa Saddle, where one of the main streams would suddenly lose its connection with its source of supply, and, owing to its having no high peaks near it, would consequently fail to send down a sufficient body of ice, thus causing a sudden and rapid retreat.

The idea of a stream of ice coming off Mount Cook, over Baker's Saddle, is supported by the finding of boulders in the Copland Valley of the same formation as the Mount Cook Range, but, as I found also some of the same rock on the top of the main range west of FitzGerald Pass, it is possible that these stones came from Stokes or Ruareka, neither of which peaks have been closely examined. However, such a very low depression as Baker's Saddle must, I think, have been an outlet for the ice of the central ice-field lying near the Mount Cook of that day.

Of the fact that a glacier at some remote period came over the Karangaroa Saddle there is no doubt, as the rock is ice-worn, and strewn with immense erratic boulders; also, there is distinct evidence in the three very marked terraces on the left-hand side of the valley, between the saddle and Troyte River. The third stream from the supposed ice-field went down the Landsborough, helped by offshoots from the Hooker Range and the present dividing-range, but whether it discharged its waters eastwards or westwards I will not presume to give an opinion, as there seem to be good reasons for supposing that the Hooker Range is the older of the two, and formed at one time the watershed. Of this third stream, the McKerrow, Spence, and Le Blanc Glaciers are the only remains; while the principal remnant of the old ice-field and glacier is to be found up the Twain, in the Horace Walker, Douglas, and FitzGerald Glaciers.

In the course of this summer's work I had to fix stations on the ridge between Mount McDonald and the low country, at the head of the Mana-kai-au River, and took advantage of Mr. Scott going on to his hill to muster sheep. A week or so prior to this Dan Koeti, a Maori helping in a muster, went back along the ridge further than any one had hitherto been, and discovered two alpine lakes, which he reported to me. Hearing of these I went back towards Mount McDonald, and found that these two lakes were situated over 4,000ft. above sea-level, and draining into Jacob's River. The larger lake, Roto te Koeti (named after the finder), is half a mile long by 15 chains broad; the smaller one, almost circular, 10 chains in diameter. The larger is a good specimen of the real alpine tarn, formed or left by a glacier of considerable depth, and surrounded by ice-worn precipices and slopes which extend below the water's edge. Unfortunately, the avalanche *débris* and water from Mount McDonald is gradually filling it up.

Some time later in the summer, after coming down the Copland River, R. Fiddian and I, according to instructions, ascended Ryan's Peak (6,400ft.), with the object of obtaining bearings and photographs, and also to fix "The Spike," a peculiar rock seen from the Karangaroa Valley. The view from the summit of the Peak is one of the most extensive I have yet seen from a low hill on this coast, including (as will be seen by the panoramic photograph sent in) nearly all the great peaks of the dividing-range, a portion of Mount Cook, and the whole Hooker Range. The La Perouse Glacier, lying at the head of Cook River, is visible from *névé* to snout over the Copland Range, and the low country is seen to great advantage.

We bivouacked near "The Spike," which lies at the Karangaroa end of Ryan's Range, just above the bush-line, in the mountain scrub. It is a solitary column of rock which has become detached from the rocky spur behind its present portion, and, falling outwards, is now poised over the precipice into the Copland Valley, having the appearance of a great gun mounted to command the Regina Creek Valley and slightly elevated to drop a shell over the intervening range. This rock has a clear reach of 58ft. overhanging the precipice, and is about 15ft. thick by a little more in breadth, and is a distinctly striking feature in the view from just above the forks of the Copland and Karangaroa. The photograph I send herewith will give a good idea of the rock, the figure on the end giving some notion of comparative size.

While speaking of the transinsular route, I ought to have mentioned that I now know the whole dividing-range from the head of the Murchison Glacier to south of Mount Sefton on the east coast, and from the head of the Waiho River to the Haast Pass on the west coast, and am still of

opinion that the only direct and practicable route for a pass between the Hermitage and the West Coast is *viâ* some saddle west of the Footstool, and FitzGerald's Pass is the best of these. That there is no saddle entirely free of ice in the summer has been well known to some of us for a considerable time past; and if the general instructions had not been to find a saddle which has neither snow nor ice on it in the summer, this route would have probably been acknowledged as the best two or three years ago. To find a pass such as has been desired by the department one must go miles down the Landsborough River, a most round-about route, though possessing much grand scenery. But when a route can be taken direct in a few miles, necessitating at the most a small amount of walking, it seems a pity to go further afield for one absolutely free of snow.

Tourists who wish to see a place for its own sake, and do not only desire to visit a locality with a minimum of trouble simply for the sake of saying they have been there, will be willing to put up with a little extra exertion, and will probably have to do so for some years to come. For, though it is admitted to be advisable in every way to make the best use possible of grand scenery, a country can but meet the travelling public half-way at first, and open up out-of-the-way places for those who will go to a little discomfort; and when the number of tourists increase the conveniences will increase also, by private as well as Government enterprise. It seems a pity to see some of the most magnificent scenery, which could be opened up by foot-tracks at little expense, neglected for want of money, while localities which cannot boast of one-half such attractions have large sums spent on them to allow travellers to go there in unnecessary comfort, simply because they have been unduly advertised in the papers by some writer who has been there, and possibly nowhere else, and whose opinion, if the truth were known, is of little value.

I have been fortunate enough to have knocked about a good deal, and seen much fine scenery in other parts of the world, and am in a position to compare our country with such places, in nearly every case to the advantage of New Zealand. But some of the best scenery in the colony is unknown except to one or two of us who have pushed into unexplored valleys, and, unless opened up on a small scale by foot-tracks, will be unknown for many years to come.

ARTHUR P. HARPER.

APPENDIX NO. 10.—PATEA AND WANGANUI RIVERS.

REPORT ON THE NAVIGATION OF PATEA RIVER, BY G. T. MURRAY, ESQ., ROAD-SURVEYOR, WANGANUI.

SIR,— Wanganui, 6th April, 1895.

In accordance with instructions (S.G. 25992/2) of 6th February, I have now the honour to report as follows on the Patea River:—

I left Wanganui on the morning of the 13th March; spent the rest of the day at Patea in preparations for the trip, and started up the river on Thursday morning, the 14th, in an ordinary river rowing-boat, with Mr. McKenna, the Mayor of Patea; Mr. Martin, photographer, Wanganui; and two men.

On that day, after nine hours' pulling, we reached Robertson's house at the 18-mile point, and there we stayed the night. Next morning we started off in a light canoe belonging to Robertson, the Mayor and the two men going back to Patea, and Mr. Martin, two Robertsons, and I going on for three days further. That brought us to the 49 miles, and, as my time was limited, I left the canoe there, walked to Eltham, and came on to Wanganui on the forenoon of the 19th, while Mr. Martin and the men returned to Patea by the river. I intended going as far as the Mangaehu junction, but, as stated above, had not time.

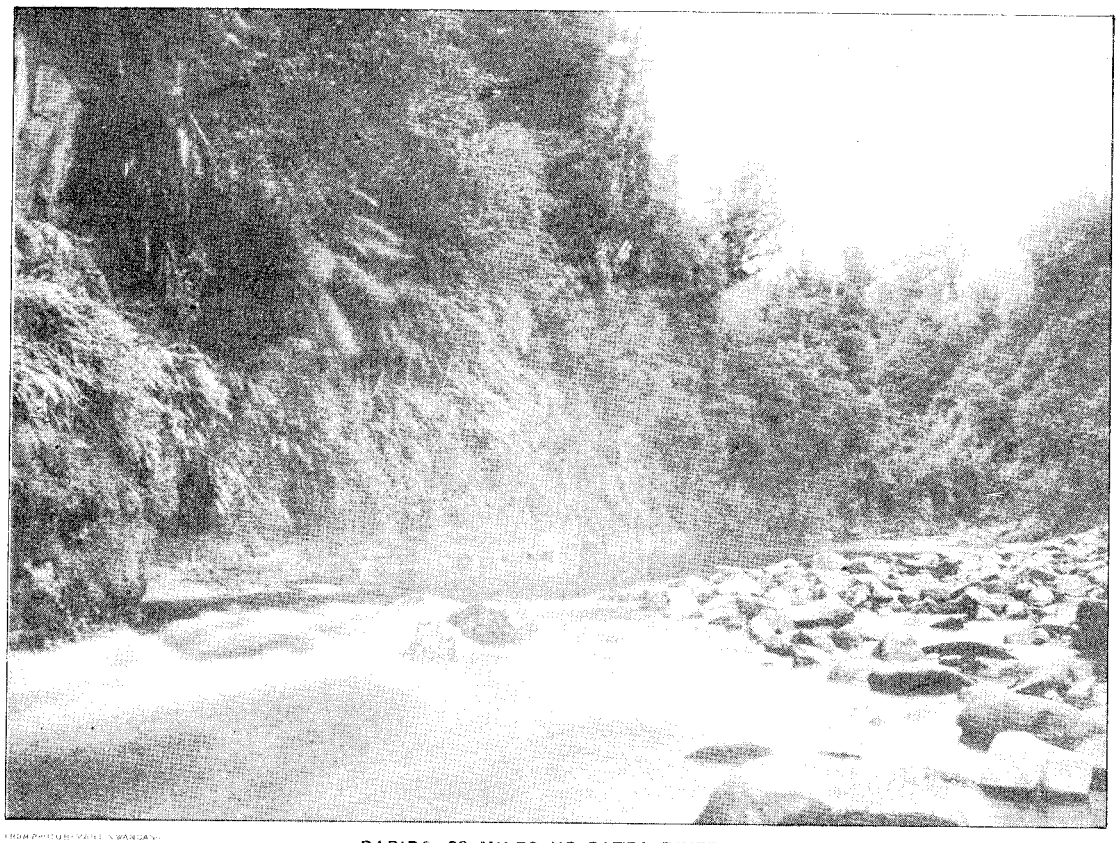
The river was unusually low at the time: this made the ascent of the rapids much more difficult. During the last three days all hands had very frequently to get into the water and shove the canoe up by sheer lifts; besides, passages had frequently to be cleared of snags and boulders, and at several points trees right across the river had to be chopped out before the canoe could be taken past. On the journey 139 rapids were passed, besides numerous slight runs. On the map accompanying I have marked most of the principal ones; but there were so many, especially towards the upper end, and the turns of the river were so hard to identify, that I have omitted a large number from the plan.

The rapids were distributed as follows: First day—From 1 mile (Patea) to 18 miles: 18 rapids; 30ft. rise; average rise per rapid, 1·6ft. Second day—From 18 miles to 29½ miles: 37 rapids; 70ft. rise; average rise per rapid, 1·9ft. Third day—From 29½ miles to 40 miles: 43 rapids; 80ft. rise; average rise per rapid, 1·9ft. Fourth day—From 40 miles to 49 miles: 41 rapids; 70ft. rise; average rise per rapid, 1·7ft.

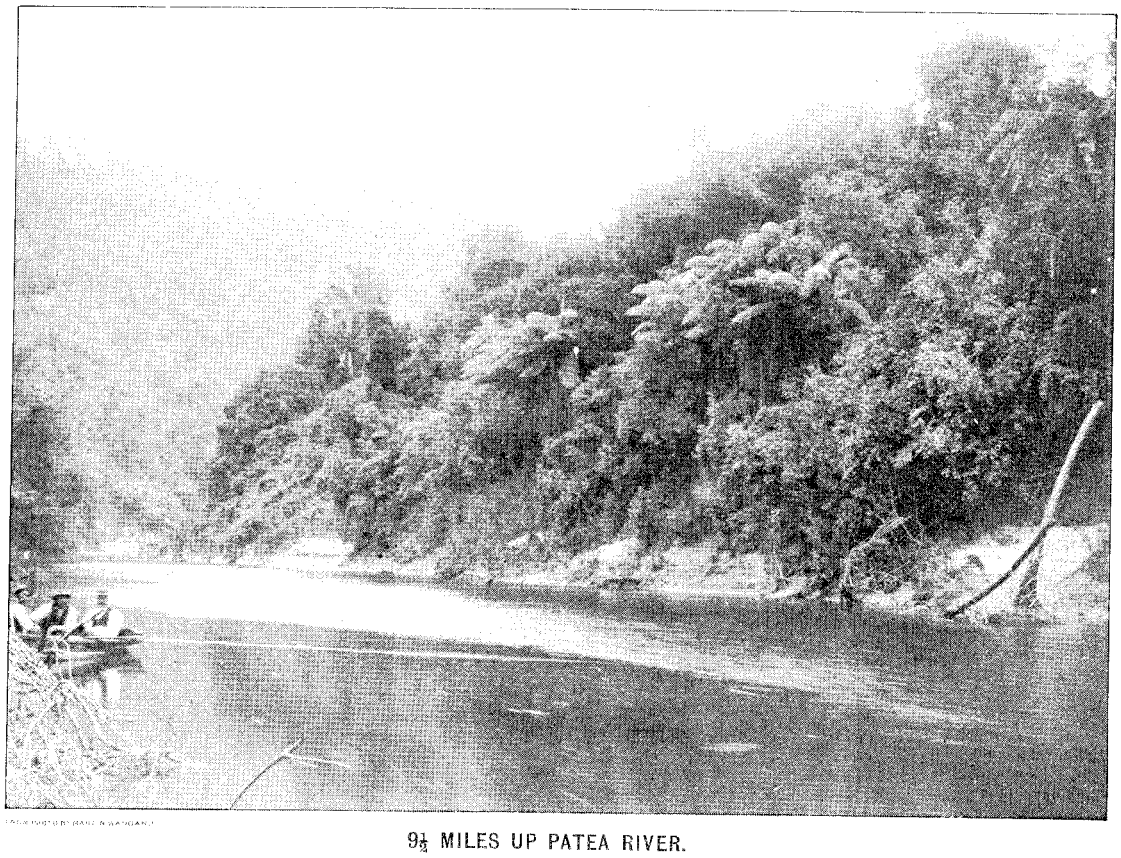
The total rise to 49 miles is therefore 250ft., as nearly as could be got by aneroid. The Chief Surveyor (New Plymouth) informs me that the height of the Patea–Mangaehu junction at 59 miles is 330ft. This would agree very well with my heights, which I checked on to Eltham.

Besides these rapids enumerated above, there are, of course, many small runs, and a certain fall even in the quiet reaches. The rapids average about 1ft. fall each, only about half a dozen being 2ft. fall or over. The 47-mile rapid is the greatest fall—about 3ft. in less than 1 chain.

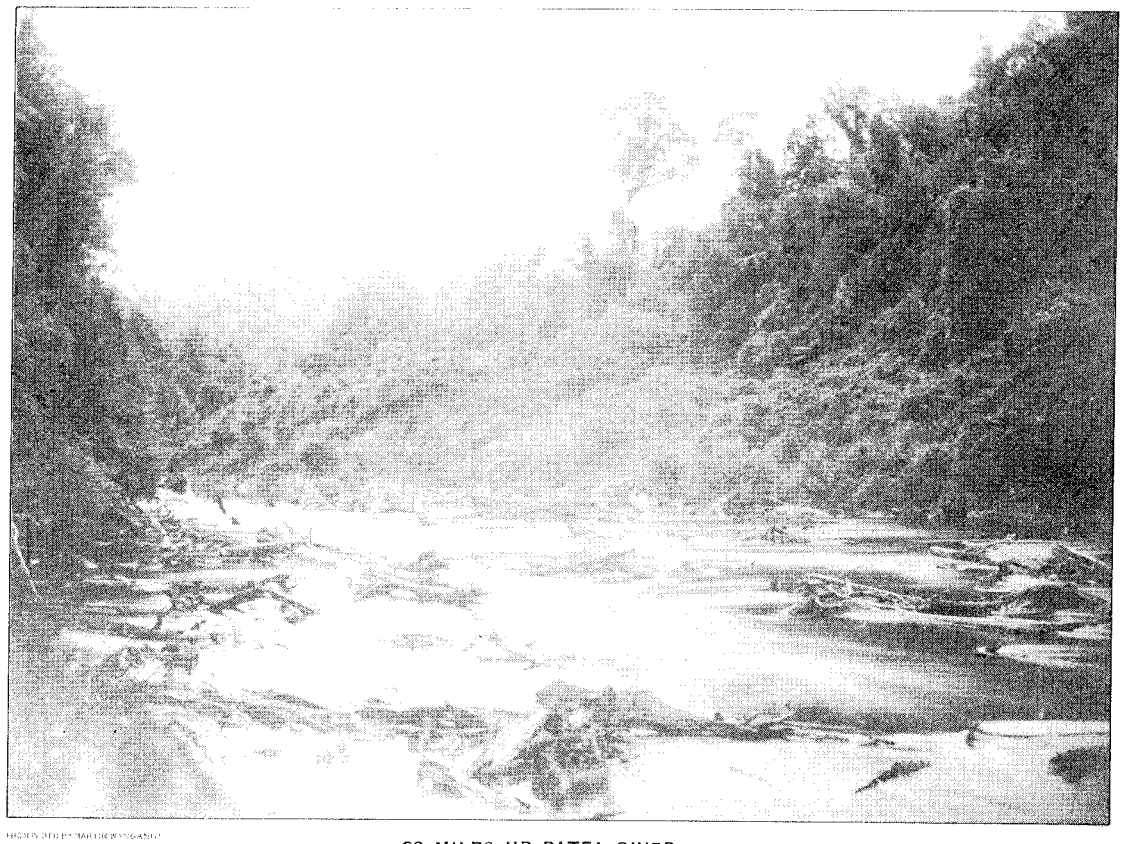
Speaking generally, the rapids below the 23 miles are mostly caused by slips or snags, but upwards from 23 miles by gravel, shell-rock reefs, or boulders, and by volcanic or eruptive rocks from Mount Egmont. In many rapids the water runs over clean shell-rock or papa bottoms *in*



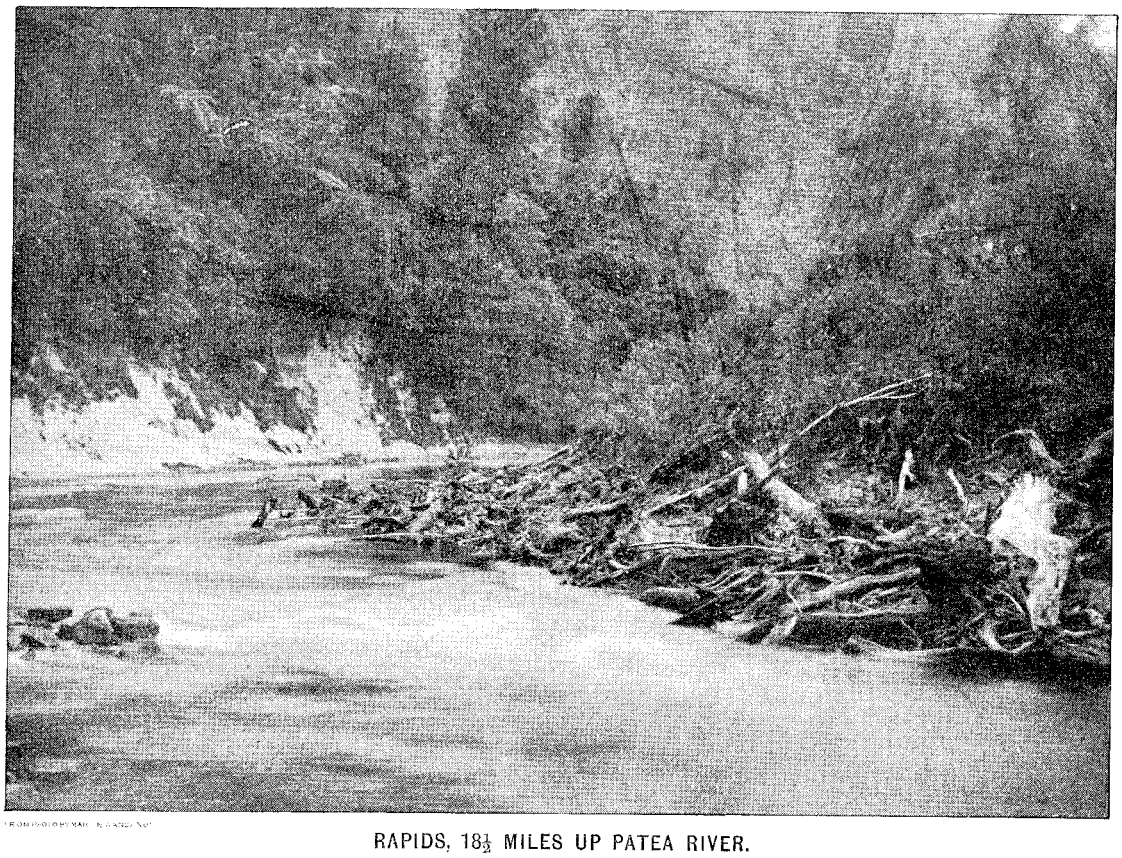
RAPIDS, 23 MILES UP PATEA RIVER.



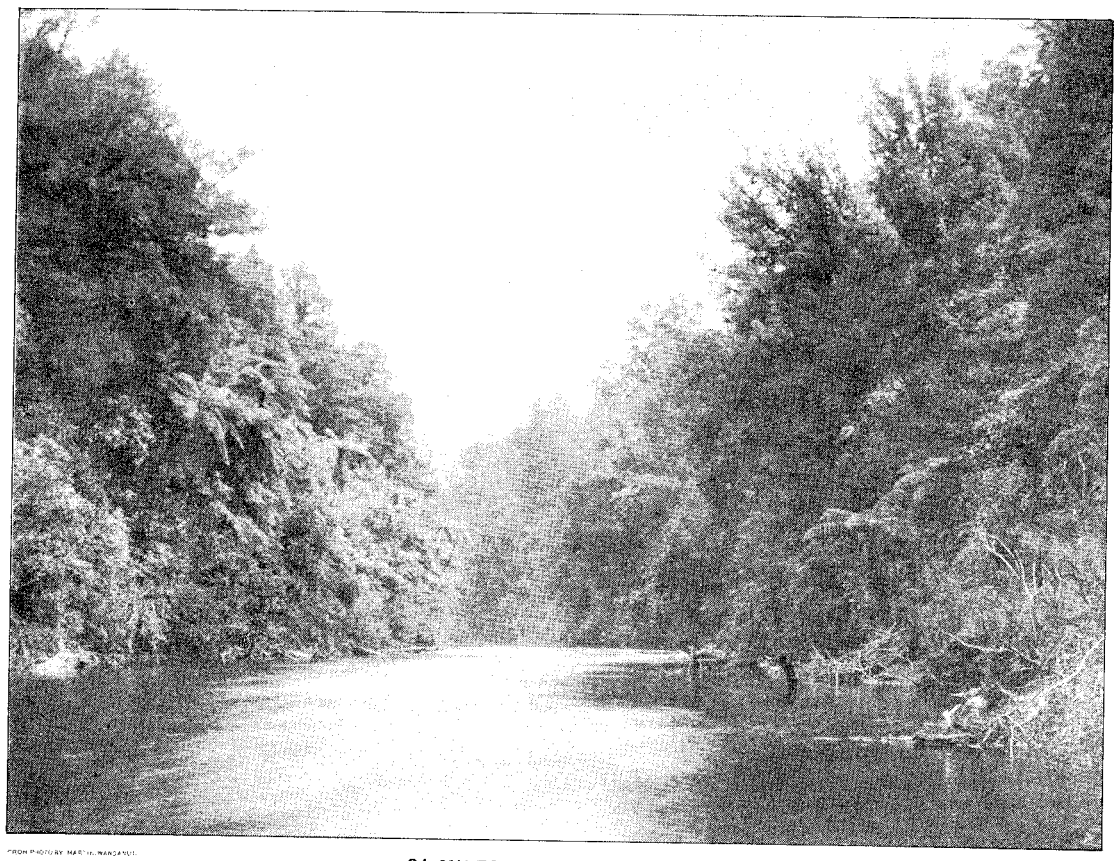
9½ MILES UP PATEA RIVER.



22 MILES UP PATEA RIVER.

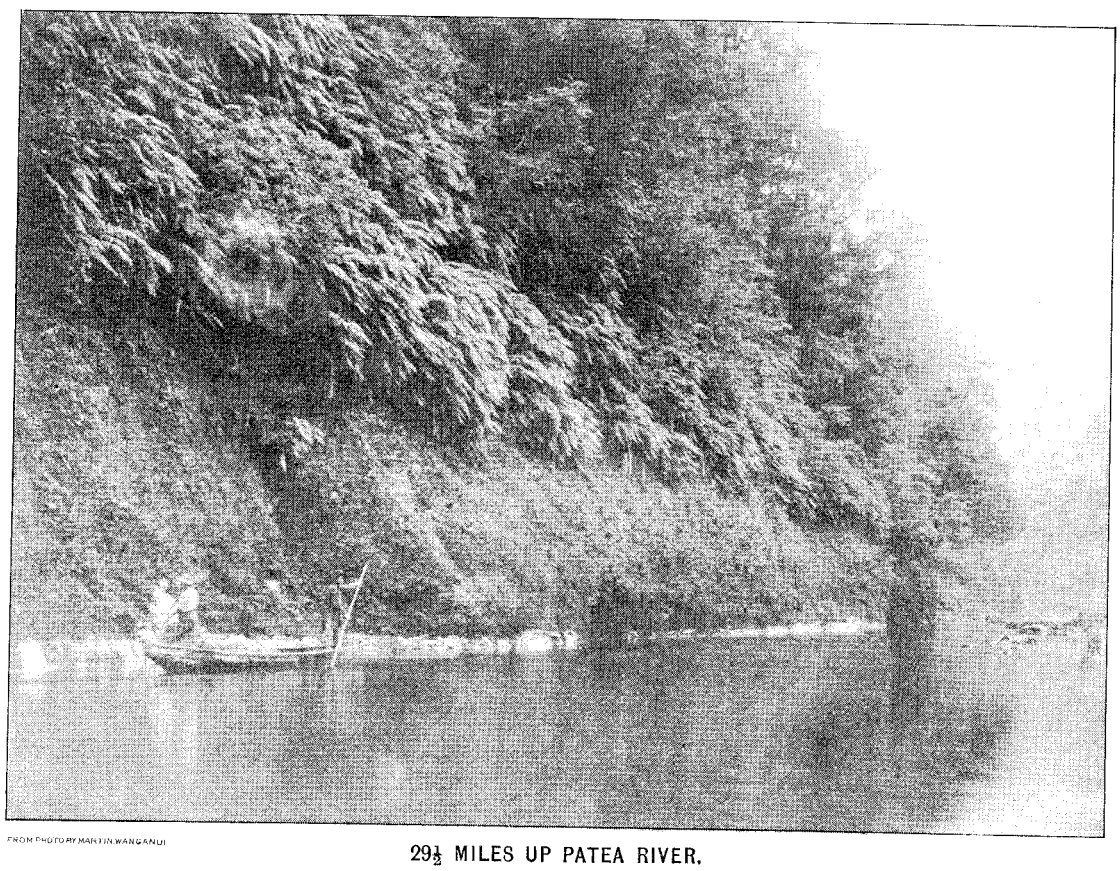


RAPIDS, 18½ MILES UP PATEA RIVER.



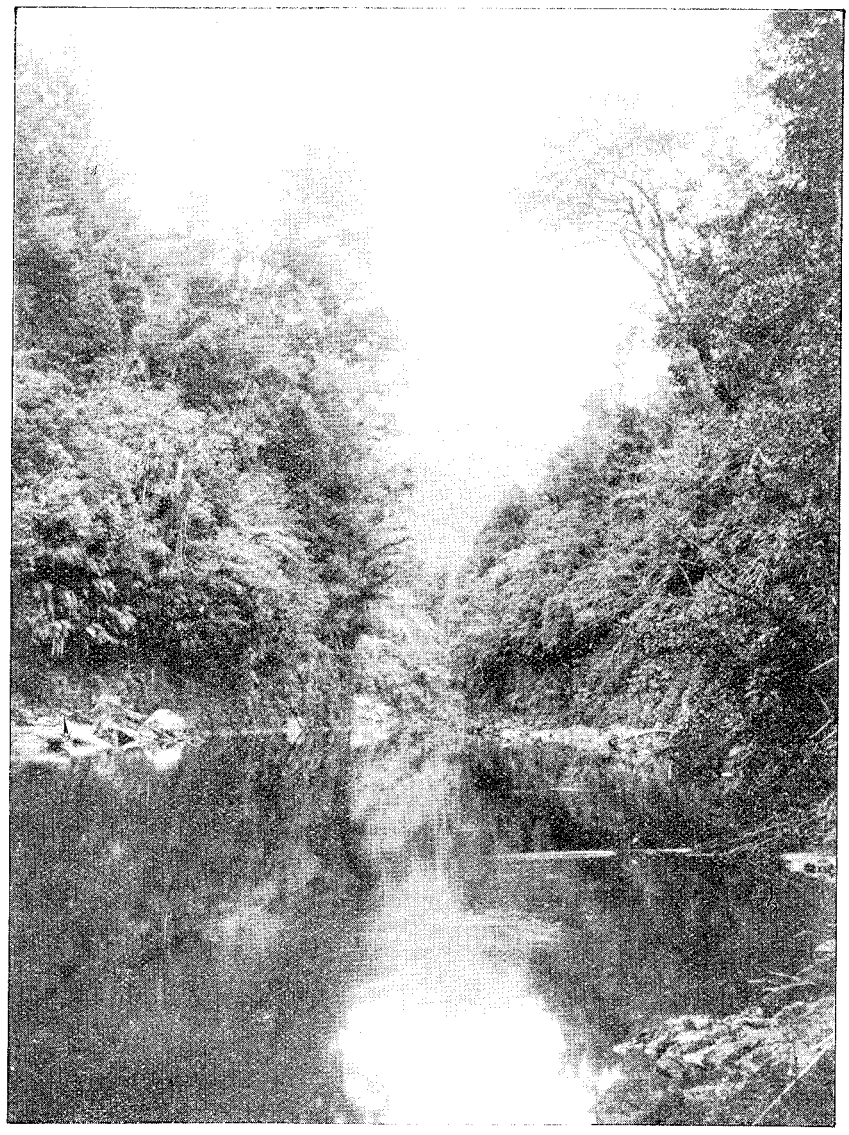
FROM PHOTO BY MARTIN, WANGANUI.

24 MILES UP PATEA RIVER.

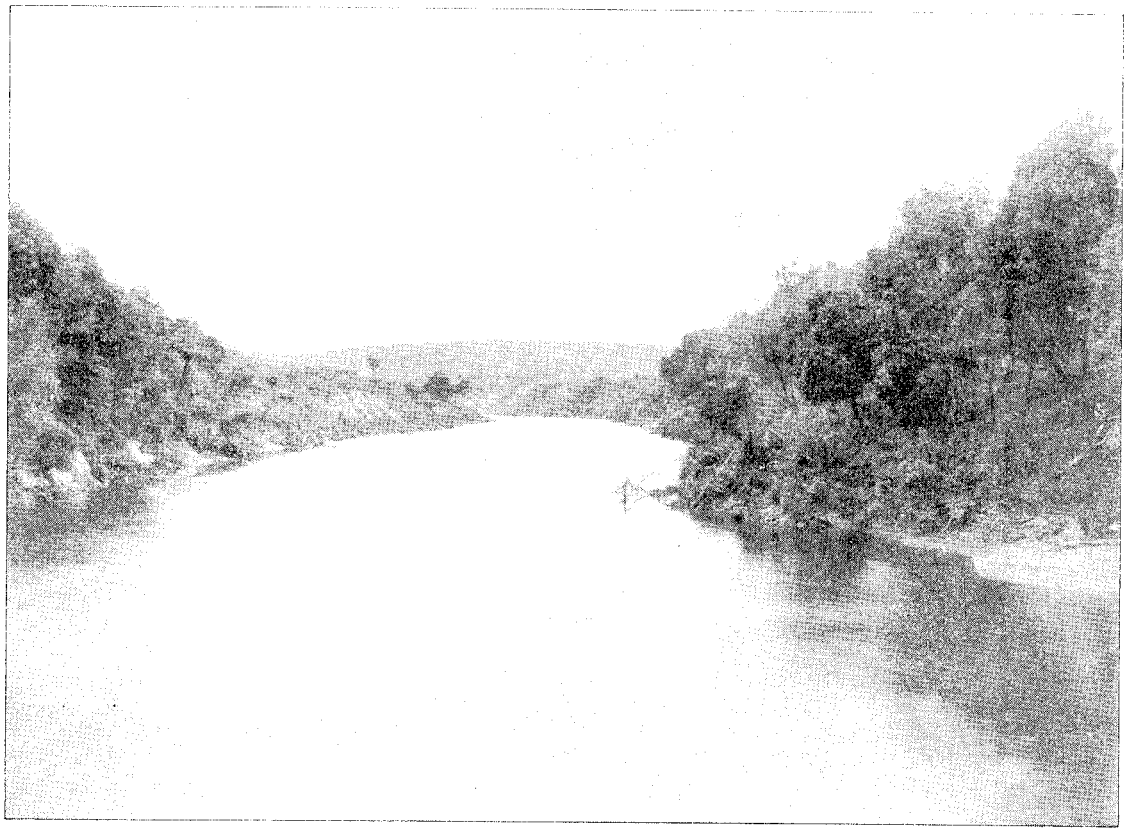


FROM PHOTO BY MARTIN, WANGANUI.

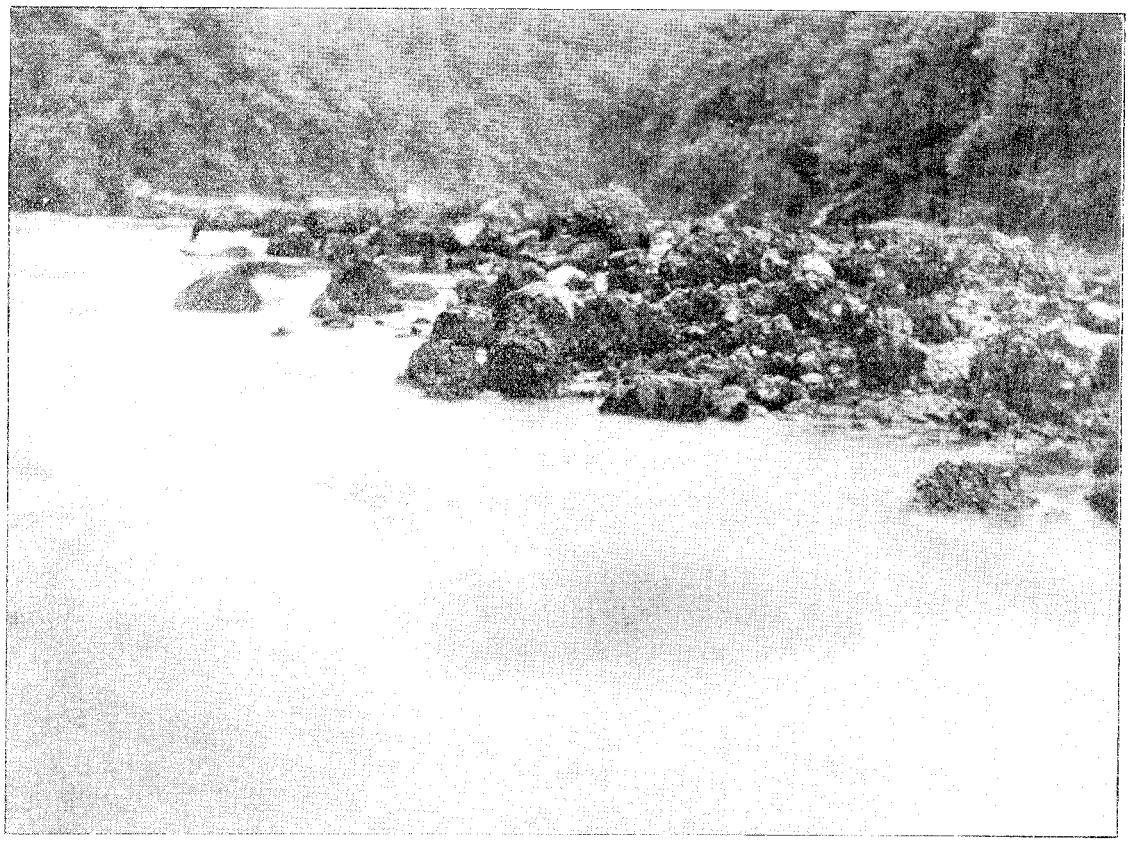
29½ MILES UP PATEA RIVER.



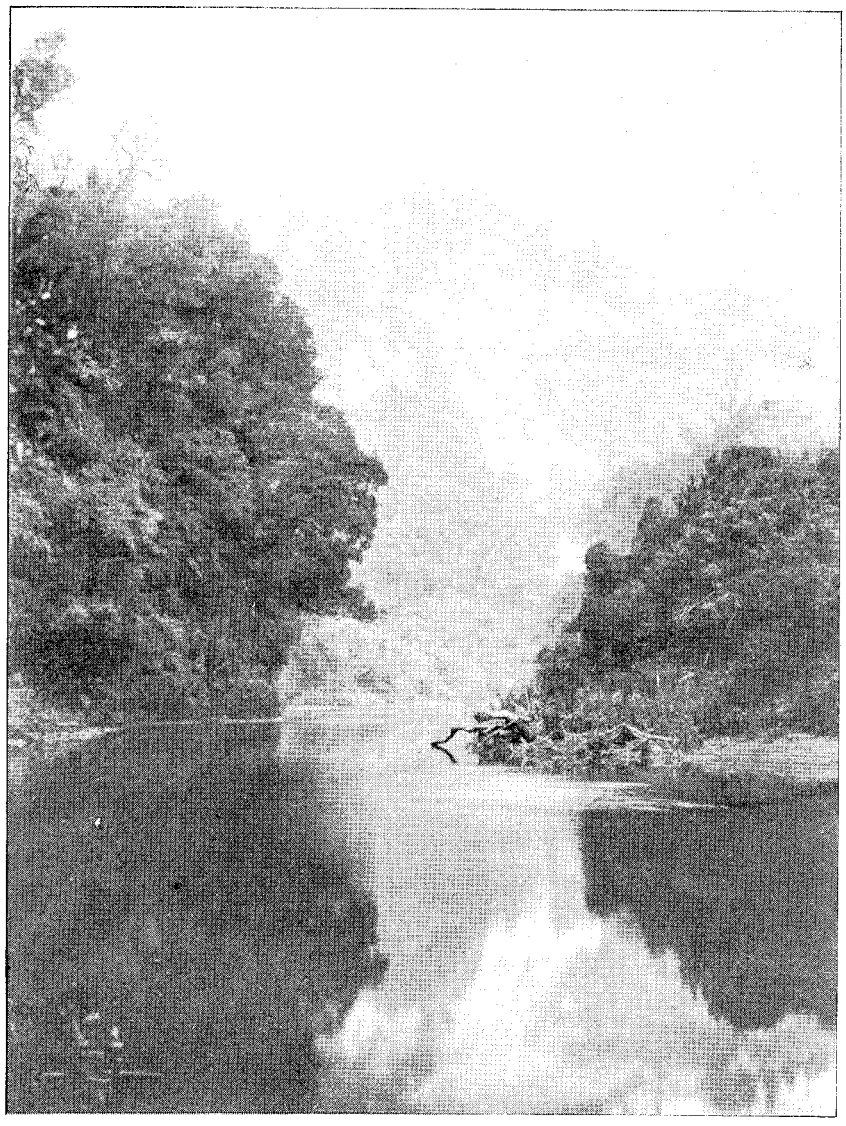
30 MILES UP PATEA RIVER.



LOOKING DOWN PATEA RIVER TOWARDS HAKATIRA PA, ABOUT 5 MILES FROM THE SEA.



RAPIDS, 47 MILES UP THE PATEA RIVER.



FROM PHOTO BY MAIDEN, WANGANUI.

48½ MILES UP PATEA RIVER.

situ. From 23 miles upwards there are numerous thick and well-defined layers of shell-rock, which are, in a great measure, responsible for the rapids. In the lower reaches the gravel is comparatively scarce, and fine; but the higher the river is ascended the rougher the stone becomes, and the larger the proportion of it that comes from Mount Egmont.

There is abundance of stone of almost any size everywhere above 20 miles for any possible requirements for road-metalling or river-improvement. Even in the lower river—for instance, at 8 miles and 10 miles—there is stone suitable for river-works.

On the whole, the river is not much obstructed by snags, though in many places, especially towards the lower end, they could scarcely be worse (see Photograph). Most of the upper rapids are comparatively free from snags, and many of them entirely so.

The tide backs up the river at springs to about 10 miles, the rise of tide then—*i.e.*, at springs—being about 6ft. Above the tide the fresh-water discharge is about 150,000 cubic feet per second at low summer level (Sir John Coode). By rough measurements I made the discharge 126,000 cubic feet per second. Owing to the fact that there is not a single stream of any size entering the river from the sea to 59 miles, where the Mangaehu joins the Patea, the amount of water in the river from the top of tide to the Mangaehu junction is practically the same. The highest marks observed show that floods occasionally reach the height of 20ft. above summer level. In the tidal compartment there are comparatively few snags, and very few to interfere with canoe-navigation till the 7½ miles is reached; from there to 9½ miles, top of tide, the snags are very thick, and many of them large trees, in some cases extending almost across the river. The width of the river decreases from 3 or 4 chains at Patea to about 1 chain at top of tide; after that the width remains at about an average of 1 chain for fifty miles.

At about 3 miles there are about twenty large totaras standing erect to a height of from 3ft. to 10ft., still in the river, some of large size and quite sound, thus showing a great subsidence of the land and great durability on the part of the timber. At 7 miles is the old eel-weir mentioned by Sir John Coode, but now destroyed. In passing, I may mention that the Natives are at present erecting another one at 9 miles, which should not be allowed. From top of tide to 23 miles, up to which the land is disposed of, all along the left bank, and most of the way (to 18½ miles) along the right bank, there has been a good deal of bushfelling done, often down to the water's edge, and, as a consequence, the river over this distance is more or less obstructed by slips and snags all the way—in some places being in regular blocks, while at other places for a mile or so there are very few. There is no question that the river has become very much worse for canoe-navigation since this bushfelling began. The land almost throughout rises very abruptly from the water's edge, often to a height of hundreds of feet. As soon as the bush is felled and the roots cease to have strength enough to resist the erosion of the rain, &c., large slips come down, bringing soil, trees, boulders, &c., with them, and in many places partially blocking up the river; and at one place—13 miles—entirely doing so. Here there is now a bad rapid, where formerly there was a quiet reach. At 19 miles and 22 miles there are also bad collections of snags. Above 23 miles, as before mentioned, the snags are not nearly so bad, partly owing to there being no bushfelling for the next 25 miles, and partly owing to the greater transporting power of the water on account of the greater fall in the river. The greatest obstacle to canoe-navigation in this upper part is the great fall in the river—about 7ft. per mile—and the shallowness of water on the rapids. On very many of them, where clean gravel bars extend completely across the river, the water was not 1ft. deep, though perhaps about 60ft. wide—thus not enough to float an empty canoe.

As to navigation, after a considerable amount of improvement has been done, small light-draught steam-launches could be taken up to 18 miles; but, owing to the broken nature of the country, the area of land tapped to here would be so limited that steam-navigation would not pay. Above 18 miles, on account of the great fall and the sharpness of the turns, the river may be considered entirely unfit for steam-navigation, except by locking, which is out of the question. Indeed, on account of the fall and the very great loss of distance caused by the bends in the river, I do not think that canoe-navigation will ever pay above 28 miles. There will probably some day be a road bringing to here a certain amount of traffic from the Kaitangiwhenua Block, but above this the traffic will all go towards Hawera by road, or towards the railway-line at Eltham and adjoining stations.

Below 28 miles canoe-traffic, with an improved river, is possible, and improvements to this point are expedient. Up to 28 miles may be required at some future time, but not for years. Up to 23 miles should be improved when the Crown land commencing at that point is offered for settlement; but up to 18 miles the works of improvement should be started as soon as possible. To this point the rise in the river is very moderate—30ft.—and the only obstructions are snags, or rapids formed by snags or slips, there being no solid bars. To this point there are settlers on both sides all the way, several of whom already use the river, obstructed as it is, and most of whom, especially those at the upper part, would use the river if made clear for canoe-traffic. Probably about twenty settlers would be greatly benefited by the work.

The river should not be cleared of snags for the full width—that would lower the water-level too much, and reduce the depth; but a channel of 30ft. width in the reaches and 20ft. width in the rapids, with curves not sharper than those of the banks of the river, should be cleared throughout, to a depth of 21in. below low summer level, the snags which are removed being sunk in deep sheltered holes or otherwise finally disposed off. At certain points some stones and gravel require removing to increase the depth, and at others the current requires confining to effect the same purpose. As far as 7 miles the work to be done is very trifling. Above that in many places the snagging is heavy: this extends over a distance of eleven miles. Much of the work could be done by axe, saw, jacks, &c., but a small punt and fittings would be necessary at places, and cheaper in the end. The outfit of plant would amount to about £100, and the work of snagging as described up to 18 miles would cost about £250; total plant and labour, £350. The sum of £200 previously

proposed would certainly make a great improvement, but this would only partially clear a channel so narrow that it would be continually getting blocked up again.

If the work is approved of it should be put in hand next December, and completed during next summer. The punt may be built, or otherwise obtained, before December. The work of snagging cannot be done during winter. Also, it cannot well be done by contract; so I propose that the work should be done by the settlers on the river, under the directions of one responsible and competent overseer, and all on current wages per day. It would be to the settlers' own interests to do the work as cheaply and as permanently as possible, and several of them would be only too anxious to have the work. Robertson, of run No. 10, with three or four others to assist, would, I believe, do very well as overseer, should no more suitable man be found.

As far as the Crown lands still extend along river (shown by hatching on plan), I would most strongly recommend that at least 20 chains, and preferably 40 chains, be reserved on each side of the river. The slopes are mostly very steep, though in some of the points there are nice flats, but as a rule the land is too rough for any but large holdings. The course of the river is also very serpentine; the areas of these bends are therefore very limited. The timber is usually very light close to the river and on the immediate slopes. Indeed, there seems to be a great absence of durable timber on the river.

The scenery beyond the settlements is very fine, similar to the Wanganui, but on a miniature scale. The photographs accompanying give a good idea of its character. If this reserve were made the liability of slips and snags coming down into the river would be much reduced. On the whole, it is highly desirable that this reserve should be made. Approximately, the area, with 20 chains each side, would be 4,000 acres, and about double that with 40 chains each side. The width of 40 chains each side would preserve almost the whole valley.

In the matter of roads, for the first twenty-five miles up the river the ridge between the Patea and Whenuakura appears to me to be preferable to a road up the banks of the river. The river is very circuitous, the sideling very steep in many places, the ground very liable to slip, and the material for metalling very limited on the lower reaches.

The pictures illustrating this report are from photos supplied by Mr. A. Martin, of Wanganui, and by him presented to the department.

The Surveyor-General, Wellington. G. T. Murray.

REPORT BY JAMES T. STEWART, Esq., C.E., ON WORKS CARRIED OUT BY WANGANUI RIVER TRUST IN IMPROVING THE NAVIGATION OF THE WANGANUI RIVER DURING THE TWELVE MONTHS ENDED 31st MARCH, 1895.

Wanganui River Trust, Wanganui, 8th May, 1895.

I have to report *re* Wanganui River improvements for the year ending 31st March, 1895.

The works done have been: In end of the last working season after the 1st April, 1894—Snagging from Koriniti to Upokopoito, and removal of slip at Ahuahu; two punt-loads of stone put in wall at Upokopoito; five punt-loads of stone put in wall at Aokura. The work was discontinued at the end of April, 1894. Work was resumed on the 4th January, 1895. The works done have been: At Owhaoa (or Schoolhouse) Rapid—271 cubic yards of stone put in wall, and part of the bank at end of former wall protected. The length of wall here is 350ft. At Aokura Rapid—138 cubic yards of stone put in wall. The wall is 300ft. in length. The channel in this rapid was also cleared of seven snags and eight large boulders. At Upokopoito Rapid—148 cubic yards of stone put in walls; one wall of 120ft. and another of 292ft. in length at lower end of rapid. There still remains some stone to be put in to complete these walls. Owing to the scarcity of stone along river-banks near these three rapids, temporary tramways of light wooden rails were laid for considerable distances up two creek-beds to get stone, and a good deal of blasting and excavation had to be done to get the stone out. At these three rapids, which had been places where great difficulty and frequent delays in regard to steamer-traffic were met with in low river, a considerable increase of depth in the channels has been obtained, and they will now be navigable in low river for present steamers when lightly loaded. Snags were also removed at various places, and some clearing of the channel at Kanihinihi done.

Taking the present steamers as of a draught of water suitable to the traffic, there still remains a good deal to be done below Pipiriki to enable them to go safely at low river; for, although, except in low river, the navigation is now fairly clear, yet it is found, especially this last season, that this low river extends more or less over several months. The steamers then run during this period at considerable risk of damage, and a large amount of repairs has had in consequence to be done.

Mr. Hatrick reports that during the year ending the 31st March, 1895, the steamers made fifty-two ordinary and thirty-nine special or extra trips to Pipiriki, and out of these trips on two occasions they were unable to get right through to Pipiriki owing to shortness of water, but that on many of the trips made during the summer months no cargo could be carried, and on several occasions damage was incurred to the steamers, and sometimes more than one day was taken on the up-trip. Mr. Hatrick states that owing to the works done in the last two years he has been able to run the steamers to Pipiriki in a low state of the river such as would frequently have prevented them getting up had the river been in the same state as when he commenced to run the steamer, and this he has carefully observed by having a water-gauge at Pipiriki, and getting the state of the water each week sent down from there by pigeon-express before he arranges the loading of the steamer at Wanganui.

Works still remaining to be done after the 31st March, 1895, to enable present steamers to navigate in ordinary low river to Pipiriki: (1.) Some snagging in Quarry Reach, and in bend below Kanihinihi. (2.) Kanihinihi: The tide which is felt here allows passage at low river, but occasionally, at low tide and low river, it is difficult, and more improvement would be useful. (3.) Te Papa: Some snags want removing. (4.) Te Ahinaenae: Water wants confining in channel to give more depth in channel. (5.) Parikino: Some snags to remove. (6.) Upokopoito: Completion of stone walls. (7.) Ohui: Snags to remove, and part of a slip. (8.) Shallow above Atene: Channel to be confined by wall, to give more depth. (9.) Ahuahu: Some snags and boulders to remove; also wall to direct channel. (10.) Shallow below Koriniti: Some snags and stones to remove. (11.) Ruapirau: Some snags and boulders to remove. (12.) Matahiwi: The most effective way would be shifting the channel used to side-channel along the left bank of river. This involves considerable blasting and excavation, and removal of boulders and rock, and clearing out of channel, and shifting part of training-wall. If present channel is kept, a papa-reef at foot of training-wall requires blasting and partly removing. This would be required for either channel. The Native eel-pas here are also in way of channel. (13.) Karatia: The channel at lower end of rapid wants confining by a wall, to deepen the shallow part; also some clearing of boulders. It would also be advisable to block the second channel at top, between the island and the right bank of river. (14.) In reach between Kawana and Kaiwaka, some rocks and boulders to clear out. (15.) Kaiwaka: Some boulders on upper part to be removed and snags cleared, and rock at lower part of rapid. (16.) Moutoa: Lower rapid—Stone groin at lower end, and remove snags. Mid or upper rapid—The shallow on crown wants improving by a directing-wall from island. (17.) Haumoana: A directing-wall from right bank, to confine and deepen water in channel. (18.) Kauaeroa: A lodgment of stones and boulders opposite creek to be removed, and some boulders at lower end of rapid. The Native eel-pas are also in way of the channel. (19.) Te Puka and Mangatainoko (two contiguous rapids): The channel wants widening by clearing out boulders, and may require directing-wall from left bank; also several snags and stones to be removed. (20.) Rapid at upper end of gorge below Pipiriki would be improved by confining channel and clearing out stones. (21.) Rapid below Pipiriki: Part of papa reef at lower end of rapid to be blasted and removed. (22.) General: Advantage to be taken of periods when river is very low to remove snags embedded in bottom and boulders then showing, as may be advisable, at various places along the river-course.

The revenue from river tolls during year ending the 31st March, 1895, has been £67 4s. Grants were got from Government—In May, 1894, £200; in February and March, 1895, £1,150. The expenditure for the year ending the 31st March, 1895, has been—For wages, £315 16s. 4d.; for repairs to plant, new plant, and material for blasting, and incidental expenses, £96 11s. 3d.; making a total for the year of £412 7s. 7d.

A new punt has been constructed, as it is found necessary for properly carrying on the works to have more than one punt. This punt was not ready till March, 1895, and will be available for the ensuing year's works, and the cost of the new punt will consequently be charged in the expenditure of next year.

The works will be continued during April and May, and later, if the weather and state of the river permit.

River above Pipiriki, as far as junction of the River Manganuioteao, about seven miles: Although no works are as yet contemplated above Pipiriki, yet the following notes taken between Pipiriki and the junction of the Manganuioteao may be added:—

(1.) The first rapid above Pipiriki is the Paparoa Rapid. This consists of two rapids: (*a.*) The first—There is good water, but some blasting and clearing of papa-rock and boulders is wanted to widen channel in parts. The run is very swift. (*b.*) The second—The best channel would be got on the right bank of the river. Some clearing wanted. Rapid run for a short way. Above this is a good quiet reach of moderate length.

(2.) Te-Au-te-Mutu Rapid: There is a rocky islet and two channels. The one on the right bank might be blocked. There is good water, but the run is stiff. Some snags to remove. Above this is a fine long reach with good water, and fairly clear of obstructions.

(3.) Autapu Rapid: A strong run. The channel is on the left bank, and plenty of water. Not much work in clearing. A shingle-bank on the right bank of the river keeps the water over to the channel. Above this is a good reach.

(4.) An easy rapid: A rock to blast and remove. Above this is a short, good reach of water.

(5.) A rapid: Good water. The channel is on the left bank, with a sharp bend against a papa face. A shingle bank confines the water to the channel.

(6.) Mangaeo Rapid: The channel is on the right bank, and runs against a papa face. A shingle bank on the left bank. Some rocks and boulders to clear out. Above this a quiet reach, with good water and papa faces on both sides.

(7.) Lower Ngapori Rapid: Short, swift run. Good water, with channel in middle. The lower end runs against the right bank. Shingle banks on both sides keep the water in the channel. Papa faces on both banks in this part of the river. A little below Upper Ngapora a run over a shallow. A directing-wall would improve.

(8.) Upper Ngapora Rapid: A large boulder bank on the left bank keeps the water to the right bank. Some large snags in the centre to clear out, and a number of boulders to remove. Good water, and very swift.

Above this, and reaching to the junction of the Manganuioteao, is a quiet reach, clear, and with good water.

Wire haulage-ropes would be required at several of these rapids between Pipiriki and Manganuioteao.

Above the junction of the Manganuioteao it is reported there is not much work required

for several miles to enable the steamer to go up as far as Tieke, there being good, quiet reaches of water, without bad rapids.

Generally, it may be pointed out that this river gives opportunity for a good highway to the unoccupied lands acquired, or to be acquired, by the Government along the river on both sides.

It has been found that floods do not damage the permanent stonework improvements, and also that when the snags, which have so long lain in the river, are once removed, very few new snags are deposited in the cleared channels, and the removal of any new snags from time to time would come within a moderate maintenance.

The character of the Wanganui River, in the portions referred to, being generally that of well-defined and durable banks, not liable to any extent to scour or wash away, and the navigable channels seldom altering, is what renders it of a nature adaptable to improvement for light-draught navigation, and promises that works judiciously executed will be of a permanent and lasting nature, and easily maintained.

A survey, with longitudinal section of the river, showing the rapids, &c., extending upwards from tidal influence as far as may be deemed necessary, is contemplated, and will afford valuable information.

JOHN T. STEWART,
Chairman, Wanganui River Trust.

APPENDIX No. 11.

CORRESPONDENCE BETWEEN THE AGENT-GENERAL AND THE NEW ZEALAND, AND SHAW, SAVILL, AND ALBION STEAM SHIPPING COMPANIES SHOWING THE CONDITIONS UPON WHICH REDUCED PASSAGES TO NEW ZEALAND MAY BE GRANTED TO PERSONS APPROVED BY THE AGENT-GENERAL.

(No. 408.) Westminster Chambers, 13, Victoria Street, London, S.W.,
16th April, 1895.

SIR,—

Referring to your letter (numbered 18527/18) of the 13th November last, relating to the renewal of the arrangements under which persons with capital approved by me are provided with passages to New Zealand at reduced rates, I beg to transmit herewith copy of correspondence by which it will be seen that an arrangement has been made under which the New Zealand Shipping Company and the Shaw, Savill, and Albion Company will take passengers thus approved by their direct steamers at reduced rates for second- and third-class passages.

I have, &c.,
W. B. PERCEVAL.

The Hon. the Premier, Wellington.

DEAR SIR,— 13, Victoria Street, S.W., 24th January, 1895.

At our interview of last week you placed before me particulars as to certain arrangements which it is proposed to make as regards passages to New Zealand both direct and *viâ* Australia, and at the same time you were good enough to indicate the terms which it was in the power of your company to make in concert with the Shaw, Savill, and Albion Company (who are willing to co-operate with your company in any new arrangement that may be agreed on) under which passengers approved by me would receive passages at reduced rates by the steamers of both companies. I understand that these terms are as follows, namely:—

The reduced rates to apply to the second and third classes only, the second-class fare being at the rate of £31 10s. per statute adult (the ordinary rate being £36 15s.), and the third-class at the rates of £14 14s. in four-berth cabins and £16 16s. in two-berth cabins, with a free ship outfit (bedding, &c.), the ordinary rates being £17 17s. and £19 19s. respectively. I also understand that the companies are prepared to make additions to the dietary scale, and improve the accommodation of the third class.

I consider that it is a matter of regret that the companies are not able to continue the scale of fares at the reduced rates hitherto in force, as, in my opinion, it would have been to the interest of the companies as well as of the colony that the fares should have been even further reduced (the second cabin, say, to £25) rather than increased.

I would draw your attention to the paragraph in the letter which was laid before me in November last, which stated that the increase would be from £28 to £30. I would also ask whether in taking families the companies would consent to some allowance off the total amount of passage-money. I understand that the companies are willing to continue the payment of 5 per cent. commission on all passengers thus approved by me for the reduced rates.

With regard to advertising, I may state that the distribution from this office of pamphlets, leaflets, &c., containing full particulars of the arrangement, has given as much publicity to it as the insertion of advertisements in the newspapers, and in dealing with this part of the question the cost of this should be taken into consideration. Possibly it would be desirable to fix an amount, say, £600, to be expended in giving publicity to the arrangement, the New Zealand Government to expend £200 and the companies £200 each. I estimate that at least £100 represents the cost of advertising in the pamphlets, leaflets, &c., published and circulated at the expense of this office, leaving £100 in addition to the companies £400, say, £500 in all for advertising in newspapers As soon as the arrangements between the companies are completed, I shall be glad to confer with you further on the matter with the view of finally concluding it.

I may add that I am approving passengers for the reduced rates under the existing arrangement up to the end of February, after which any fresh arrangement will come into force. It is, however, very desirable that any fresh arrangement should be completed as soon as possible, as the notices relating thereto should be prepared and circulated at an early date.

I am, &c.,
W. B. PERCEVAL.

Thomas Johnson, Esq., Director, New Zealand Shipping Company (Limited).

Shaw, Savill, and Albion Company (Limited),
DEAR SIR,— 34, Leadenhall Street, London, E.C., 21st February, 1895.

We have pleasure in advising you that, consequent upon an arrangement of passenger rates made by ourselves and the New Zealand Shipping Company with the P. and O. Company, the Orient Company, and other Australian lines, an agreement has been arrived at between the New Zealand Shipping Company and ourselves that the passengers proceeding to New Zealand under your auspices are in future to be carried in equal numbers by them and by us. In advising you of this we desire to express our readiness to co-operate with you in the arrangements which you may desire to have made for the comfortable and satisfactory conveyance of the passengers referred to.

Some modifications of the previous terms have, we are informed, been made with you by the New Zealand Shipping Company, and, while conforming to these, we are anxious to fall in with any wishes you may express in connection with the conveyance of these passengers.

We are, &c.,
SHAW, SAVILL, AND ALBION COMPANY,
J. A. POTTER, Manager.

DEAR SIR,— 13, Victoria Street, S.W., 25th February, 1895.

I am directed by the Agent-General to thank you for your letter of the 21st instant, intimating your company's readiness to co-operate with him in the arrangements which it is proposed to be made in respect to reduced rates for passengers approved by him, and proceeding by the steamers of your company and by those of the New Zealand Shipping Company's line. The Agent-General understands that the New Zealand Shipping Company and your company will be prepared to finally discuss and complete the necessary arrangements early in March.

I am, &c.,
WALTER KENNAWAY.

J. A. Potter, Esq., Shaw, Savill, and Albion Company (Limited).

Shaw, Savill, and Albion Company (Limited), 34, Leadenhall Street, E.C.,
DEAR SIR,— 4th March, 1895.

Owing to the writer's absence from England, we have delayed replying to your letter of 25th ultimo. So far as we are concerned, we are quite prepared to discuss details of the new arrangement with you at any time convenient to yourself. We understand that the New Zealand Shipping Company desire to have this deferred till next month, and that, in the meantime, they wish to have all the passengers, notwithstanding the fact that the agreement for the division of these commenced on the 1st instant. We are quite willing to allow them to have all the passengers during this month, although, in accordance with the agreement, we have been referring to you all applicants for reduced fares under your scheme; but we think it would be only fair that we should have made up to us at a future date the number of passengers of which we shall be deprived by this arrangement. If you will kindly let us know when it will be convenient for you to go into details as to future arrangements, either Mr. Potter or the writer will be pleased to wait upon you.

SHAW, SAVILL, AND ALBION COMPANY,
The Agent-General for New Zealand. J. W. TEMPLE, Managing Director.

DEAR SIR,— 13, Victoria Street, S.W., 7th March, 1895.

Referring to communications which have been received from both companies, the Agent-General understands that your company and the Shaw, Savill, and Albion Company are willing to co-operate in an arrangement under which passengers approved by him would receive passages to New Zealand at reduced rates by the direct steamers of both lines. The Agent-General further understands that it is proposed that these reduced rates will apply to the second and third classes only, the second-class fare being at the rate of £31 10s. per statute adult (the ordinary rate being £36 15s.), and the third-class at the rates of £14 14s. in a four-berth cabin, and £16 16s. to a two-berth cabin, with a free ship outfit—bedding, &c— (the ordinary rates being £17 17s. and £19 19s. respectively), and that the companies are prepared to make additions to the dietary scale, and also improve the berthing accommodation provided for the passengers by the third class, particulars of which the Agent-General will be glad to have.

With regard to bringing the reduced rates of passages under the notice of the public, the Agent-General would propose for consideration that it would be desirable to fix an amount—say, £600—to be expended by this office in respect thereto, the New Zealand Government and the companies contributing, say, £200, each for that purpose. It is understood that the arrangements for securing passages granted at reduced rates shall be carried out through this office, and that the usual commission will be allowed by the companies to the shipping agent attached thereto. The Agent-General proposes that the arrangement shall continue in force for twelve months, say, from 1st April of this year to the 31st March, 1896, so as to provide that all passengers approved by him, and whose passages are secured between those dates, shall receive passages at the reduced rates by the direct steamers of both companies.

The Agent-General has now, therefore, to request that your company will, in co-operation with the Shaw, Savill, and Albion Company, take into consideration the above-given proposals, and he will be glad to meet the representatives of both companies with the view of finally completing the arrangement. I am to add by way of explanation, and in reference to the division of the passengers between the two companies, as referred to in a letter received from the Shaw, Savill, and Albion Company, that the Agent-General does not see that it would be expedient, or even possible, to enforce any arbitrary division, but that it must be left to the passengers themselves to name the time of sailing that would be most convenient to them, and their passages be taken accordingly.

I am, &c.,
WALTER KENNAWAY.

Thomas Johnson, Esq., Director New Zealand Shipping Company (Limited).

[Similar letter to above addressed to Shaw, Savill, and Albion Company (Limited).]

DEAR SIR,— Shaw, Savill, and Albion Company (Limited), 12th March, 1895.

Your letter of the 7th instant came duly to hand, and it does not seem to us that there is anything in the suggestions you make in connection with the conveyance of passengers proceeding to New Zealand under your auspices to which we can take exception. We think, however, that we must stipulate that the passengers be divided as nearly as possible in equal moieties between the two companies. This is the arrangement contemplated in the agreement between us and the New Zealand Shipping Company, and regarding it we shall be glad personally to explain our views. If you will kindly name a day when it will be convenient for you to see us to finally complete arrangements, we will have pleasure in waiting upon you.

SHAW, SAVILL, AND ALBION COMPANY (LIMITED),
The Agent-General for New Zealand. J. A. POTTER, Manager.

DEAR SIR,— 13, Victoria Street, S.W., 15th March, 1895.

I am directed by the Agent-General, in reference to Mr. Potter's letter of the 12th instant, and to previous correspondence, to inform you that he will be glad if you can see him here on Tuesday next, at 11.30 a.m., for the purpose of completing the arrangements for the proposed reduced rates of passage. I am, &c.,

WALTER KENNAWAY, Secretary to the Department.

J. W. Temple, Esq., Shaw, Savill, and Albion Company (Limited).

DEAR SIR,— 13, Victoria Street, S.W., 15th March, 1895.

I am directed by the Agent-General, in reference to my letter of the 7th instant, and to previous correspondence, to inform you that he will be glad if you can see him here on Tuesday next, at 11.30, for the purpose of completing the arrangements for the proposed reduced rates of passage. I am, &c.,

WALTER KENNAWAY, Secretary to the Department.

Thomas Johnson, Esq., Director, New Zealand Shipping Company (Limited).

DEAR SIR,— 138, Leadenhall Street, E.C., 29th March, 1895.

Referring to your letter of the 7th instant, and to our interview of the 19th idem, we have had pleasure in considering your suggestions with regard to details of the arrangement entered into for the conveyance by this company and the Shaw, Savill, and Albion Company of passengers approved by you. The details of your letter above referred to are adopted, which we trust will be satisfactory to you. The cabin accommodation we propose improving by the addition of water-bottles, basin-stands, table-covers, &c. It is a little difficult to detail all that will be done in this respect, but we will be pleased if your despatching officer will inspect any of the steamers, and any reasonable addition which may commend itself to him as being desirable will be supplied by us.

We are sorry it has not been possible to arrange with the other members of the Conference to make the discount for families applicable to third-class passengers at present. We will, however, keep your wishes before us, and it may be possible later on to fall in with them.

It is understood that a commission of 5 per cent.—*i.e.*, the odd shillings of the guineas—is to be paid your office in respect of any passengers booked by you at the rates quoted in your letter, but that we are not to be debarred from paying this to agents when it is clearly demonstrated to us that the passengers have been secured through their agency. Asking the favour of a line in confirmation, We are, &c.,

The Agent-General for New Zealand. J. B. WESTRAY AND CO.

P.S.—We enclose copy of the dietary scale which we propose adopting for your third-class passengers. This is made up on a liberal basis, and should, we think, be found amply sufficient in every respect.

STEERAGE PASSENGERS' VICTUALLING SCALE.

Sunday.

Breakfast.—Porridge and syrup, curry and rice, bread and butter, tea or coffee.
Dinner.—Soup, fresh meat, potatoes, bread, plum pudding.

Monday.

Breakfast.—Dry hash, bread and butter, tea or coffee.
Dinner.—Soup, fresh meat, potatoes, bread.

Tuesday.

Breakfast.—Irish stew, bread and butter, tea or coffee.
Dinner.—Soup, fresh meat, potatoes, bread, and pudding.

Wednesday.
Breakfast.—Porridge and syrup, curry and rice, bread and butter, tea or coffee.
Dinner.—Soup, fresh meat, potatoes, and bread.

Thursday.
Breakfast.—Dry hash, bread and butter, tea or coffee.
Dinner.—Soup, fresh meat, potatoes, bread, plum pudding.

Friday.
Breakfast.—Porridge and syrup, Irish stew, bread and butter, tea or coffee.
Dinner.—Soup, meat pies, salt fish, potatoes, and bread.

Saturday.
Breakfast.—Hashed meat, bread and butter, tea or coffee.
Dinner,—Soup, salt meat, pickles, potatoes, bread.

Tea each day.—Bread and butter, or jam and marmalade.
Supper.—Bread or extra navy biscuit and cheese.

[Similar letter and enclosure from Shaw, Savill, and Albion Company.]

DEAR SIR,— 13, Victoria Street, S.W., 2nd April, 1895.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 29th ultimo, relating to the conveyance of passengers approved by him by your company's steamers at reduced rates, and in reference thereto to state that he has pleasure in confirming the arrangements referred to therein as having been adopted by the New Zealand Shipping Company and your company.

I am, &c.,
WALTER KENNAWAY, Secretary to the Department.

The Manager, Shaw, Savill, and Albion Company (Limited).

DEAR SIR,— 13, Victoria Street, S.W., 2nd April, 1895.

I am directed by the Agent-General to acknowledge the receipt of your letter of the 29th ultimo, relating to the conveyance of passengers approved by him by the New Zealand Shipping Company's steamers at reduced rates, and in reference thereto to state that he has much pleasure in confirming the arrangements referred to therein as having been adopted by the Shaw, Savill, and Albion Company and the New Zealand Shipping Company.

I am, &c.,
WALTER KENNAWAY, Secretary to the Department.

Messrs. J. B. Westray and Co.

The New Zealand Shipping Company (Limited),
SIR,— 138, Leadenhall Street, E.C., 10th April, 1895.

I am instructed to confirm the arrangement for conveyance of passengers in this company's steamers from London to New Zealand in terms of letter of the 29th March, addressed to you by Messrs. J. B. Westray and Co.

I am, &c.,
O. R. STRICKLAND, Manager.

Table A.—Summary of Lands taken up during the Year ended 31st March, 1895 (exclusive of Pastoral Runs and Miscellaneous Leases).

For Details see	Auckland.	Hawke's Bay.	Taranaki.	Wellington.	Nelson.	Marlborough.	Canterbury.	Westland.	Otago.	Southland.	Totals.	Exchanges from Other Tenures during the Year.	Revenue received for Sales, Rents, &c., on Lands selected during the Year.	Area taken up during Previous Years to 31st March, 1894.	Total Forfeitures, Surrenders, Exchanges, and Expiries.	Total Area held on 31st March, 1895: Past and Current Transactions.	Revenue received during Year on Previous Transactions.	Total Area made Freehold to Date.
	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	A. R. P.
Table C—Cash lands ..	6,149 2 34	101 1 0	27 1 1	725 2 23	17,783 3 13	6,981 3 21	230 1 27	358 2 0	748 0 21	406 1 13	33,512 3 33	..	20,418 17 2	12,928,394 3 11	103 0 2	..	..	12,961,804 3 2
„ D—Deferred payments	..	..	..	..	5,453 3 15	..	..	..	..	..	5,453 3 15	..	276 6 6	1,279,175 2 37	250,320 1 11	400,501 0 23	48,349 13 9	633,808 0 18
„ E—Perpetual lease and small areas	..	..	..	..	1,263 1 38	..	..	..	..	..	1,263 1 38	..	20 12 4	1,324,943 3 34	279,009 1 16	864,212 2 12	67,056 6 4	182,985 2 4
„ F—Occupation with right of purchase	38,527 3 9	2,854 0 0	6,651 3 13	9,506 0 0	6,524 3 25	865 1 37	403 0 6	1,467 3 0	5,193 0 9	3,483 3 22	75,477 3 1	..	2,731 17 6	162,358 1 36	9,249 1 31	228,586 3 6	2,709 11 1	..
„ G—Lease in perpetuity	21,275 0 28	10,343 2 10	7,645 1 0	8,490 0 0	3,880 2 3	2,641 1 8	5,595 0 34	..	16,251 1 2	11,251 3 17	87,374 0 22	82,666 3 13	1,807 13 5	234,926 3 35	12,780 1 32	392,187 1 38	4,344 9 11	..
„ H—Agricultural lease	..	..	..	..	..	..	..	..	44 2 5	..	44 2 5	..	0 14 9	285,909 1 1	142,388 1 11	5,856 0 21	203 6 0	137,709 1 14
„ I—Village settlement, cash	..	4 3 14	7 1 0	..	..	..	0 1 37	..	0 3 0	10 2 27	23 3 38	..	190 10 0	6,949 1 24	..	..	..	6,973 1 22
„ J—Village settlement, deferred payment	..	..	..	..	..	..	..	..	..	..	..	..	..	14,840 0 17	2,270 2 2	2,528 2 33	979 13 5	10,040 3 22
„ K—Village settlement, perpetual lease	..	..	..	..	..	..	..	..	..	..	..	..	..	6,822 2 3	601 3 30	5,518 3 0	819 6 2	701 3 13
„ L—Village settlement, occupation with right of purchase	..	4 2 38	13 1 0	..	..	..	0 1 0	..	1 2 28	3 2 0	23 1 26	..	7 1 0	1 0 0	..	24 1 26	1 4 0	..
„ M—Village settlement, lease in perpetuity	..	33 3 32	70 3 3	2,105 0 1	..	82 0 36	3 1 0	..	564 3 27	1,190 0 25	4,050 1 4	..	437 13 0	2,697 1 38	198 2 37	6,549 0 5	349 13 7	..
„ N—Village-homestead special settlement	..	..	..	..	..	..	1,692 1 34	..	..	..	1,692 1 34	..	56 6 0	32,679 3 21	12,021 0 34	22,351 0 21	2,332 4 11	..
„ O—Special-settlement associations	4,550 0 0	2,400 0 0	17,195 2 22	27,200 0 0	..	..	..	..	..	..	51,345 2 22	..	326 5 0	324,585 1 9	32,966 1 22	291,067 2 33	11,397 10 1	51,896 3 16
Special-settlement improved farms	..	1,865 0 0	2,143 1 29	..	..	..	..	..	2,775 2 18	2,946 2 11	9,730 2 18	..	..	..	..	9,730 2 18	..	..
„ P—Homestead ..	..	..	..	..	..	..	..	..	..	..	..	..	..	89,489 0 34	8,906 1 9	7,256 3 27	..	73,325 3 38
„ Q—Small grazing-runs	28,810 0 0	2,534 0 0	1,358 0 0	1,559 2 8	..	5,828 0 0	1,248 2 25	..	53,119 2 34	5,783 0 1	100,240 3 28	..	871 11 11	1,109,790 3 8	237,976 0 32	972,055 2 4	19,131 8 10	..
Totals	99,312 2 31	20,141 1 14	35,112 2 28	49,586 0 32	34,906 2 14	16,398 3 22	9,173 3 3	1,826 1 0	78,699 2 24	25,075 3 36	370,234 0 4	82,666 3 13	27,145 5 7	17,803,564 3 28	988,792 0 29	3,208,426 3 27	157,674 8 1	14,059,246 2 29
Cheviot Estate—																		
Cash	..		5,182 0 39	..			..		..	..	5,182 0 39	..	26,613 16 7					
Lease in perpetuity	..		694 0 2	..			..		..	..	694 0 2	..	61 15 0					
Village-homestead special settlements	..		1,050 3 15	..			..		..	..	1,050 3 15	..	148 7 6					
Grazing farms	..		17,605 2 0	..			..		..	..	17,605 2 0	..	1,290 10 0					
Land for Settlements Acts—																		
Lease in perpetuity	1,954 0 0		37 1 29	..			1,739 1 30	..		..	3,730 3 19	..	423 3 10					
Grand totals	18,352 3 22		33,743 3 8	..			80,439 0 14	..		..	398,397 2 1	..	55,682 18 6					

Note.—For analysis of holdings, see Table B.

Table B.—Analysis of Holdings taken up during the Year ended 31st March, 1895.

Description of Land.	No. of Selectors.	No. of Selectors under 1 Acre.	No. of Selectors 1 to 50 Acres.	No. of Selectors 51 to 250 Acres.	No. of Selectors 251 to 500 Acres.	No. of Selectors 501 to 1,000 Acres.	No. of Selectors 1,001 Acres and upwards.
Cash	342	138	121	58	12	8	5
Deferred payment	47	..	..	6	37	4	..
Perpetual lease	3	..	..	..	3	..	..
Occupation with right of purchase	398	43	146	155	40	13	1
Lease in perpetuity	336	11	82	144	64	30	5
Agricultural lease	2	..	2	..	..	..	..
Village settlement, cash	23	12	11	..	..	..	..
Village settlement, occupation with right of purchase ..	30	16	14	..	..	..	..
Village settlement, lease in perpetuity	232	18	199	15	..	..	..
Village-homestead special settlement	30	2	16	12	..	..	..
Special-settlement associations	262	..	..	262	..	..	..
Improved farm special settlements	107	..	30	77	..	..	..
Small grazing-runs	48	..	..	8	9	13	18
Pastoral runs	63	..	5	5	9	13	31
Miscellaneous leases and licenses	440	52	224	107	23	10	24
Total	2,363	292	850	849	197	91	84
Cheviot Estate—							
Cash	50	16	32	1	..	..	1
Lease in perpetuity	10	..	8	2	..	..	..
Village-homestead special settlement	30	..	23	7	..	..	..
Grazing farms	12	..	..	2	..	..	10
Miscellaneous leases and licenses	57	..	43	14	..	..	..
Land for Settlements Acts—							
Lease in perpetuity	25	..	12	7	4	2	..
Grand totals	2,547	308	968	882	201	93	95

Note.—There were also 68 selectors of endowment lands during the year.

Table C.—Return of Crown Lands sold for Cash during the Year ended 31st March, 1895.

District.	Area disposed of.								Average Price per Acre.			Consideration received.		
	Town.		Suburban.		Rural.		Total.							
	Number of Purchasers.	Area.	Number of Purchasers.	Area.	Number of Purchasers.	Area.	Number of Purchasers.	Area.	Town.	Suburban.	Rural.	Cash.	Scrip.	Total.
		A. R. P.		A. R. P.		A. R. P.		A. R. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland ..	12	12 1 14	14	74 1 10	84	6,063 0 10	110	6,149 2 34	18 2 1·4	1 12 3·8	0 14 5·5	*4,738 7 9	..	*4,738 7 9
Hawke's Bay ..	4	1 1 0	..	..	..	†100 0 0	4	101 1 0	28 0 0	..	0 10 0	388 10 0	..	388 10 0
Taranaki ..	25	11 1 1	..	..	1	16 0 0	26	27 1 1	52 5 0	..	1 0 0	531 0 0	30 0 0	561 0 0
Wellington ..	61	20 3 34	3	13 3 8	9	690 3 21	73	725 2 23	3 0 5	2 18 4	1 12 5½	1,559 16 8	145 0 0	1,704 16 8
Nelson ..	..	..	..	..	38	17,783 3 13	38	17,783 3 13	..	..	0 9 11	8,135 10 1	..	8,135 10 1
Marlborough ..	..	..	..	..	6	6,981 3 21	6	6,981 3 21	..	..	0 8 2	2,851 18 1	..	2,851 18 1
Canterbury ..	..	..	..	..	4	230 1 27	4	230 1 27	..	..	1 10 7·4	‡387 19 4	..	‡387 19 4
Westland ..	..	..	..	..	4	358 2 0	4	358 2 0	..	..	0 11 4·7	§169 5 0	..	§169 5 0
Otago ..	24	13 0 30	5	34 0 10	21	700 3 21	50	748 0 21	23 12 8¼	2 4 5¾	1 2 10½	1,192 8 2	..	1,192 8 2
Southland ..	18	7 0 10	2	1 2 13	7	397 2 30	27	406 1 13	25 10 6	4 17 9	0 12 0	464 2 1	..	464 2 1
Totals ..	144	66 0 9	24	123 3 1	174	33,323 0 23	342	33,512 3 33	..	..	..	20,418 17 2	175 0 0	20,593 17 2

* Including £367 6s. 8d., survey-fees. † Excess area on previous selection. ‡ Does not include £56 6s. 2d., survey-fees. § Includes £15 for survey.

Table D.—Return of Deferred-payment Lands—Transactions during the Year ended 31st March, 1895.

District.	Taken up during the Year.			Forfeitures, Surrenders, and Exchanges during the Year.			Capitalised during the Year.			Total Area held on 31st March, 1895, including Capitalised Holdings.			Amount received during the Year ended 31st March, 1895.		Freehold acquired during the Year.		Made Freehold from Commencement of System to 31st March, 1895.			Selectors in Arrear on 31st March, 1895.		
	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Interest payable.	Number of Selectors.	Area.	Yearly Instalments and Interest payable.	On Year's Transactions.	On Past Transactions.	Number of Selectors.	Area.	Number of Selectors.	Area.	Total Amount realised, exclusive of Interest.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	..	..	..	15	1,814 1 21	116 12 10	2	268 3 20	3 15 10	438	60,037 2 15	5,257 7 5	..	3,115 0 6	24	3,345 3 18	80	10,928 1 18	9,157 4 6	78	8,283 0 33	468 0 7
Hawke's Bay ..	..	..	..	..	..	..	6	980 0 14	13 3 2	85	13,272 1 27	845 17 1	..	1,402 4 0	16	1,915 1 16	723	72,231 1 15	74,290 9 8	12	1,877 1 21	52 7 11
Taranaki ..	..	..	..	4	1,707 0 0	181 19 8	48	8,477 0 20	236 15 10	412	53,729 3 8	4,485 5 11	..	17,359 11 1	117	15,595 2 2	939	103,337 1 39	178,715 13 4	88	14,560 3 21	563 14 11
Wellington ..	..	..	..	..	..	..	17	4,420 3 37	83 5 10	132	29,710 0 22	5,192 12 7	..	*8,703 10 0	42	8,613 0 17	572	109,190 1 31	116,408 19 2	51	9,372 0 0	662 16 5
Nelson ..	47	5,453 3 15	276 6 6	4	608 3 37	60 5 0	..	..	..	1,008	105,626 3 2	6,426 16 6	276 6 6	5,860 11 10	98	8,544 2 35	596	45,403 1 36	43,928 14 0	..	..	..
Marlborough ..	..	..	..	1	132 0 0	6 3 9	1	202 0 0	3 6 0	25	2,463 3 17	107 1 0	..	122 16 11	3	147 2 15	25	2,174 2 13	1,900 15 0	..	..	..
Canterbury ..	..	..	..	..	..	..	1	50 0 0	2 16 10	51	18,384 0 36	1,693 19 3	..	3,331 3 2	5	3,595 3 16	71	9,522 2 30	23,298 4 3	8	722 1 37	54 10 11
Westland ..	..	..	..	..	..	..	..	..	..	25	1,997 2 13	141 1 8	..	58 13 7	22	544 2 32	62	2,675 2 14	2,657 14 0	31	1,755 1 20	237 13 0
Otago ..	..	..	..	9	2,140 2 9	98 0 8	..	..	..	260	70,949 0 19	3,009 13 1	..	4,408 9 0	31	5,257 1 19	879	127,108 0 1	172,784 10 7	92	28,554 0 18	751 14 0
Southland ..	..	..	..	6	981 0 23	64 13 8	3	544 3 17	16 17 10	244	44,329 2 24	1,555 14 2	..	3,987 13 8	44	6,017 0 13	1,088	151,236 0 21	218,641 6 6	43	8,595 1 7	221 7 3
Totals ..	47	5,453 3 15	276 6 6	39	7,384 0 10	527 15 7	78	14,943 3 28	360 1 4	2,680	400,501 0 23	28,715 8 8	276 6 6	48,349 13 9	402	53,577 0 23	5,035	633,808 0 18	841,783 11 0	403	73,720 2 37	3,012 5 0

* Includes £90 scrip and £1,639 6s. 8d. received on account of endowments.

Table E.—Return of Perpetual-lease and Small-area Lands taken up during the Year ended 31st March, 1895.

District.	Taken up during the Year.			Previous Transactions to 31st March, 1894.			Exchanges to other Tenures during the Year.			Forfeitures and Surrenders during the Year.			Total Area held on 31st March, 1895.			Amount received during the Year ended 31st March, 1895.		Freeholds acquired during the Year.		Made Freehold from Commencement of System to 31st March, 1895.			Selectors in Arrear, 31st March, 1895.		
	No. of Selectors.	Area.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental payable.	Number of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.	On Year's Transactions.	On Past Transactions.	No. of Selectors.	Area.	No. of Selectors.	Area.	Total Amount realised, exclusive of Interest.	No. of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	..	..	..	1,108	279,982 1 7	6,685 15 6	4	659 1 0	16 17 4	18	5,668 0 12	136 19 0	916	242,730 0 16	3,691 5 4	..	4,797 0 3	8	1,686 1 35	37	8,783 1 11	4,281 2 7	189	45,742 0 0	1,097 15 0
Hawke's Bay ..	..	..	..	375	167,136 3 9	6,405 11 3	7	3,341 3 21	107 15 10	3	565 2 12	21 8 2	209	95,416 2 18	3,686 6 5	..	3,563 6 4	35	13,190 2 34	113	48,020 2 10	38,687 4 5	36	16,354 2 9	349 13 8
Taranaki ..	..	..	..	544	130,467 1 5	6,523 7 0	5	1,252 1 37	58 0 8	29	7,174 0 0	613 8 6	343	86,798 1 0	4,145 16 11	..	4,827 6 8	34	8,463 1 14	92	22,828 3 28	20,345 3 4	146	40,081 1 12	1,342 8 7
Wellington ..	..	..	..	889	341,418 1 21	16,675 5 9	4	705 0 20	53 18 10	6	1,591 2 0	82 5 2	570	225,116 2 20	11,478 13 6	..	43,645 18 10	96	36,867 2 6	250	92,521 1 17	87,367 1 10	259	107,492 0 0	4,251 18 2
Nelson ..	3	1,263 1 38	20 12 4	41	10,876 1 24	274 13 2	..	..	..	..	..	..	44	12,139 3 22	295 5 6	20 12 4	135 4 2	..	..	..	..	..	5	1,637 0 26	20 2 7
Marlborough ..	..	..	..	19	3,358 1 29	105 19 4	1	51 0 30	1 12 0	..	..	..	13	2,068 0 39	61 13 9	..	59 14 4	..	..	1	300 0 0	82 10 0	1	52 0 28	1 19 6
Canterbury ..	..	..	..	262	87,357 2 8	5,950 1 2	45	37,549 2 1	2,470 6 1	3	1,325 1 38	175 13 6	155	35,401 1 29	2,341 7 11	..	3,244 15 1	2	160 0 14	18	1,576 1 37	2,505 6 5	22	6,241 1 8	177 14 1
Westland ..	..	..	..	17	1,363 0 28	70 5 8	..	..	..	..	..	..	8	742 1 32	36 2 10	..	30 1 10	..	..	4	370 2 36	370 14 6	4	420 1 8	38 13 2
Otago ..	..	..	..	958	225,457 3 1	11,407 4 7	41	17,833 0 25	708 4 2	25	7,357 3 1	257 8 2	579	119,144 3 38	4,036 17 3	..	4,463 2 1	4	1,026 2 11	25	5,197 0 13	3,544 17 6	237	55,311 2 18	1,310 4 10
Southland ..	..	..	..	302	77,525 3 22	2,943 15 11	18	5,918 1 10	233 11 10	10	3,823 1 16	154 19 4	203	44,653 3 38	1,762 0 6	..	2,289 16 9	5	1,296 3 8	15	3,387 0 12	2,586 3 4	62	15,314 2 35	452 4 4
Totals ..	3	1,263 1 38	20 12 4	4,515	1,324,943 3 34	57,041 19 4	125	67,310 3 24	3,650 6 9	94	27,505 2 39	1,442 1 10	3,040	864,212 2 12	31,535 9 11	20 12 4	67,056 6 4	184	62,691 2 2	555	182,985 2 4	159,770 3 11	961	288,647 0 24	9,042 13 11

Table F.—Return of Occupation-with-right-of-purchase Lands taken up during the Year ended 31st March, 1895.

District.	Taken up during the Year.				Previous Transactions to 31st March, 1894.			Forfeitures and Surrenders during the Year.			Total Area held on 31st March, 1895.			Amount received during the Year ended 31st March, 1895.		Selectors in Arrear, 31st March, 1895.		
	No. of Selectors.	Area.	Average Upset Rent per Acre.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.	On the Year's Transactions.	On Past Transactions.	No. of Selectors.	Area.	Amount.
		A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	205	38,527 3 9	0 6·02	966 17 5	356	69,553 1 23	1,765 3 1	4	260 2 32	8 16 6	554	107,589 3 0	2,717 8 6	*2,052 12 4	745 0 7	25	3,598 1 35	55 8 5
Hawke's Bay	4	2,854 0 0	0 7¾	92 2 6	27	18,002 2 0	637 7 0	2	1,120 2 0	48 14 0	29	19,736 0 0	680 15 6	92 5 0	249 5 9	9	6,205 1 10	100 16 4
Taranaki	35	6,651 3 13	1 4·7	378 19 6	21	8,909 0 0	483 0 4	2	740 0 0	47 11 6	53	14,065 3 13	795 10 10	189 9 9	273 10 0	7	3,985 1 0	134 1 11
Wellington	36	9,506 0 0	1 0½	493 3 0	97	31,623 1 5	1,835 7 4	3	1,873 0 0	110 7 10	130	39,256 1 5	2,218 2 6	51 7 0	397 14 6	17	5,427 0 0	174 18 5
Nelson	37	6,524 3 25	0 3¾	105 18 1	..	..	..	..	..	..	37	6,524 3 25	105 18 1	42 19 7	..	2	141 2 0	3 5 9
Marlborough	6	865 1 37	0 7	25 4 0	2	113 3 16	5 5 0	..	..	..	8	979 1 13	30 9 0	13 19 8	5 5 0	..	..	..
Canterbury	5	403 0 6	1 7·1	32 3 6	16	3,139 3 26	261 12 4	2	2,137 2 0	155 17 4	12	1,035 0 32	82 14 2	15 12 6	102 14 8	1	40 0 0	2 10 0
Westland	10	1,467 3 0	0 6·1	37 6 0	9	1,106 1 17	27 13 0	..	..	..	19	2,574 0 17	64 19 0	38 10 0	50 3 0	3	395 1 34	4 19 0
Otago	31	5,193 0 9	0 11½	249 9 0	45	9,035 2 27	386 0 6	3	235 3 1	6 14 10	68	13,146 2 26	599 0 6	164 13 5	315 7 10	16	3,767 0 39	104 5 5
Southland	29	3,483 3 22	0 10	140 16 6	53	20,874 2 2	749 16 6	2	679 2 29	27 19 2	80	23,678 2 35	863 7 10	70 8 3	570 9 9	16	7,983 3 11	303 6 7
Totals	398	75,477 3 1	..	2,521 19 6	626	162,358 1 36	6,151 5 1	18	7,047 0 22	406 1 2	990	228,586 3 6	8,158 5 11	2,731 17 6	2,709 11 1	96	31,544 0 9	883 11 10

* Includes survey-fees, £1,843 2s. 6d.

Table G.—Return of Lease-in-perpetuity Lands taken up during the Year ended 31st March, 1895.

District.	Taken up during the Year.				Exchanges from other Tenures during the Year.			Previous Transactions to 31st March, 1894.			Forfeitures and Surrenders during the Year.			Total Area held on 31st March, 1895.			Amount received during the Year ended 31st March, 1895.		Selectors in Arrear, 31st March, 1895.		
	No. of Selectors.	Area.	Average Upset Rent per Acre.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental payable.	No. of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.	On the Year's Transactions.	On Past Transactions.	No. of Selectors.	Area.	Amount.
		A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A.	R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	84	21,275 0 28	0 5·2	460 1 10	34	1,671 3 39	83 19 2	178	37,427 3 24	836 12 11	8	2,633 3 39	57 17 10	287	57,133	3 12	1,310 13 1	*622 0 5	412 4 0	23	5,152 1 18	72 1 11
Hawke's Bay	17	10,343 2 10	0 8½	357 9 2	7	3,341 3 21	86 4 8	47	33,066 0 24	870 10 11	4	891 2 10	34 7 4	67	45,860	0 5	1,279 17 5	98 5 10	318 18 9	11	7,718 0 20	57 4 11
Taranaki	31	7,645 1 0	1 1·18	324 16 8	6	1,746 1 37	66 4 2	34	13,846 1 0	593 6 4	4	1,461 0 0	76 11 8	67	21,776	3 37	907 15 6	162 8 4	249 19 6	11	3,870 0 0	188 13 1
Wellington	26	8,490 0 0	0 10	355 10 2	4	705 0 20	43 3 2	52	18,058 0 27	814 0 1	..	..	..	82	27,253	1 7	1,212 13 5	60 0 2	133 5 9	18	5,700 0 0	118 13 8
Nelson	18	3,880 2 3	0 3½	56 3 5	..	..	..	11	1,709 2 20	26 7 10	1	396 0 21	4 18 0	28	5,194	0 2	77 13 3	16 8 8	12 5 7	1	273 3 8	5 9 6
Marlborough	11	2,641 1 8	0 6	58 9 2	17	11,433 0 30	233 17 6	6	2,001 1 0	36 8 8	..	..	..	34	16,075	2 38	328 15 4	107 19 0	2 16 4	..	..	..
Canterbury	21	5,595 0 34	0 11·4	267 9 2	45	37,660 1 1	1,981 17 0	34	22,776 3 6	956 15 4	1	231 0 26	11 11 2	99	63,721	0 15	3,194 10 4	158 10 9	759 2 0	12	13,375 1 2	280 18 6
Westland	..	..	..	..	..	..	..	4	280 0 0	5 12 0	..	..	..	4	280	0 0	5 12 0	..	33 0 0	..	..	..
Otago	75	16,251 1 2	0 8·81	596 19 0	45	20,074 1 7	507 9 2	178	57,868 2 22	1,928 17 11	3	255 1 8	12 1 4	292	91,718	1 1	2,968 16 1	413 10 10	1,174 10 9	70	23,495 0 0	430 14 1
Southland	53	11,251 3 17	0 7·2	336 18 10	16	6,033 2 18	192 13 8	99	47,892 0 32	1,632 4 0	4	1,415 3 30	48 7 6	162	63,174	1 1	2,107 17 6	168 9 5	1,248 7 3	34	21,234 1 21	500 19 1
Totals	336	87,374 0 22	..	2,813 17 5	174	82,666 3 13	3,195 8 6	643	234,926 3 35	7,700 16 0	25	7,285 0 14	245 14 10	1,122	392,187	1 38	13,394 3 11	1,807 13 5	4,344 9 11	180	80,818 3 29	1,654 14 9

* Includes survey-fees, £434 1s. 8d.

Table H.—Return of Agricultural-lease Lands taken up during the Year ended 31st March, 1895.

District.	Taken up during the Year.				Forfeitures, Surrenders, and Expiries during the Year.			Total Area held on 31st March, 1895.			Amounts received during the Year ended 31st March, 1895.		Made Freehold from Commencement of System to 31st March, 1895.			Selectors in Arrear on 31st March, 1895.		
	Number of Selections.	Area taken up.	Average to each Selector.	Yearly Rental payable.	Number of Selectors.	Area.	Yearly Rental payable.	Number of Selectors.	Area.	Yearly Rental payable.	On the Year's Transactions.	On Past Transactions.	Number of Selectors.	Area.	Total Amount realised.	Number of Selectors.	Area.	Amount.
		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	..	..	..	..	..	..	..	26	1,575 2 27	113 13 6	..	..	67	1,739 2 10	590 5 0	17	850 0 0	193 15 0
Westland	..	..	..	..	..	..	..	..	..	..	..	..	32	279 0 15	488 12 11	..	..	..
Otago	2	44 2 5	22 1 2·5	1 9 6	7	653 0 3	87 10 0	47	4,280 1 34	380 3 1	0 14 9	203 6 0	1,307	129,120 1 24	128,900 15 0	35	3,197 0 5	1,759 14 3
Southland	..	..	..	..	..	..	..	..	..	..	..	..	50	6,570 1 5	6,570 5 0	..	..	..
Totals	2	44 2 5	22 1 2·5	1 9 6	7	653 0 3	87 10 0	73	5,856 0 21	493 16 7	0 14 9	203 6 0	1,456	137,709 1 14	136,549 17 11	52	4,047 0 5	1,953 9 3

Table I.—Return of Village-settlement Lands disposed of for Cash during the Year ended 31st March, 1895.

District.	No. of Selectors.	Area.	Amount realised during the Year 1894–95.	Total Area made Freehold from Commencement of System to 31st March, 1895.		
				No. of Selectors.	Area.	Total Amount realised.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	5	4 3 14	29 0 0	237	626 0 17	4,042 11 10
Taranaki	11	7 1 0	101 10 0	308	853 0 9	6,935 10 9
Wellington	..	..	..	262	451 0 29	3,276 3 5
Nelson	..	..	..	38	12 3 22	200 0 0
Marlborough	..	..	..	9	22 1 11	75 16 10
Canterbury	2	0 1 37	13 0 0	165	1,207 3 1	5,473 17 4
Otago	2	0 3 0	17 0 0	101	886 2 5	1,736 17 2
Southland	3	10 2 27	30 0 0	551	2,913 2 8	8,874 17 0
Totals	23	23 3 38	190 10 0	1,671	6,973 1 22	30,615 14 4

Note.—The total area made freehold includes the village and small-farm sections taken up prior to "The Land Act, 1892."

Table J.—Return of Village-settlement Deferred-payment Lands: Transactions during the Year ended 31st March, 1895.

District.	Forfeitures and Exchanges during the Year.			Total Area held on 31st March, 1895.			Amount received on Past Transactions during the Year ended 31st March, 1895.	Made Freehold during the Year.			Freeholds acquired from Commencement of System to 31st March, 1895.			Selectors in Arrear on 31st March, 1895.		
	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Instalments payable.		Number of Selectors.	Area.	Amount realised.	Number of Selectors.	Area.	Amount realised.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	..	..	..	18	283 2 23	126 19 4	34 13 3	14	86 1 9	204 6 8	92	908 3 19	2,238 10 9	1	1 0 24	0 8 0
Taranaki	..	..	..	5	91 2 34	21 9 8	121 4 1	2	100 0 0	89 11 1	115	2,148 0 2	10,184 10 5	2	54 3 17	8 4 9
Wellington	..	..	..	16	105 0 16	181 0 3	249 3 7	25	238 0 14	900 11 11	93	865 2 20	3,418 1 7	4	36 0 0	12 13 6
Marlborough	..	..	..	5	43 1 20	9 4 8	9 4 8	..	..	..	..	..	..	..	..	..
Canterbury	..	..	..	42	473 2 26	138 3 2	182 5 6	8	68 0 1	345 13 5	489	2,223 2 13	19,254 8 9	10	192 0 24	24 0 1
Otago	..	2	24 3 2	23	395 3 14	103 8 8	94 14 10	13	103 1 15	202 3 8	80	802 3 12	2,099 8 11	8	218 3 35	14 5 10
Southland	..	6	65 3 24	70	1,135 1 20	230 12 8	288 7 6	16	160 2 30	386 2 1	208	3,091 3 36	7,587 0 8	15	223 1 16	22 15 9
Totals	..	8	90 2 26	179	2,528 2 33	810 18 5	979 13 5	78	756 1 29	2,128 8 10	1,077	10,040 3 22	44,782 1 1	40	726 1 36	82 7 11
			42 13 1													

Table K.—Return of Village-settlement Perpetual-lease Land Transactions during the Year ended 31st March, 1895.

District.	Forfeitures, Surrenders, and Exchanges during the Year.			Total Area held on 31st March, 1895.			Amount received on Past Transactions during the Year ended 31st March, 1895.	Made Freehold during the Year.			Freeholds acquired from Commencement of System to 31st March, 1895.			Selectors in Arrear on 31st March, 1895.		
	Number of Selectors.	Area.	Annual Rent.	Number of Selectors.	Area.	Annual Rent payable.		Number of Selectors.	Area.	Amount realised.	Number of Selectors.	Area.	Amount realised.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	..	..	..	7	96 3 1	9 11 6	7 0 9	..	..	..	2	50 0 0	103 2 6	4	50 1 12	3 4 9
Wellington	..	..	..	8	80 0 17	11 0 0	10 18 9	4	19 3 17	73 19 7	20	244 0 16	815 3 1	2	20 0 0	4 0 8
Marlborough	..	..	..	1	10 0 0	1 5 0	1 5 0	..	..	..	..	..	..	..	..	..
Canterbury	..	..	..	117	2,225 1 32	900 3 3	445 19 2	3	101 0 0	150 0 0	9	237 1 21	515 0 5	67	1,381 3 23	841 13 9
Otago	..	3	53 2 12	44	981 3 27	92 10 2	76 8 2	2	58 2 7	55 10 0	6	144 0 18	212 0 0	13	310 1 15	22 5 4
Southland	..	..	1 1 16	143	2,124 2 3	264 1 4	277 14 4	2	14 3 4	50 0 0	3	26 0 38	72 18 6	29	403 2 39	36 4 4
Totals	..	3	54 3 28	320	5,518 3 0	1,278 11 3	819 6 2	11	194 0 28	329 9 7	40	701 3 13	1,716 4 6	115	2,166 1 9	907 8 10
			2 14 0													

Table L.—Return of Village-settlement Lands disposed of on Occupation with Right of Purchase during the Year ending 31st March, 1895.

District.	Village Sections taken up during the Year.			Total Area held on 31st March, 1895.			Amount received during the Year ending 31st March, 1895.		Selectors in Arrear on 31st March, 1895.		
	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Instalments payable.	On the Year's Transactions.	On Past Transactions.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	.. ..	5	4 2 38	1 5 0	5	4 2 38	1 5 0	0 12 6	..	..	..
Taranaki	.. ..	17	13 1 0	4 1 0	17	13 1 0	4 1 0	4 1 0	..	..	..
Canterbury	.. ..	1	0 1 0	0 8 0	5	1 1 0	2 0 0	0 12 0	1	0 1 0	0 8 0
Otago	.. ..	3	1 2 28	0 16 0	3	1 2 28	0 16 0	0 8 0	..	..	..
Southland	.. ..	4	3 2 0	2 15 0	4	3 2 0	2 15 0	1 7 6	..	..	..
Total	.. ..	30	23 1 26	9 5 0	34	24 1 26	10 17 0	7 1 0	1	0 1 0	0 8 0
								1 4 0			

Table M.—Return of Village-settlement Lands disposed of on Lease in Perpetuity during the Year ending 31st March, 1895.

District.	Taken up during the Year.			Forfeitures and Surrenders during the Year.			Total Area held on 31st March, 1895.			Amount received during the Year ending 31st March, 1895.		Selectors in Arrear on 31st March, 1895.		
	Number of Selectors.	Area.	Annual Rent payable.	Number of Selectors.	Area.	Annual Rent.	Number of Selectors.	Area.	Annual Rent payable.	On the Year's Transactions.	On Past Transactions.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	.. ..	6	33 3 32	3 10 2	..	..	18	72 3 19	27 18 4	1 6 1	19 11 7	3	11 1 20	1 3 6
Taranaki	.. ..	8	70 3 3	7 7 0	..	..	8	70 3 3	7 7 0	4 8 0	..	..	..	..
Wellington	.. ..	90	2,105 0 1	693 0 4	4	181 3 24	73 5 11	110	2,352 2 23	680 9 10	346 10 2	143 18 9	25	744 0 0	137 16 1
Marlborough	.. ..	4	82 0 36	12 10 6	..	..	6	149 0 35	20 11 4	8 3 8	4 0 5	..	..	..
Canterbury	.. ..	13	3 1 0	4 4 6	..	..	21	8 1 0	8 8 6	2 2 3	4 0 3	..	..	..
Otago	.. ..	45	564 3 27	33 8 8	2	14 1 33	0 17 4	96	1,516 2 15	134 8 2	18 7 5	78 8 5	23	451 0 12	25 10 4
Southland	.. ..	66	1,190 0 25	113 10 10	..	2 1 20	0 0 10	132	2,378 2 30	228 5 10	66 15 5	99 14 2	18	406 0 2	20 17 6
		232	4,050 1 4	867 12 0	6	198 2 37	74 4 1	391	6,549 0 5	1,107 9 0	437 13 0	349 13 7	69	1,612 1 34	185 7 5

Table N.—Return of Selectors under the Village-homestead Special-settlement Regulations for the Year ended 31st March, 1895.

District.	Taken up during the Year.				Forfeitures, Surrenders, and Exchanges during the Year.			Total Area held on 31st March, 1895.			Amount advanced to Selectors during the Year.			Total Amount advanced to Selectors: Past and Current Transactions.			Payments made by Selectors during the Year.		Total Payments made by Selectors from Commencement of System.		Selectors in Arrear on 31st March, 1895.				Value of Improvements now on the Land.
	Number of Selectors.	Area allotted.	Average Area to each Selector.	Average Rental per Acre.	Number.	Area.	Rental.	Number of Selectors.	Area.	Rental, including Interest on Advances.	For Houses.	For Bush-felling and other Works.	Total Advances.	For Houses.	For Bush-felling and other Works.	Total Advances.	Rent.	Interest.	Rent.	Interest.	Number.	Area.	Amount.		
																							Rent.	Interest.	
		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.
Auckland	..	..	..	..	22	960 3 25	31 6 3	236	9,781 1 25	769 6 10	159 0 0	161 12 6	320 12 6	5,644 8 1	7,385 12 6	13,030 0 7	301 1 2	220 7 3	2,416 1 7	1,469 15 3	168	7,145 2 5	544 18 7	773 0 6	25,638 9 6
Hawke's Bay	..	..	..	..	..	..	..	31	203 2 20	80 5 4	..	..	..	580 0 0	296 15 9	876 15 9	22 0 9	40 14 10	301 8 1	302 19 9	..	..	..	..	5,632 0 0
Wellington	..	..	..	..	19	181 2 31	36 3 7	186	2,421 0 31	415 5 6	90 0 0	..	90 0 0	2,880 0 0	3,670 19 11	6,550 19 11	321 1 10	272 18 0	1,865 2 3	1,424 10 4	147	1,744 0 0	360 4 3	309 16 6	20,950 3 9
Marlborough	..	..	..	..	..	..	..	14	236 0 5	23 13 0	..	..	..	85 0 0	18 15 0	103 15 0	18 18 0	5 14 0	144 7 6	32 14 10	..	..	..	..	998 0 0
Canterbury	..	30	1,692 1 34	56 1 26·4	0	1 3·1	1	50 0 0	224	7,482 2 36	900 9 2	..	..	2,400 0 0	..	2,400 0 0	724 17 10	119 10 0	4,465 9 0	757 5 0	49	1,874 2 1	151 13 2	27 0 0	13,836 13 0
Otago	..	..	..	..	10	136 1 20	9 2 10	96	1,585 0 20	193 13 4	..	..	..	1,100 0 0	441 5 0	1,541 5 0	127 9 11	71 7 7	586 5 7	372 1 5	34	643 3 6	36 12 2	22 19 4	6,881 15 0
Southland	..	..	..	..	1	10 2 38	1 2 0	62	641 0 4	157 17 6	..	..	..	756 0 0	350 2 2	1,106 2 2	94 13 6	47 16 3	751 8 6	313 15 1	25	258 1 27	34 15 1	19 7 1	8,500 0 0
Totals	..	30	1,692 1 34	56 1 26·4	..	53	1,339 2 34	80 9 8	849	22,351 0 21	2,540 10 8	249 0 0	161 12 6	410 12 6	13,445 8 1	12,163 10 4	25,608 18 5	1,610 3 0	778 7 11	10,530 2 6	4,673 1 8	423	11,666 0 39	1,128 3 3	1,152 3 5	82,437 1 3

Table O.—Return of Special-settlement Associations under Section 163 of "The Land Act, 1885," and Part IV. of "The Land Act, 1892," for the Year ending 31st March, 1895.

District and Survey District.	Names of Special Settlements.	Old Transactions. Original Tenure.	Original Area of Block.	No. of Original Selectors.	No. of Transfers.	No. of Original Settlers now residing.	New Selections taken up during the Year. No.	Area.	Total Area of Block.	Average Area of each Selector in the Block.	Price per Acre.	Amount received during the Year.	Total Amount received on Current and Previous Transactions to 31st March, 1895.	Made Freehold. During the Year. No.	Area.	From Commencement of System to 31st March, 1895. No.	Area.	Total Area held, 31st March, 1895: Past and Current Transactions. No. of Selectors.	Area.	No. of Selectors required to reside and actually residing. No. required to reside.	No. actually residing.	Area.	Forfeitures and Surrenders during the Year. No. of Selectors.	Area.	Amount.	Selectors in Arrear, 31st March, 1895: Interest on Advances and Rent. No. of Selectors.	Area.	Amount.
			A. R. P.					A. R. P.	A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.		A. R. P.		A. R. P.				A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland—																													
Wairere	Gordon	Deferred payment ..	3,320 1 38	33	..	22†	..	..	..	..	..	208 15 8	2,284 7 9	1	99 0 0	2	211 1 25	22	2,207 2 29	..	22	..	4	467 1 37	75 1 2	4	467 1 37	75 1 2
Onewhero	Tuakau	„ ..	3,032 3 18	30	..	28†	..	..	..	..	..	275 14 5						28	2,798 0 11	..	28	..	..	..	..	14	1,391 2 23	162 14 2
Waoku	Canterbury	Perpetual lease ..	717 0 0	15	..	10†	..	..	..	..	..	38 15 3						10	480 2 34	10	10	..	5	236 1 6	11 16 0	6	281 0 0	48 9 6
Matata and Rangitaiki ..	North Island Land Association, Whakatane	Lease in perpetuity	20,000 0 0	41	..	30†	..	..	..	..	..	..	763 10 8	..	..	..	..	30	13,501 0 0	30	30	..	11	6,499 0 0	130 0 0	..	..	..
Waipoua	Marlborough	„	..	..	..	..	25	4,550 0 0	4,550 0 0	182 0 0	10/ to 12/	326 5 0	326 5 0	..	..	..	..	25	4,550 0 0	25	25	..	..	..	..	..	..	..
Hawke's Bay—																													
Norsewood	Waipawa	Deferred payment ..	3,221 1 39	33	18	4	..	..	..	..	..	268 0 2	4,862 7 3	5	460 2 39	27	2,666 1 19	6	555 0 20	..	‡3	299 1 20	..	..	..	1	98 1 20	5 0 0
„	Danevirke	„ ..	1,899 1 32	25	13	6	..	..	..	..	..			2	152 2 38	15	1,152 3 17	10	746 2 15	..	‡5	371 3 24	..	..	..	3	294 1 20	8 4 9
„	Liberal	Lease in perpetuity	2,800 0 0	14	..	..	..	..	..	..	..	..	..	..	..	..	..	7	1,400 0 0	..	..	..	..	..	..	..	..	..
Ruataniwha, Wakarara, and Makaretu	Ruahine	„ ..	..	..	..	..	12	2,400 0 0	2,400 0 0	200 0 0	0 17 0½	..	..	..	..	..	..	12	2,400 0 0	..	..	..	..	..	..	..	..	..
Taranaki—																													
Ngatimaru	Milsom	Farm homestead perpetual lease	6,700 0 0	35	9	16	..	..	..	..	..	..	..	..	..	..	..	27	5,393 0 0	..	16	2,498 0 0	8	1,288 0 0	62 7 8		4,793 0 0	
„	Tanner	Ditto	5,200 0 0	26	..	13	..	..	..	..	..							22	4,200 0 0	..	13	2,400 0 0	3	810 0 0	44 10 6	63	3,600 0 0	335 4 6
„	Oxford	„	4,000 0 0	22	..	3	..	..	..	..	..	99 18 10	99 18 10	..	..	..	..	16	2,900 0 0	..	3	400 0 0	6	1,100 0 0	56 2 4		2,600 0 0	
Mimi	Lepperton	„	2,800 0 0	14	1	2	..	..	..	..	..							13	2,565 0 0	..	2	397 0 0	..	..	..		3,600 0 0	
Omona	Gatton	„	3,800 0 0	19	1	..	..	..	..	..	..	..	..	..	..	..	..	18	3,600 0 0	..	Nil	..	1	200 0 0	7 0 0		782 0 0	
Omona and Ngatimaru ..	Terrace End	„	..	..	..	..	48	9,535 0 0	10,200 0 0	198 2 23	§	..	..	..	..	..	..	48	9,535 0 0	Nil	„	..	..	..	..	..	..	..
Ngatimaru	Eltham	„	..	..	..	..	14	2,800 0 0	3,200 0 0	200 0 0	1 5 5	..	..	..	..	..	..	14	2,800 0 0	„	„	..	..	..	..	..	..	..
Waro and Pouatu	Moanatairi	Lease in perpetuity	..	..	..	..	15	2,948 2 22	3,147 2 22	196 2 12	1 1 3	..	..	..	..	..	..	15	2,948 2 22	„	„	..	..	..	..	..	..	..
Ngatimaru	Ross	„ ..	..	..	..	..	12	1,912 0 0	1,912 0 0	159 1 13	1 18 9	..	..	..	..	..	..	12	1,912 0 0	„	„	..	..	..	..	..	..	..
Wellington—																													
Makuri	Woodville-Tiraumea ..	Deferred payment ..	5,006 1 8	50	21	2															4	400 0 0						
Apiti	Feilding	„ ..	9,259 3 13	91	49	12															19	1,916 1 4						
Makuri and Mangahao ..	Pahiatua-Puketoi ..	„ ..	5,080 3 0	50	13	4															6	576 0 0						
Mangahao	Woodville-Mangahao ..	„ ..	5,327 1 15	52	20	4															6	530 2 0						
Mangaone, Tararua	Wellington	„ ..	9,537 2 36	96	55	9															25	2,372 2 38						
„	Parkville	„ ..	5,112 0 21	50	25	7															13	1,368 1 31						
Pohangina	Awahou-Pohangina ..	„ ..	6,494 2 28	61	21	5	..	..	..	..	..	7,993 0 3	73,295 4 9	123	12,131 1 9	480	47,866 0 35	336	33,629 2 34	„	6	699 0 38	..	..	..	163	15,718 0 0	1,011 9 7
Apiti	Birmingham	„ ..	8,790 0 0	87	63	15															28	2,813 3 0						
Apiti and Ongo ..	Sandon	„ ..	5,339 3 10	53	17	13															24	2,413 3 10						
Mangahao	Masterton-Mangahao ..	„ ..	4,996 2 33	63	31	5															10	698 0 38						
„	Woodville-Mangatainoka	„ ..	4,560 0 0	46	28	1															1	100 0 0						
„	Masterton-Hawera ..	„ ..	3,074 3 32	32	15	2															4	405 2 0						
„	Pemberton	„ ..	7,048 0 34	70	25	9															18	1,738 1 32						
Mangahao and Mangaone ..	Hutt	„ ..	4,276 2 19	39	14	8															7	678 0 16						
Mangahao	McKenzie	Perpetual lease ..	1,448 3 10	14	..	4															4							
Ohinewairua, Maungakaretu, and Tiriraukawa	Sommerville	„ ..	8,000 0 0	37	1	2															2							
Makotuku	Waimarino	„ ..	7,200 0 0	34	..	6															6							
Umutoi and Pohangina ..	Delaware	„ ..	3,000 0 0	14	..	*															*							
Mangahao and Tararua ..	Kakariki	„ ..	5,000 0 0	24	..	..															..							
Apiti and Umutoi	Salisbury	„ ..	11,000 0 0	49	1	6															6							
Makotuku and Karioi ..	Clifton No. 1	„ ..	4,650 0 0	22	..	4															4							
Tiriraukawa	Palmerston North Knights of Labour	„ ..	11,000 0 0	57	..	4															4							
Mount Cerberus and Makuri ..	Coonoor	„ ..	3,000 0 0	14	1	7															7							
Mangaone	Pioneer	„ ..	3,700 0 0	13	..	12															12							
Mount Cerberus and Makuri ..	Masterton Reform ..	„ ..	10,000 0 0	49	..	5															5							
Tararua	Stirling	„ ..	4,800 0 0	24	..	5															5							
Mount Cerberus	Pahiatua No. 1 ..	„ ..	11,000 0 0	54	..	8															8							
„	„ No. 2 ..	„ ..	8,400 0 0	40	..	..															..							
„	„ No. 3 ..	„ ..	7,600 0 0	36	..	1															1							
Aohanga, Mount Cerberus, Makuri, and Puketoi	„ No. 4 ..	„ ..	5,000 0 0	22	..	2	..	..	..	..	..	2,502 0 9	2,740 14 4	..	..	..	..	969	186,966 3 10	„	2		87	16,742 0 0	21,278 13 9	416	83,200 0 0	2,800 0 0
Puketoi	Christchurch	„ ..	6,000 0 0	25	1	5															5							
Umutoi	Pohangina	„ ..	6,600 0 0	28	2	..															..							
Mangahao	Palmerston North Forest Reserve	„ ..	4,000 0 0	15	..	1															1							
Makotuku	Clifton No. 2	„ ..	1,950 0 0	10	..	1															1							
Karioi and Makotuku ..	Wanganui United ..	„ ..	10,000 0 0	43	..	..															..							
Mangahao and Tararua ..	Waiwera	„ ..	3,900 0 0	20	..	..															..							
Kaitawa	Wellington Fruit-growers	„ ..	2,620 0 0	27	1	6															6							
Hautapu	Marton No. 1	„ ..	10,000 0 0	49	..	8															8							
„	„ No. 2	„ ..	10,000 0 0	42																								
Umutoi	Umutoi	„ ..	3,400 0 0	11	..	*															*							
Mangahao	Hall	„ ..	3,200 0 0	17	..	..															..							
Aohanga	Danevirke Centennial ..	„ ..	9,700 0 0	38	..	..															..							
Tiriraukawa	Hunterville No. 3 ..	„ ..	8,000 0 0	30	..	*															*							
Puketoi	Kaikoura	„ ..	2,600 0 0	12	..	3															3							
„	Mekalickstone ..	„ ..	6,000 0 0	28	..	3															3							
„	Woodville No. 2 ..	„ ..	5,990 0 0	22	..	3															3							
Umutoi	Onslow	„ ..	..	..	..	..	12	2,400 0 0	11,000 0 0	200 0 0	§§	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Makotuku and Manganui ..	Maxton No. 4 ..	„ ..	..	..	..	..	40	8,000 0 0	10,000 0 0	200 0 0	§§	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Titiraukawa	Hunterville No. 1 ..	„ ..	..	..	..	..	43	8,600 0 0	10,000 0 0	200 0 0	§§	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
„	„ No. 2 ..	„ ..	..	..	..	..	44	8,200 0 0	10,000 0 0	200 0 0	§§	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury—																													
Waitohi and Waipara ..	Medbury	„ ..	2,192 1 8	14	8	6	..	..	..	..	..	..	..	..	..	..	..	14	2,192 1 8	14	11	Not given		..	..	14	2,192 1 8	136 9 6
Hinds	Hinds	„ ..	830 2 38	18	6	12	..	..	..	..	..	0 7 8	0 7 8	..	..	..	..	18	830 2 38	18	10	„		..	..	14	621 3 38	26 7 4
Otago—																													
Swinburn	Swinburn Farm Homestead Association	Lease in perpetuity	2,955 1 12	15	2	..	..	..	..	..	..	10 17 1	10 17 1	..	..	..	..	15	2,955 1 12	15	‖3	..		..	..	..	..	..
Totals	..	..	346,133 2 4	2,114	462	344	262	51,345 2 22	66,409 2 22	..	..	11,723 15 1	84,383 13 4	131	12,843 3 6	524	51,896 3 16	1,687	291,067 2 33	—	458	..	121	26,875 1 6	21,590 10 3	698	119,640 0 26	4,609 0 6

Particulars not given by Ranger.

Association Blocks selected, but not balloted for by the Members.

Auckland—																													
Hobson	Avoca	..	..	..	..	..	44	3,650 0 0	3,650 0 0	152 0 13	..	a76 10 0	a303 19 4																
Waoku	Auckland	..	..	..	..	..	33	6,600 0 0	9,000 0 0	200 0 0	..	a412 0 0	a412 0 0																
Tauranga	Papamoa	..	..	..	..	..	13	1,300 0 0	1,300 0 0	100 0 0	..	a137 10 0	a137 10 0																
Taranaki—																													
Omona and Ngatimaru ..	Mangaehu	..	..	..	..	..	51	10,200 0 0	11,016 0 0	200 0 0	..	..	..																
Taurakawa and Mahoe ..	Llewellyn	..	..	..	..	..	24	4,800 0 0	5,184 0 0	200 0 0	..	..	..																
Taurakawa and Omona ..	Whenuakura	..	..	..	..	..	55	10,600 0 0	11,448 0 0	200 0 0	..	..	..																
„ ..	Moeawatea	..	..	..	..	..	55	10,600 0 0	11,448 0 0	200 0 0	..	..	..																
„ ..	Kaitangiwhenua ..	..	..	..	..	..	55	10,600 0 0	11,464 0 0	200 0 0	..	..	..																
Wellington—																													
Makotuku and Manganui ..	Marton No. 3	..	..	..	..	..	50	..	10,000 0 0	..	..	..	..																
Mount Cerberus	Rising Sun	..	..	..	..	..	55	..	11,000 0 0	..	..	..	..																
Waimarino	Gladstone	..	..	..	..	..	44	..	8,500 0 0	..	..	..	..																
Gorge	Malton	..	..	..	..	..	12	..	1,200 0 0	..	..	..	..																
Totals	..	..	..	..	..	..	491	..	95,210 0 0	..	..	626 0 0	853 9 4																

Note.—This return shows the position of all associations to whom land has been granted up to the 31st March. * No report. † Includes freehold. ‡ These do not include the sections made freehold. § Price not finally determined. ‖ 1 deceased; 1 residing on adjoining land. *a* Survey fees.

Table P.—Return of Homestead Lands Transactions during the Year ended 31st March, 1895.

District.	Forfeitures and Surrenders during the Year.		Total Area held on 31st March, 1895: Past and Current Transactions.		Made Freehold since Commencement of System to 31st March, 1895.	
	Number of Selectors.	Area.	Number of Selectors.	Area.	Number of Selectors.	Area.
		A. R. P.		A. R. P.		A. R. P.
Auckland	3	250 0 0	55	6,612 0 23	411	69,634 2 27
Westland	..	..	1	40 0 0	38	1,440 0 0
Otago	..	..	6	604 3 4	15	2,251 1 11
Totals	3	250 0 0	62	7,256 3 27	464	73,325 3 38

Table Q.—Return of Small Grazing-runs taken up during the Year ended 31st March, 1895.

District.	Taken up during the Year.					Forfeitures and Surrenders during the Year.			Total Area held on 31st March, 1895: Past and Current Transactions.		Amount received during the Year ended 31st March, 1895.		Arrears on 31st March, 1895.		
	Number of Holders.	Area.	Average Area.	Average Rent per Acre.	Annual Rental payable.	Number.	Area.	Annual Rental.	Number of Holders.	Area.	On the Year's Transactions.	On Past Transactions.	Number.	Area.	Amount.
		A. R. P.	A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	2	28,810 0 0	14,405 0 0	0 1·5	180 1 3	1	18,960 0 0	118 10 0	16	77,080 0 0	90 0 8	664 18 5	..	..	..
Hawke's Bay	1	2,534 0 0	2,534 0 0	0 2$\frac{23}{40}$	30 0 0	..	..	..	48	125,528 2 18	15 0 0	1,069 17 3	26	57,151 2 13	376 17 3
Taranaki	1	1,358 0 0	1,358 0 0	0 3	16 19 6	..	..	..	15	14,631 0 38	8 9 9	159 4 2	11	9,086 0 38	67 19 6
Wellington	2	1,559 2 8	779 3 2	0 6	38 19 10	2	1,009 1 1	25 4 8	87	84,903 2 22	19 9 11	1,710 3 0	48	44,640 0 0	1,317 18 4
Marlborough	11	5,828 0 0	530 0 0	0 3	72 17 0	..	*318 0 0	3 19 6	56	31,533 2 25	66 1 2	362 5 8	5	1,931 0 0	16 12 7
Canterbury	2	1,248 2 25	624 1 12·5	1 1·6	71 4 0	..	..	..	42	94,656 0 12	36 3 10	4,139 17 9	24	61,888 1 13	1,765 18 1
Otago	28	53,119 2 34	1,897 0 21	0 4·6	1,021 12 10	9	22,321 2 33	984 14 6	245	482,296 0 10	599 14 9	10,393 15 11	131	275,077 2 6	4,436 9 8
Southland	1	5,783 0 1	5,783 0 1	0 3	73 3 7	3	12,909 2 5	150 3 9	22	61,426 0 39	36 11 10	631 6 8	9	16,104 1 12	128 16 2
Totals	48	100,240 3 28	..	..	1,504 18 0	15	55,518 1 39	1,282 12 5	531	972,055 2 4	871 11 11	19,131 8 10	254	465,879 0 2	8,110 11 7

* Portion of run surrendered.

Table R.—Number and Area of Pastoral Licenses for the Year ended 31st March, 1895.

District.	Taken up during the Year.			Total Area held on 31st March, 1895.				Holders in Arrear on 31st March, 1895.		
	No. of Holders.	Area.	Annual Rental.	No. of Holders.	Area, approximately.	Average Holdings.	Rent paid during the Year.	No.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	..	..	..	12	121,711 0 0	10,142 2 13	76 19 4	1	5,000 0 0	5 0 0
Hawke's Bay	..	..	..	21	154,776 0 0	7,370 0 0	941 2 2	2	28,767 0 0	45 0 0
Wellington	..	..	..	22	40,791 0 0	1,854 0 22	303 16 8	4	1,205 0 0	11 5 10
Nelson	15	16,853 0 0	66 7 0	141	610,696 1 22	4,331 0 0	5,671 0 2	..	..	..
Marlborough	1	370 0 0	0 12 0	116	1,072,516 0 0	9,246 0 0	8,240 16 0	4	37,606 0 0	207 9 2
Canterbury	4	3,549 2 0	459 12 6	88	2,996,815 0 0	34,054 2 34·5	40,808 7 4	5	150,024 0 0	263 8 4
Westland	18	87,364 0 0	98 16 0	66	579,364 0 0	8,778 0 0	614 14 0	22	210,500 0 0	176 0 11
Otago	19	150,122 1 11	1,714 16 2	323	3,964,159 0 0	12,272 3 30	41,547 11 5	42	396,764 3 8	1,691 19 0
Southland	6	209,795 0 0	52 15 0	103	1,304,730 0 0	12,667 0 0	3,733 14 6	7	178,606 0 0	70 14 10
Totals	63	468,053 3 11	2,392 18 8	892	10,845,558 1 22	12,159 0 0	101,938 1 7	87	1,008,472 3 8	2,470 18 1

Table S.—Return of Miscellaneous Leases and Licenses not otherwise enumerated issued during the Year ended 31st March, 1895.

District.	Object for which leased.												Total Area.	Total Annual Rental, &c.	Total Amount received during the Year ended 31st March, 1895.	Total Area in Occupation on 31st March, 1895.			Lessees in Arrear on 31st March, 1895.	
	Coal and Mineral.			Timber-cutting.			Flax-cutting.			Miscellaneous.										
	No.	Area.	Annual Rental.	No.	Area.	Amount received.	No.	Area.	Amount received.	No.	Area.	Annual Rental payable.				No.	Area.	Annual Rental.	No.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		£ s. d.
Auckland		..	..	3*	†	3,699 19 2‡	..	..	..	9	353 0 25	38 6 0	353 0 25	3,738 5 2	5,814 16 5	47	7,984 2 14	403 16 6	..	..
Hawke's Bay		..	..	..	..	..	..	..	..	2	427 3 9	112 18 0	427 3 9	112 18 0	288 19 3	45	3,715 3 34	375 9 0	24	96 17 6
Taranaki		..	..	1	1,329 3 32	81 10 7	..	..	..	15	100 3 5	29 2 0	1,430 2 37	29 2 0	272 4 7	82	940 3 29	290 17 9	22	91 9 8
Wellington		..	..	..	..	..	..	..	..	10	659 3 20	209 17 9	659 3 20	209 17 9	610 5 0	25	1,533 1 38	333 3 7	12	46 10 9
Nelson		..	..	..	..	..	..	..	..	44	23,980 0 17	107 15 6	23,980 0 17	107 15 6	2,904 12 3	338	41,576 2 31	3,294 7 3	10	389 15 0
Marlborough		..	..	4	440 0 0	16 19 3	..	..	..	6	504 0 0	41 0 0	944 0 0	41 0 0	833 16 3	56	10,112 0 0	749 6 8	1	1 5 0
Canterbury ..	1	100 0 0	12 10 0	..	..	..	..	..	..	36	3,449 0 8	268 3 6	3,549 0 8	280 13 6	2,446 14 6	218	76,099 2 17	1,834 6 8	17	97 0 4
Westland		..	..	..	..	..	..	..	..	15	14 0 18	18 9 9	14 0 18	18 9 9	45 17 9	38	140 1 31	41 0 3	8	27 17 0
Otago	4	122 3 24	20 18 0	1	20 0 0	4 0 0	..	..	..	76	26,919 2 0	207 10 10	27,062 1 24	232 8 10	714 7 0	261	73,630 0 23	687 13 2	42	212 8 9
Southland ..	13	559 1 15	100 3 9	133	1,750 2 34	731 1 5	4	1,230 0 0	20 0 0	217	85,094 3 30	701 12 0	88,634 3 39	821 15 9	1,552 17 2	249	67,275 3 29	837 18 3	79	236 16 11
Totals ..	18	782 0 39	133 11 9	139	3,540 2 26	4,533 10 5	4	1,230 0 0	20 0 0	430	141,503 1 12	1,734 15 4	147,056 0 37	5,592 6 3	15,484 10 2	1,359	283,009 3 6	8,847 19 1	215	1,200 0 11

* Lots. † 23,185,000ft. kauri timber. ‡ First payment.

Table T.—Return of Territorial Revenue received during the Year ended 31st March, 1895.

—	Auckland.	Hawke's Bay	Taranaki.	Wellington.	Nelson.	Marlborough.	Canterbury.	Westland.	Otago.	Southland.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cash lands	4,371 1 1	388 10 0	531 0 0	2,539 1 5	8,135 10 1	2,851 18 1	387 19 4	180 5 0	1,192 8 2	464 2 1	21,041 15 3
Perpetual lease made freehold	1,055 5 6	11,336 8 10	7,158 19 8	32,903 2 9	..	..	153 8 10	..	682 0 0	882 3 6	54,171 9 1
Village-settlement perpetual-lease made freehold	..	..	..	73 19 7	..	..	150 0 0	..	55 10 0	50 0 0	329 9 7
Deferred payment	3,115 0 6	1,194 14 4	17,359 11 1	6,974 3 4	6,136 18 4	122 16 11	1,001 1 8	58 13 7	3,722 16 7	3,663 1 5	43,348 17 9
Deferred payment, pastoral	..	207 9 8	..	..	..	..	2,330 1 6	..	685 12 5	324 12 3	3,547 15 10
Perpetual lease and small areas	4,797 0 3	3,563 6 4	4,827 6 8	10,742 16 1	155 16 6	59 14 4	3,244 15 1	30 1 10	4,463 2 1	2,289 16 9	34,173 15 11
Occupation with right of purchase	954 10 5	341 10 9	462 19 9	449 1 6	42 19 7	19 4 8	118 7 2	78 3 0	480 1 3	640 18 0	3,587 16 1
Lease in perpetuity	600 2 9	417 4 7	412 7 10	193 5 11	29 4 3	110 15 4	917 12 9	33 0 0	1,588 1 7	1,416 16 8	5,718 11 8
Agricultural lease	..	..	..	..	..	..	..	..	204 0 9	..	204 0 9
Village-settlement, cash	..	29 0 0	101 10 0	..	..	..	13 0 0	..	17 0 0	30 0 0	190 10 0
Village-settlement, deferred payment	..	34 13 3	121 4 1	249 3 7	..	9 4 8	182 5 6	..	94 14 10	288 7 6	979 13 5
Village-settlement, perpetual lease	..	7 0 9	..	10 18 9	..	1 5 0	445 19 2	..	76 8 2	277 14 4	819 6 2
Village-settlement, occupation with right of purchase	..	0 12 6	4 1 0	..	..	..	1 16 0	..	0 8 0	1 7 6	8 5 0
Village-settlement, lease in perpetuity	..	20 17 8	4 8 0	490 8 11	..	12 4 1	6 2 6	..	96 15 10	156 9 7	787 6 7
Village-settlement homestead special settlement	521 8 5	62 15 7	..	593 19 10	..	24 12 0	844 7 10	..	198 17 6	142 9 9	2,388 10 11
Special-settlement association, deferred payment	484 10 1	268 0 2	..	7,993 0 3	..	..	..	..	..	..	8,745 10 6
Special-settlement association, perpetual lease	38 15 3	..	..	50 13 0	..	..	0 7 8	..	..	..	89 15 11
Special-settlement association, lease in perpetuity	..	..	99 18 10	2,451 7 9	..	..	..	..	10 17 1	..	2,562 3 8
Small grazing-runs	754 19 1	1,084 17 3	167 13 11	1,729 12 11	..	428 6 10	4,176 1 7	..	10,993 10 8	667 18 6	20,003 0 9
Pastoral runs	76 19 4	941 2 2	..	303 16 8	5,671 0 2	8,240 16 0	40,808 7 4	614 14 0	41,547 11 5	3,733 14 6	101,938 1 7
Coal and mineral leases	208 15 2	..	..	..	225 1 0	..	215 6 7	..	174 13 9	100 3 9	924 0 3
Prospectors' mining leases	..	..	..	2 0 0	8 0 0	..	9 0 0	..	..	10 0 0	29 0 0
Timber licenses and other leases	5,266 5 9	..	81 10 7	194 1 4	4 9 9	68 10 9	..	..	47 0 0	83 8 0	5,745 6 2
Flax-cutting	4 0 0	..	..	..	..	11 5 10	..	..	..	20 0 0	35 5 10
Miscellaneous leases	335 15 6	255 9 0	73 10 1	27 6 0	540 12 7	21 0 0	2,213 14 6	15 0 0	385 17 2	8 5 0	3,876 9 10
Transfer, lease, and license-fees, &c.	604 12 0	86 10 0	177 5 0	460 14 0	235 2 3	63 7 0	279 3 0	54 17 0	274 4 0	353 9 0	2,589 3 3
Rents of reserves	16 0 0	33 10 3	117 3 11	390 19 8	1,363 14 5	732 19 8	..	30 17 9	81 9 9	693 7 0	3,460 2 5
Miscellaneous	1,711 19 9	188 13 2	78 15 7	154 5 0	9 12 5	5 15 7	1,003 1 10	26 6 5	194 12 3	378 10 9	3,751 12 9
Crown-grant fees	164 8 0	98 14 6	190 14 1	426 5 3	104 0 0	16 12 6	144 0 11	4 0 0	115 16 0	107 15 9	1,372 7 0
State forests	102 19 2	..	..	..	..	..	..	..	25 6 4	731 1 5	859 6 11
Survey liens on Native lands	..	..	..	212 5 7	..	..	..	..	..	..	212 5 7
Survey Fees,—											
Amounts which do not form part payment of land	2,690 14 2	1,652 19 8	73 12 8	2,501 5 2	386 11 9	..	92 18 0	15 2 0	73 12 0	249 19 0	7,736 14 5
Amounts which form part payment for land	367 6 8	..	126 10 0	2,045 7 9	153 8 4	..	56 6 2	34 0 0	163 10 6	14 0 0	2,960 9 5
Totals	28,242 8 10	22,214 0 5	32,170 2 9	74,163 2 0	23,202 1 5	12,800 9 3	58,795 4 11	1,175 0 7	67,645 18 1	17,779 12 0	338,188 0 3

Table U.—Summary of Arrears due to the Crown on the 31st March, 1895.

System.	Reference to Detail, see Table	Number of Selectors.	Area.	Amount. On Year's Transactions.	Amount. On Past Transactions.	Total.
			A. R. P.	£ s. d.	£ s. d.	£ s. d.
Deferred payment	D	403	73,720 2 37	..	3,012 5 0	3,012 5 0
Perpetual lease	E	961	288,647 0 24	..	9,042 13 11	9,042 13 11
Occupation with right of purchase ..	F	96	31,544 0 9	14 16 11	868 14 11	883 11 10
Lease in perpetuity	G	180	80,818 3 29	190 19 9	1,463 15 0	1,654 14 9
Agricultural lease	H	52	4,047 0 5	..	1,953 9 3	1,953 9 3
Village settlements on deferred payment	J	40	726 1 36	..	82 7 11	82 7 11
Village settlements on perpetual lease	K	115	2,166 1 9	..	907 8 10	907 8 10
Village settlements on occupation with right of purchase	L	1	0 1 0	..	0 8 0	0 8 0
Village settlements on lease in perpetuity	M	69	1,612 1 34	110 8 8	74 18 9	185 7 5
Village-homestead special settlements: Interest on advances, and rents	N	423	11,666 0 39	..	2,280 6 8	2,280 6 8
Special-settlement associations ..	O	698	119,640 0 26	..	4,609 0 6	4,609 0 6
Small grazing-runs	Q	254	465,879 0 2	72 5 3	8,038 6 4	8,110 11 7
Pastoral runs	R	87	1,008,472 3 8	7 10 0	2,463 8 1	2,470 18 1
Miscellaneous (not otherwise specified)	S	215	50,582 0 15	79 11 3	1,125 4 8	1,200 0 11
Totals	..	3,594	2,139,543 2 33	475 11 10	35,922 7 10	36,393 4 8

Table V.—Return of Lands reserved, alienated by Act, Scrip, &c.

District.	During the Year ending 31st March, 1895. Area reserved for Various Purposes.	Area granted under Acts.	Area taken up by Scrip.	Total Area alienated during the Year.	Total Area reserved, granted under Acts, &c., from the Foundation of the Colony to the 31st March, 1895.
	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.
Auckland	3,885 0 8	47,736 2 22	..	51,621 2 30	2,955,792 3 37
Hawke's Bay ..	2,363 1 4	..	..	2,363 1 4	232,062 0 9
Taranaki	9,551 2 38	1,159 3 15	..	10,711 2 13	572,429 3 15
Wellington	3,220 1 15	7,664 1 11	..	10,884 2 26	782,694 1 21
Nelson	315 1 26	8,544 2 35	..	8,860 0 21	240,124 1 13
Marlborough ..	165 2 0	..	..	165 2 0	179,930 3 8
Canterbury	1,037 2 18	761 2 24	252 2 0	2,051 3 2	746,739 0 27
Westland	1 0 0	..	..	1 0 0	99,415 0 34
Otago	129 2 14	2,317 2 6	..	2,447 0 20	590,826 3 11
Southland	409 3 4	..	..	409 3 4	589,726 2 27
Totals	21,079 1 7	68,184 2 33	252 2 0	89,516 2 0	6,989,742 1 2

Table W.—STATEMENT of the NUMBER of SELECTORS on the Books of the Lands and Survey Department on the 31st March, 1895.

District.	Deferred Payment.		Perpetual Lease.		Occupation with Right of Purchase.	Lease in Perpetuity.				Agricultural Lease.	Village Settlement Deferred Payment.	Village Settlement Perpetual Lease.	Village Settlement Occupation with Right of Purchase.	Village Settlement Lease in Perpetuity.		Village Homestead Special Settlement.			Special-settlement Associations.		Improved Farm Special Settlements.	Small Grazing-runs		Grazing-farms, Cheviot Estate.	Pastoral.		Homestead.	Miscellaneous.			Totals.
	Crown Lands.	Endowment Lands.	Crown Lands.	Endowment Lands.		Crown Lands.	Cheviot Estate.	Land for Settlements Acts.	Endowment Lands.					Crown Lands.	Endowment Lands.	Crown Lands.	Cheviot Estate.	Endowment Lands.	Complete.	Not yet balloted for.		Crown Lands.	Endowment Lands.		Crown Lands.	Endowment Lands.		Crown Lands.	Cheviot Estate.	Endowment Lands.	
Auckland ..	438	..	916	..	554	287	..	..	..	26	..	..	..	..	..	236	..	..	115	90	..	16	..	..	12	..	55	47	..	..	2,792
Hawke's Bay ..	85	..	209	..	29	67	..	..	..	..	18	7	5	18	..	31	..	..	35	..	16	48	..	..	21	..	..	45	..	..	634
Taranaki ..	412	..	343	..	53	67	..	..	..	..	5	..	17	8	..	..	..	..	185	240	33	15	..	..	..	..	..	82	..	..	1,460
Wellington ..	132	..	570	..	130	82	..	..	..	..	16	8	..	110	..	186	..	..	1,305	161	..	87	..	..	22	..	..	25	..	..	2,834
Nelson ..	1,008	..	44	..	37	28	..	..	..	..	..	..	..	..	..	..	..	21	..	..	..	..	..	..	141	..	..	338	..	..	1,617
Marlborough ..	25	..	13	..	8	34	..	8	..	..	5	1	..	6	..	14	..	..	..	..	..	56	..	..	116	..	..	56	..	..	342
Canterbury ..	51	..	155	..	12	99	102	45	..	..	42	117	5	21	..	224	87	54	32	..	..	42	..	27	88	..	..	200	65	12	1,480
Westland ..	25	..	8	..	19	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66	..	1	38	..	..	161
Otago ..	260	7	579	22	68	292	..	43	3	47	23	44	3	96	9	96	..	..	15	..	43	245	13	..	323	5	6	261	..	..	2,503
Southland ..	244	..	203	..	80	162	..	..	..	..	70	143	4	132	..	62	..	..	..	..	29	22	..	..	103	..	..	249	..	..	1,503
Totals ..	2,680	7	3,040	22	990	1,122	102	96	3	73	179	320	34	391	9	849	87	75	1,687	491	121	531	13	27	892	5	62	1,341	65	12	15,326

Table X. Endowments.—Lands taken up during the Year ended 31st March, 1895.

District.	Endowments, &c.	Cash Lands.			Village Homestead Lands.			Lease in Perpetuity.			Occupation with Right of Purchase.			Small Grazing-runs and Pastoral Runs.			Miscellaneous Leases.		
		Number of Purchasers.	Area.	Amount realised.	Number of Selectors.	Area.	Annual Rental.	Number.	Area.	Annual Rental.	Number.	Area.	Annual Rental.	Number.	Area.	Annual Rental.	Number of Lessees.	Area.	Annual Rental.
			A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	Museum endowments ..	4	4 2 38	287 19 0	..	..	..	2	148 3 27	6 13 8	1	97 0 0	2 9 4	..	..	..	..	..	..
Nelson ..	Westport Harbour Board..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	5 0 15	0 7 6
Canterbury ..	Ellesmere	..	..	..	24	826 3 26	149 11 4	29	8,111 1 20	791 7 8	..	..	..	..	..	..	..	..	..
Otago	School Commissioners ..	..	..	..	..	..	..	*1	320 0 0	11 4 0	..	..	..	..	..	..	..	..	..
	High School	..	..	..	..	..	..	*2	82 3 22	11 14 0	..	..	..	..	..	..	..	..	..
	Clutha Trust	..	..	..	..	..	..	..	..	..	..	..	..	†2	25,150 0 0	390 0 0	..	..	..
Southland	Bluff Harbour	..	..	..	..	..	..	..	..	..	..	..	..	‡1	3,468 0 0	65 0 6	..	..	..
	Educational	..	..	..	..	..	..	..	..	..	1	640 0 0	20 0 0	..	..	..	..	..	..
	Totals	4	4 2 38	287 19 0	24	826 3 26	149 11 4	34	8,663 0 29	820 19 4	2	737 0 0	22 9 4	3	28,618 0 0	455 0 6	1	5 0 15	0 7 6

* Exchanged from perpetual-leases. † Pastoral runs. ‡ Small grazing-runs.

Table Y. Endowments.—Return of Revenue received during the Year ended 31st March, 1895.

——	Auckland.	Hawke's Bay.	Taranaki.	Wellington.	Nelson.	Canterbury.	Westland.	Otago.	Southland.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cash lands	287 19 0	..	..	..	..	..	..	..	637 0 0	924 19 0
Deferred payments	15 9 0	..	..	1,639 6 8	1,247 17 7	..	..	148 17 11	1,029 1 9	4,080 12 11
Deferred payments, pastoral	..	..	..	..	..	..	..	112 4 11	..	112 4 11
Perpetual lease and small areas	50 3 9	206 12 8	..	..	77 17 11	..	..	250 11 9	934 10 3	1,519 16 4
Occupation with right of purchase ..	1 4 8	..	..	..	21 8 5	..	..	..	5 0 0	27 13 1
Lease in perpetuity	1 0 4	42 11 6	..	..	14 11 5	969 6 4	..	..	3 16 6	1,031 6 1
Village-homestead special settlements ..	7 13 4	..	..	..	11 18 6	199 15 8	..	9 6 7	..	228 14 1
Small grazing-runs	100 14 10	112 19 6	..	..	..	..	..	335 15 6	223 1 6	772 11 4
Pastoral runs	25 11 0	..	..	..	..	..	..	866 10 10	222 12 4	1,114 14 2
Coal and mineral leases	..	..	..	..	8,965 1 9	..	..	..	..	8,965 1 9
Timber licenses and other leases	..	..	..	..	1 12 6	..	..	..	..	1 12 6
Miscellaneous leases	18 0 0	..	..	..	..	24 17 6	4 0 0	..	..	46 17 6
Rents of reserves	..	..	398 12 8	..	10 0 0	261 1 3	12 10 0	..	..	682 3 11
Rotorua leases	706 8 0	..	..	..	..	..	..	..	..	706 8 0
State forests	..	..	..	..	..	..	344 6 10	..	..	344 6 10
Totals	1,214 3 11	362 3 8	398 12 8	1,639 6 8	10,350 8 1	1,455 0 9	360 16 10	1,723 7 6	3,055 2 4	20,559 2 5

Table Z.—Return of Lands disposed of under the Land for Settlements Acts upon Lease in Perpetuity for the Year ended 31st March, 1895.

Land District.	Name of Estate.	Area Purchased.	Taken up during the Year.			Taken up in previous Years.			Rent paid during the Year.	Area occupied by Roads and Reserves.	Area of Land unlet and still to be let on 31st March, 1895.
			Number of Selectors.	Area.	Annual Rent payable.	Number of Selectors.	Area.	Annual Rent payable.			
		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	A. R. P.	A. R. P.
Marlborough	Blind River	5,020 0 0	8	1,954 0 0	370 7 7	..	..	..	185 3 10	344 0 0	2,826 0 0
Canterbury	Pareora	620 2 13	..	..	..	29	611 3 15	397 17 6			
Canterbury	Studholme Junction ..	107 2 17	..	..	..	4	104 2 8	73 4 6	339 12 1	8 3 28	..
Canterbury	Kapua	574 1 22	1	37 1 29	17 0 8	11	534 3 33	270 4 0		3 0 9	..
										*2 0 0	..
Otago	Pomahaka	7,462 3 1	6	1,562 2 7	251 5 8	15	3,779 1 17	642 15 8	300 8 2	200 2 26	1,920 0 31
Otago	Te Anaraki	347 3 18	11	176 3 23	142 13 10	11	167 2 2	138 15 8	134 9 3	3 1 33	..
Totals	..	14,133 0 31	26	3,730 3 19	781 7 9	70	5,198 0 35	1,522 17 4	959 13 4	562 0 16	4,746 0 31

* School-site.

Table AA. Cheviot Estate.—Lands disposed of and Moneys received during the Year ended 31st March, 1895.

Cash.			Lease in Perpetuity.				Village Homestead Special Settlement (Lease in Perpetuity).				Grazing-farms (Twenty-one Years' Leases).				Grazing Licenses.				Miscellaneous Receipts.
Number of Purchasers.	Area.	Amount received during Year.	Number of Selectors.	Area.	Annual Rental payable.	Amount received during Year, past and current Transactions.	Number of Selectors.	Area.	Annual Rental payable.	Amount received during Year, past and current Transactions.	Number of Selectors.	Area.	Annual Rental payable.	Amount received during Year, past and current Transactions.	Number of Selectors.	Area.	Annual Rental Payable.	Amount received during Year, past and current Transactions.	
	A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.
20*	7 1 1																		
29†	173 1 38	26,613 16 7	10	694 0 2	123 7 6	4,379 5 2	30	1,050 3 15	232 12 4	763 3 2	12	17,605 2 0	2,581 17 2	3,636 1 1	57§	1,970 2 19	464 17 11	572 9 0	1,767 4 11
1‡	5,001 0 2																		

* Town. † Suburban. ‡ Rural. § One license is for timber-cutting for an area of 20 acres.

TABLE AB.—CHEVIOT ESTATE at 31st March, 1895.

Return of Outlay and Income.

Outlay—Dr.	£	*Income—Cr.*	£
Cost of freehold	260,220	From freehold, &c., disposed of	32,788
Road-construction	37,195	Rents paid and accrued	24,096
Surveys	6,367	Interest	470
Landing-service, advertising, administration, and contingencies ...	8,262	Shipping and port charges...	1,353
Interest paid and accrued	20,770	Balance	274,107
	£332,814		£332,814

Return showing the Operations to 31st March, 1895.

Number of Sections						Rent.			Roads.		Bridges.		Fencing.	Persons resident.	Stock.		
Offered for Occupation.		Disposed of.		Occupied.		Payable.	Paid.	Arrears on Mar. 31, 1895.	Miles.	Cost.	Feet.	Cost.	Miles.		Horses	Cattle.	Sheep.
No.	Area.	No.	Area.	No.	Area.												
	Acres.		Acres.		Acres.	£	£	£	M. ch.	£		£					
447	80,529	447	80,529	278	..	24,096	22,751	1,345*	64 23	34,818	379½	2,377	298	800	464	1,447	74,330

* Arrears 26th June, £226.

Statutory improvements of holdings: Made by settlers, 208; not made by settlers, 9.

Return of Lands disposed of and Moneys received to 31st March, 1895.

Cash.			Lease in Perpetuity.				Grazing Farms.				Village-homestead Special Settlements.				Miscellaneous.
Number of Persons.	Area.	Amount received.	Number of Selectors.	Area.	Annual Rental payable.	Amount received.	Number of Selectors.	Area.	Annual Rental payable.	Amount received.	Number of Selectors.	Area.	Annual Rental payable.	Amount received.	Miscellaneous, Pastoral Rents, and Fees.
	A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.
89	6,546 1 8	*32,788 0 0	106	23,945 2 38	6,221 2 6	7,427 11 1	30	43,628 2 0	6,265 3 7	5,478 11 2	95	2,579 1 21	848 19 10	1,065 6 11	8,780 3 9

* £3,891 due besides. Rents due, £1,345.

Table AB.—CHEVIOT ESTATE—*continued.*

SUMMARY OF IMPORTS AND EXPORTS, PORT ROBINSON.

Imports.

Year ending	Iron Standards. Tons.	Black-wire. Tons cwt. qr.	Barb-wire. Tons cwt. qr.
31st March, 1894	50,960 = 142	182 2 0	17 11 0
" 1895	57,600 = 160	156 6 0	23 4 0
Totals	108,560 = 302	338 8 0	40 15 0

Year ending	Posts.	Stakes.	Timber. Superficial Feet.
31st March, 1894	7,088	1,850	355,716
" 1895	5,015	1,548	633,322
Totals	12,103	3,398	989,038

Year ending	Merchandise. Tons.	Parcels, &c.	Passengers.
31st March, 1894	601	341	161
" 1895	1,453	641	343
Totals	2,054	982	504

Exports.

Year ending	Wool. Bales.	Cocksfoot. Bags.
31st March, 1894	1,578	...
" 1895	750*	47
Totals	2,328	47

* Balance despatched by return wagons to Waipara Railway-station.

STATEMENT of TRADE and REVENUE of the PORT ROBINSON LANDING-SERVICE for the Period 1st November, 1893, to 31st March, 1894.

Class of Goods, &c.	Inwards. No.	Weight	Super. feet.	Revenue.	Outwards. No.	Weight	Super. feet	Revenue.	Totals. No.	Weight	Super. feet.	Revenue.
		Tons.		£ s. d.				£ s. d.		Tons.		£ s. d.
Merchandise..	..	748	..	178 14 2½	..	..	..	..	..	748	..	178 14 2½
Timber ..	..	..	290,776	217 10 0½	..	..	..	..	..	..	290,776	217 10 0½
Posts ..	7,088	..	..	29 15 8	..	..	..	..	7,088	..	..	29 15 8
Parcels ..	125	..	..	4 12 6	216	..	..	6 16 3	341	..	..	11 8 9
Store dues ..	..	..	..	96 1 9	..	..	..	..	..	..	..	96 1 9
Passengers ..	119	..	..	2 19 6	42	..	..	1 5 0	161	..	..	4 4 6
Wool (bales) ..	..	..	..	..	1578	..	..	108 3 9	1,578	..	..	108 3 9
Merchandise..	..	194	..	53 17 6	..	..	..	..	..	194	..	53 17 6*
Timber ..	..	..	64,940	48 16 1	..	..	..	..	..	..	64,940	48 16 1*
Store dues ..	..	..	..	6 8 4	..	..	..	..	..	..	..	6 8 4*
	..	942	355,716	638 15 7	..	..	..	116 5 0	..	942	355,716	755 0 7

* Government accounts not collected.

For the Period 31st March, 1894, to 31st March, 1895.

Merchandise..	..	1,549	..	337 15 2	..	..	..	..	..	1,549	..	337 15 2
Timber ..	..	..	531,904	346 1 8	..	..	..	..	..	..	531,904	346 1 8
Posts ..	5,015	..	..	22 15 6	..	..	..	..	5,015	..	..	22 15 6
Parcels, &c. ..	476	..	..	20 18 4	165	..	..	4 10 5	641	..	..	25 8 9
Store dues ..	..	..	..	108 15 2	..	..	..	0 4 8	..	..	..	108 19 10
Passengers ..	199	..	..	4 19 6	144	..	..	3 12 0	343	..	..	8 11 6
Wool ..	..	..	..	..	*750	..	..	54 3 9	750	..	..	54 3 9
Cocksfoot ..	..	..	..	..	47	..	..	0 14 6	47	..	..	0 14 6
Merchandise..	..	243	..	87 13 7	..	..	..	..	..	243	..	87 13 7†
Timber ..	..	..	101,418	72 17 2	..	..	..	..	..	..	101,418	72 17 2†
Store dues ..	..	..	..	3 17 1	..	..	..	..	..	..	..	3 17 1†
Posts ..	112	..	..	0 18 1	..	..	..	..	112	..	..	0 18 1†
	..	1,792	633,322	1,006 11 3	..	..	..	63 5 4	..	1,792	633,322	1,069 16 7

* Bales, 711; bags, 39. † Government accounts not collected.

Table AC.—Comparative Statement of Selectors and Lands selected under Settlement Conditions for the Twelve Years ended 31st March, 1895.

Year ending 31st March,	Cash.		Deferred Payment.		Perpetual Lease.		Lease in Perpetuity.		Occupation with Right of Purchase.		Agricultural Lease.		Village Settlement: Cash.		Village Settlement: Deferred Payment.		Village Settlement: Perpetual Lease.		Village-homestead Special Settlement.		Special-settlement Associations.		Homestead.		Small Grazing-runs and Grazing-farms.		Year ending 31st March,
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.	
1884	1,477	144,589	624	135,603	72	14,386	..	..	..	..	56	6,410	..	*	65	251	..	..	..	..	..	..	24	4,160	..	..	1884
1885	1,242	64,975	621	69,739	111	24,410	..	..	..	..	24	2,932	..	*	85	499	..	..	..	..	..	..	31	5,628	..	..	1885
1886	770	64,383	581	58,451	138	28,166	..	..	..	..	28	4,491	78	294	69	527	..	..	..	..	158	16,820	35	5,830	..	..	1886
1887	426	32,633	557	50,527	272	50,329	..	..	..	..	14	475	65	227	112	585	..	..	896	28,700	455	43,873	49	6,977	68	105,857	1887
1888	554	28,229	319	41,100	367	72,401	..	..	..	..	15	1,222	68	66	147	1,316	..	..	309	9,451	309	31,740	28	4,220	83	156,482	1888
1889	613	68,498	397	54,419	768	204,749	..	..	..	..	11	150	143	664	99	1,182	36	622	24	345	209	19,905	11	1,050	81	161,652	1889
1890	543	46,922	304	41,376	756	236,905	..	..	..	..	1	53	159	656	75	782	76	1,729	20	270	46	4,970	19	1,751	35	60,340	1890
1891	573	100,014	258	34,091	788	288,917	..	..	..	..	4	551	87	210	51	369	56	954	10	350	2	71	9	945	43	86,161	1891
1892	492	40,501	223	40,467	824	282,547	..	..	..	..	2	90	89	429	23	182	59	893	140	2,213	13	1,922	8	1,010	80	159,464	1892
1893	552	36,326	169	21,084	385	122,557	126	55,320	161	54,271	4	193	75	528	29	390	164	2,635	33	493	838	157,381	1	38	39	92,926	1893
1894†	497	34,998	96	12,669	17	3,854	612	179,993	461	108,133	5	365	3	2	..	..	§208	§3,953	118	2,549	290	68,852	..	..	142	252,693	1894†
1895†	392	38,694	47	5,453	3	1,263	372	91,799	398	75,477	2	44	23	23	‡30	‡23	§232	§4,050	60	2,742	262	51,345	..	..	60	117,845	1895†

* Included in cash lands. † Inclusive of Cheviot Estate, and lands disposed of under "The Land for Settlements Acts." ‡ Village settlement, occupation with right of purchase. § Village settlement, lease in perpetuity.

Table AD, showing POSITION of VILLAGE SPECIAL-SETTLEMENTS as at 31st March, 1895.

Name of District.	Number of Original Settlers.	Original Settlers now remaining.	Number of present Settlers.* Resident.	Number of present Settlers.* Non-resident.	Total Acreage originally taken up.	Total Acreage now remaining.	Total Acreage laid down in Pasture or cultivated.	Value of Land.	Total Advances to Settlers up to 31st March, 1895.	Interest which should have been paid back by Settlers to 31st March, 1895.	Total Interest actually paid to 31st March, 1895.	Arrears of Interest on 31st March, 1895.	Value of Dwellings, Outbuildings, Fencing, and Improvements now on the ground.
					Acres.	Acres.	Acres.	£	†£	†£	†£	†£	†£
Auckland ..	461	205	231	22	21,229	10,553	3,293	7,520	13,030	2,209	1,436	773	25,636
Hawke's Bay ..	34	12	29	2	236	194	190	740	877	303	303	Nil	5,632
Wellington ..	350	197	177	64*	5,494	4,773	2,222	15,360	6,550	1,733	1,424	309	21,635
Nelson ..	21	16	18	2	106	104	78	326	70	..	..	Nil	1,375
Marlborough ..	22	11	10	4	342	236	161	369	104	33	33	Nil	998
Canterbury ..	401	313	257	108	12,718	11,309	5,254	37,900	2,500	784	757	27	17,790
Otago ..	288	202	140	82	4,606	3,614	1,106	10,480	1,541	372	357	15	9,031
Southland ..	237	194	77	117	3,425	3,021	763	6,620	1,106	332	314	18	10,737
Totals ..	1,814	1,150	939	401	48,156	33,804	13,067	79,315	25,778	5,766	4,624	1,142	92,834

* Exclusive of fifty-five selectors not yet reported on. † To nearest £.

Table AE.—STATEMENT showing OUTLAY and INCOME of ESTATES PURCHASED under the Land for Settlements Acts, 1892 and 1894.

Name of Estate.	Date of Purchase.	Outlay. Particulars.	Outlay. Amount.	Income. Particulars.	Income. Amount.
			£ s. d.		£ s. d.
Studholme Junction	27 July, 1893	Purchase-money ..	1,291 5 6	Rents paid and accrued	
		Incidental expenses ..	36 4 9	to 30th June, 1895 ..	73 4 6
		Interest to 30th June, 1895	102 8 4	Balance	1,356 14 1
		Total	1,429 18 7	Total ..	1,429 18 7
Pareora	16 Aug., 1893	Purchase-money ..	7,198 14 10	Rents paid and accrued	
		Incidental expenses ..	9 1 3	to 30th June, 1895 ..	408 12 6
		Interest to 30th June, 1895	539 9 11	Balance	7,338 13 6
		Total	7,747 6 0	Total ..	7,747 6 0
Pomahaka ..	10 Oct., 1893	Purchase-money ..	18,656 17 10	Rents paid and accrued	
		Incidental expenses ..	2,499 2 8	to 30th June, 1895 ..	831 0 1
		Interest to 30th June, 1895	1,455 19 11	Rents paid in advance	15 17 9
				Balance	21,765 2 7
		Total	22,612 0 5	Total ..	22,612 0 5
Kapua	11 Nov., 1893	Purchase-money ..	4,594 5 0	Rents paid and accrued	
		Incidental expenses ..	148 2 10	to 30th June, 1895 ..	270 4 0
		Interest to 30th June, 1895	309 15 0	Rents paid in advance	0 9 6
				Balance	4,781 9 4
		Total	5,052 2 10	Total ..	5,052 2 10
Teanaraki	31 Jan., 1894	Purchase-money ..	5,044 0 6	Rents paid and accrued	
		Incidental expenses ..	488 11 5	to 30th June, 1895 ..	277 8 8
		Interest to 30th June, 1895	312 5 0	Balance	5,567 8 3
		Total	5,844 16 11	Total ..	5,844 16 11
Blind River ..	20 Aug., 1894	Purchase-money ..	14,678 10 5	Rents paid in advance	185 3 10
		Incidental expenses ..	509 7 5	Balance	15,525 6 7
		Interest to 30th June, 1895	522 12 7		
		Total	15,710 10 5	Total ..	15,710 10 5
Rosebrook	15 Feb., 1895	Purchase-money ..	5,945 13 9	Rents paid and accrued	
		Incidental expenses ..	3 19 10	to 30th June, 1895 ..	..
		Interest to 30th June, 1895	88 0 5	Balance	6,037 14 0
		Total	6,037 14 0	Total ..	6,037 14 0
Otaio	25 Feb., 1895	Purchase-money ..	4,143 11 3	Rents paid and accrued	
		Incidental expenses ..	9 13 1	to 30th June, 1895 ..	..
		Interest to 30th June, 1895	56 17 10	Balance	4,210 2 2
		Total	4,210 2 2	Total ..	4,210 2 2

"THE LAND FOR SETTLEMENTS ACT, 1894."

Table AF.—RETURN of all LANDS OFFERED to GOVERNMENT under "The Land for Settlements Act, 1894," and how dealt with, from 1st April, 1894, to 31st March, 1895.

Land District.	Record No. S.G.	Area offered.	Price asked.	Tax Value.	Area declined by Department without going to Board	Area not recommended by Board.	Area recommended by Board.	Price recommended.	Accepted or Rejected.	Remarks.
		Acres.	£	£	Acres.	Acres.	Acres.	£		
Auckland..	18835	3,500	11,485	9,014	..	..	..	..	..	Awaiting report.
	19069	6,746	..	..	..	..	..	..	..	Price not stated. Under consideration.
	19091	23,702	..	..	..	..	..	..	..	" "
	18952	1,600	..	..	1,600	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	18975	408	..	..	408	..	..	..	..	Petition.
	19048	6,675	6,071	..	6,675	..	..	..	..	Land not suitable for purposes of Act.
	18816	3,300	1,540	..	3,300	..	..	..	..	Offer cannot be entertained at present.
	18827	9,300	3,255	3,112	3,255	..	..	..	..	Land not suitable for purposes of Act.
	18937	7,604	..	34,000	..	..	..	..	..	Price not stated. Under consideration.
	18980	422	844	..	422	..	..	..	..	Land not suitable for purposes of Act.
	18976	1,816	9,991	..	1,816	..	..	..	..	" "
	18977	10,463	9,000	..	..	..	..	..	..	Land disposed of privately.
	18972	81	..	..	81	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	19037	60	..	..	60	..	..	..	..	" " " "
Totals ..	14	75,677	..	..	23,662	..	..	..	..	
Hawke's Bay	18927	492	7,626	..	492	..	..	..	..	Land not suitable for purposes of Act.
	19057	30,750	166,982	..	..	..	..	..	..	Under consideration.
	19076	5,300	..	..	..	..	..	..	..	Under consideration. Petition.
	19077	177	550	..	..	..	..	..	..	"
	19049	13,600	..	..	..	..	..	..	..	Price not stated. Under consideration.
	19089	5,620	16,500	..	..	..	..	..	..	Under consideration.
	19034	15,000	..	..	15,000	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	18883	10,110	60,660	50,545	..	..	..	..	..	Awaiting report.
	18926	6,964	40,043	22,955	..	..	6,964	27,856	Rejected	Owner could not comply with request for completion of title.
	18958	11,608	29,922	29,922	11,608	..	..	..	..	Land not suitable for purposes of Act.
	19099	..	..	..	..	..	..	..	..	Under consideration. Offer of whole or portion of estate. Price not stated.
	18992	18,664	46,000	..	..	..	..	..	..	Under consideration.
	19078	..	..	..	..	..	..	..	..	No area or price stated. Land not suitable for purposes of Act.
Totals ..	13	118,285	..	..	27,100	..	6,964	27,856	..	
Taranaki	18973	5,393	5,393	..	5,393	..	..	..	..	Land not required in locality.
Totals ..	1	5,393	5,393	..	5,393	..	..	..	..	

Wellington	18985	3,000	..	..	3,000	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	19073	5,300	3,710	..	5,300	..	..	..	..	" " " "
	18921	4,236	32,929	..	..	..	4,236	21,180	Rejected	Owner refused offer made.
	18978	300	3,750	..	..	..	..	..	..	Under consideration.
	18968	1,400	10,500	..	1,400	..	..	..	..	Land not suitable for purposes of Act.
Totals ..	5	14,236	..	..	9,700	..	4,236	21,180	..	
Nelson	19036	55,000	110,000	..	..	..	..	..	..	Awaiting report.
Totals ..	1	55,000	110,000	..	..	..	..	..	..	
Marlborough	19010	108,649	..	..	..	..	..	..	..	Price not stated. Report asked for.
	19011	95,753	..	..	..	..	..	..	..	Price not stated. Consideration postponed.
	18989	34,000	..	..	34,000	..	..	..	..	Price not stated. Native leases.
	18925	11,290	..	..	11,290	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	18886	10,800	21,600	..	..	..	..	..	..	Awaiting inspection.
	18824	8,000	48,000	..	..	..	..	..	..	Under consideration.
	19102	2,900	8,700	..	..	..	..	..	..	"
	18863	320	..	..	..	..	..	..	..	Price not stated. Land cannot be dealt with until topographical survey made.
	18923	4,000	20,000	..	4,000	..	..	..	..	Land not suitable for purposes of Act.
	19039	..	..	..	..	..	..	..	..	Area and price not stated. Under consideration.
	19015	14,000	63,000	..	..	..	..	..	..	Awaiting valuation.
Totals ..	11	289,712	..	..	49,290	..	..	..	..	
Westland..	18917	3,628	5,442	4,716	..	..	..	..	..	Under consideration.
	18920	5,557	16,735	..	..	..	4,868	12,170	Rejected	Owner refused offer made.
Totals ..	2	9,185	..	..	..	..	4,868	12,170	..	
Canterbury	19003	153	2,142	..	..	..	..	..	..	Under consideration.
	18947	1,181	6,331	..	1,181	..	..	..	..	Land not suitable for purposes of Act.
	19106	397	2,500	..	..	..	..	..	..	Under consideration.
	18988	577	1,154	..	577	..	..	..	..	Land not suitable for purposes of Act.
	19068	22	1,100	..	..	..	..	..	..	Under consideration.
	19082	28	1,400	..	..	..	..	..	..	"
	19083	42	886	..	..	..	..	..	..	"
	19065	104	4,000	..	..	..	..	..	..	"
	18987	24,890	97,071	..	..	..	..	..	..	"
	19004	5,026	39,468	..	..	..	..	..	..	"
	19086	30	1,283	..	..	..	..	..	..	"
	19005	4,810	33,069	..	..	..	..	..	..	"
Canterbury—Carried forward ..	12	37,260	..	..	1,758	..	..	..	..	

Table AF.—RETURN of all LANDS OFFERED to GOVERNMENT under "The Land for Settlements Act, 1894," &c.—*continued.*

Land District.	Record No. S.G.	Area offered.	Price asked.	Tax Value.	Area declined by Department without going to Board.	Area not recommended by Board.	Area recommended by Board.	Price recommended.	Accepted or rejected.	Remarks.
		Acres.	£	£	Acres.	Acres.	Acres.	£		
Canterbury– *continued.*										
Brought forward ..	12	37,260	..	..	1,758	..	..	..	..	
	19009	41,241	..	..	..	..	..	..	..	No price stated. Under consideration.
	19006	677	..	..	677	..	..	..	..	No price stated. Land not suitable for purposes of Act.
	19007	18,187	..	..	..	..	..	..	..	No price stated. Consideration postponed.
	18963	750	6,750	..	750	..	..	..	..	Land not suitable for purposes of Act.
	18948	371	1,667	..	371	..	..	..	..	" " "
	18946	131	883	..	131	..	..	..	..	" " "
	19084	100	4,000	..	..	..	..	..	..	Under consideration.
	19058	27	1,513	..	..	..	..	..	..	"
	19062	135	6,250	..	..	..	..	..	..	"
	19013	657	9,198	..	..	..	..	..	..	Original offer withdrawn, and part (200 acres) reoffered.
	19072	3,110	17,800	..	..	..	..	..	..	Awaiting report.
	19028	9,400	64,525	..	..	..	..	..	..	Awaiting valuation.
	19093	158	..	..	..	..	..	..	..	Offered at market rates. Under consideration.
	19094	25	837	..	..	..	..	..	..	Under consideration.
	18919	869	4,545	..	..	869	..	..	..	Land not suitable for purposes of Act.
	19023	3,800	45,600	..	3,800	..	..	..	..	" " "
	18956	416	7,280	..	..	..	416	4,784	Rejected	Owner refused offer made.
	19095	23	3,190	..	..	..	..	..	..	Under consideration.
	19079	335	670	..	..	..	..	..	..	"
	19047	93	2,900	..	..	..	..	..	..	"
	19104	9,426	40,000	..	..	..	..	..	..	"
	18970	865	9,290	..	..	..	376	4,143	Accepted	Purchase complete.
	19087	57	79	..	..	..	..	..	..	Under consideration.
	19100	160	19,200	..	..	..	..	..	..	"
	18962	2,000	12,000	6,693	..	2,000	..	..	..	Land not suitable for purposes of Act.
	18945	4,450	41,443	..	4,450	..	..	..	..	" " "
	18986	100	3,300	..	..	..	..	..	..	" " "
	19026	647	..	..	647	..	..	..	..	Price not stated. Not suitable, being leased.
	19002	7,000	38,500	..	..	..	..	..	..	Under consideration.
	18994	130	..	..	..	..	..	..	..	Price not stated. Under consideration.
	19088	71	1,775	..	..	..	..	..	..	Under consideration.
	18894	530	8,232	..	..	530	..	..	..	Land not suitable for purposes of Act.
	19054	1,337	6,531	..	..	..	..	..	..	Under consideration.
	18825	14,727	87,151	..	14,727	..	..	..	..	Land not suitable for purposes of Act.
	18944	61	2,440	..	61	..	..	..	..	" " "
	18984	665	..	..	665	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	18897	269	3,525	..	..	269	..	..	..	Land not suitable for purposes of Act.
	19012	187	2,921	..	..	..	..	..	..	Ranger's report asked for.
	19071	107	1,766	..	107	..	..	..	..	Previously declined, as land not suitable for purposes of Act.
	18981	818	4,090	..	..	818	..	..	..	Land not suitable for purposes of Act.
	19107	15	975	..	..	..	..	..	..	Under consideration.
	18997	200	2,800	..	..	..	200	2,100	Rejected	Owner refused offer made.
	18997	100	1,600	..	..	100	..	..	..	Land not suitable for purposes of Act.

18954	675	6,072	..	..	675	..	..	..	Land not suitable for purposes of Act.
18955	343	2,056	..	..	343	..	..	..	"
18851	500	3,500	..	500	..	..	..	..	Renewed offer. Not suitable; previously declined.
18949	431	3,017	..	431	..	..	..	..	Land not suitable for purposes of Act.
19032	341	6,483	..	..	..	..	..	..	Under consideration.
19101	50	2,500	..	..	..	..	..	..	Under consideration.
19061	196	8,405	..	..	..	..	..	..	"
18885	89,000	178,000	..	..	89,000	..	..	..	Offer in present shape not suitable.
18934	80	1,440	..	..	..	..	..	..	Offer withdrawn.
19021	50	4,000	..	..	50	..	..	..	Too high priced. Land not suitable for purposes of Act.
19042	1,380	..	..	..	..	..	..	..	Price not stated. Exchange of freehold for dwelling site.
18961	758	5,309	..	758	..	..	..	..	Land not suitable for purposes of Act.
18943	292	2,336	..	292	..	..	..	..	"
19070	198	..	..	198	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
18930	237	4,337	..	237	..	..	..	..	Land not suitable for purposes of Act.
18964	275	3,437	2,285	..	275	..	..	..	"
18941	22	322	..	..	..	22	264	Rejected	Owner refused offer made.
19033	20	300	..	..	..	..	..	..	Under consideration.
18967	177	1,947	..	..	..	177	1,770	Rejected	Owner refused offer made.
19040	511	3,359	..	..	..	..	..	..	Under consideration.
18960	40,298	57,950	..	40,298	..	..	..	..	Land not suitable for purposes of Act.
19019	6,314	16,089	16,089	..	..	..	..	..	Under consideration.
18868	600	7,200	..	..	..	502	4,518	Rejected	Owner refused offer made.
19027	2,207	19,587	..	..	..	448	2,688	Rejected	"
19086	88	4,850	..	..	..	..	..	..	Under consideration.
19025	7,200	7,200	..	..	..	7,200	6,612	Accepted	Purchase not yet complete.
19024	15,300	13,387	..	..	15,300	..	..	..	Land not suitable for purposes of Act.
19051	7,800	13,650	..	7,800	..	..	..	..	"
18938	297	4,076	..	..	..	..	..	..	Consideration postponed.
18928	800	5,500	..	800	..	..	..	..	Land not suitable for purposes of Act.
18951	110	1,181	..	110	..	..	..	..	"
18974	197	7,866	..	..	..	..	..	..	Under consideration.
18957	600	7,500	7,200	..	..	600	6,000	Accepted	Purchase complete.
19044	2,568	16,926	..	..	..	..	..	..	Under consideration.
18965	480	1,020	..	480	..	..	..	..	Land not suitable for purposes of Act.
18809	9,128	36,424	36,424	..	9,128	..	..	..	"
19014	75	5,325	..	..	..	75	3,750	Rejected	Owner would not accept offer.
18979	4,572	16,002	..	..	4,572	..	..	..	Land not suitable for purposes of Act.
18936	135	8,100	..	..	135	..	..	..	"
19020	37	3,700	2,363	..	37	..	..	..	Land not suitable for purposes of Act. Too high priced.
19103	100	1,800	..	..	..	..	..	..	Under consideration.
19022	48	2,375	..	..	..	48	2,138	Accepted	Purchase not yet complete.
19064	44	..	..	..	..	..	..	..	Price not stated. Under consideration.
19081	4	1,360	..	4	..	..	..	..	Too high priced.
18950	111	2,664	..	..	..	..	..	..	Under consideration.
18939	100	2,300	..	..	..	100	1,700	Rejected	Owner would not accept offer.
18939	150	3,450	..	..	150	..	..	..	Land not suitable for purposes of Act.
18940	136	3,128	..	..	136	..	..	..	"
19046	147	698	..	147	..	..	..	..	"
19105	64	3,200	..	..	..	..	..	..	Under consideration.
19092	100	6,000	..	..	..	..	..	..	"
Canterbury—Carried forward ..	106	357,033	..	..	80,199	124,387	10,164	40,467	..

Table AF.—Return of all Lands offered to Government under "The Land for Settlements Act, 1894," &c.—*continued.*

—	Record No. S.G.	Area offered.	Price asked.	Tax Value.	Area declined by Department without going to Board.	Area not recommended by Board.	Area recommended by Board.	Price recommended.	Accepted or rejected.	Remarks.
		Acres.	£	£	Acres.	Acres.	Acres.	£	£	
Canterbury—*continued.*										
Brought forward	106	357,033	..	..	80,199	124,387	10,164	40,467		
	18942	50	2,000	..	50	..	..	..	..	Land not suitable for purposes of Act.
	19074	27	1,300	..	..	..	..	..	..	Under consideration.
	18993	..	..	..	..	..	..	..	..	Petition.
	19008	..	..	..	..	..	..	..	..	Reported on, but not offered.
	19090	..	..	..	..	..	..	..	..	Petition.
	19085	..	..	..	..	..	..	..	..	"
	19097	..	..	..	..	..	..	..	..	Reported on, but not offered.
	19098	..	..	..	..	..	..	..	..	" "
Totals ..	114	357,110	..	..	80,249	124,387	10,164	40,467	..	
Otago	18912	524	13,100	..	..	..	..	..	..	Under consideration.
	19029	300	..	..	..	..	..	..	..	Price not stated. Under consideration.
	18922	2,328	24,000	..	..	2,328	..	..	..	Land not suitable for purposes of Act.
	18935	11,000	88,000	76,118	..	..	11,000	66,000	Accepted	Purchase not yet complete.
	18873	1,200	12,213	..	1,200	..	..	..	..	Land not suitable for purposes of Act.
	18869	382	5,010	..	..	..	260	2,080	Rejected	Owner would not accept offer.
	18931	4,002	6,003	..	4,002	..	..	..	..	Land not suitable for purposes of Act.
	19041	2,478	10,500	..	..	..	..	..	..	Under consideration.
	19018	387	4,644	..	..	..	..	..	..	Consideration postponed.
	18996	120	900	..	..	..	..	..	..	Withdrawn.
	19059	23,264	69,792	..	..	..	..	..	..	Under consideration.
	19075	800	6,400	..	800	..	..	..	..	Demand in district probably satisfied.
	18953	324	4,544	2,916	..	324	..	..	..	Land not suitable for purposes of Act.
	19038	164	1,394	..	164	..	..	..	..	" " "
	19058A	630	6,930	..	..	..	..	..	..	Under consideration.
	19052	..	..	..	..	..	..	..	..	Area and price not stated. Under consideration.
	19096	20,701	36,227	..	..	..	..	..	..	Under consideration.
	18969	1,900	18,050	..	..	1,900	..	..	..	Land not suitable for purposes of Act.
	18998	967	..	..	967	..	..	..	..	Price not stated. Land not suitable for purposes of Act.
	19016	12,570	..	..	..	..	..	..	..	Price not stated. Consideration postponed.
	19050	190	1,520	..	190	..	..	..	..	Demand in locality doubtful.
	18995	4,237	..	..	..	..	..	..	..	Price not stated. To be taken compulsorily.
	18907	5,137	5,313	5,313	5,137	..	..	..	..	Land not suitable for purposes of Act.
	18870	990	10,500	7,036	990	..	..	..	..	Too high priced.
	19055	78	858	..	78	..	..	..	..	Land not suitable for purposes of Act.
	18999	316	2,528	..	316	..	..	..	..	New offer under consideration.
	18895	69	690	524	..	..	69	622	Accepted	Purchase approved by Governor.
	19017	258	5,160	..	..	..	..	..	..	Under consideration.
	19043	12,400	..	..	..	..	..	..	..	Price not stated. Under consideration.

	18966	..	..	..	..	..	..	..	..	Petition declined by department without going to Board.
	19030	1,264	..	..	1,264	..	..	..	..	No offer made.
	19052	..	..	..	..	..	..	..	..	Petition.
	19053	..	..	..	..	..	..	..	..	Could not be dealt with under the Land for Settlements Act.
	19056	203	..	..	203	..	..	..	..	Petition.
	19060	..	..	..	..	..	..	..	..	Reported on, but not offered.
	19080	..	..	..	..	..	..	..	..	Petition.
Totals	36	109,183	..	..	15,311	4,552	11,329	68,702	..	
Southland	18924	4,500	7,500	..	4,500	..	..	..	..	Land not suitable for purposes of Act.
	18884	11,700	29,250	..	11,700	..	..	..	..	Land not suitable for purposes of Act. Board had previously declined.
	18971	9,998	39,992	28,619	..	..	9,998	24,995	Accepted	Purchase not yet complete.
	18990	1,907	9,058	..	..	..	1,907	4,291	Rejected	Owner would not accept offer.
	18983	3,340	10,020	..	..	3,340	..	..	..	Land not suitable for purposes of Act.
	19066	3,793	..	..	..	..	..	..	..	Price not stated. Consideration postponed.
	19108	1,814	2,593	..	..	..	..	..	..	Under consideration.
	18898	758	2,000	..	758	..	..	..	..	Demand doubtful.
	18902	1,833	4,000	..	1,833	..	..	..	..	
	18932	1,815	6,353	..	1,815	..	..	..	..	Land not suitable for purposes of Act.
	18872	..	..	..	..	..	..	..	..	No area or price stated. Previously declined by Board. Unsold portion offered. Land not suitable.
Totals	11	41,458	..	..	20,606	3,340	11,905	29,286	..	
Grand totals	208	1,075,239	..	..	231,311	132,279	49,466	199,661	..	

SUMMARY.

District.	Total Number of Offers.	Total Area offered.	Total Area declined by Department without going to Board.	Total Area dealt with by the Board.	Total Area under Consideration.
		Acres.	Acres.	Acres.	Acres.
Auckland	14	75,677	23,662	..	52,015
Hawke's Bay	13	118,285	27,100	6,964	84,221
Taranaki	1	5,393	5,393	..	..
Wellington	5	14,236	9,700	4,236	300
Nelson	1	55,000	..	..	55,000
Marlborough	11	289,712	49,290	..	240,422
Westland	2	9,185	..	4,868	4,317
Canterbury	114	357,110	80,249	134,551	142,310
Otago	36	109,183	15,311	15,881	77,991
Southland	11	41,458	20,606	15,425	5,607
Grand total for year	208	1,075,239	231,311	181,745	662,183

Table AG.—Summary Statement of all Offers of Land received under the Land for Settlements Acts of 1892 and 1894, and how dealt with, to 31st March, 1895.

To 31st March, 1894.

—	Number and Area of Offers received.		Number and Area of Offers dealt with by the Department.		Number and Area of Offers dealt with by the Board.		Number and Area of Offers under Consideration, &c.		Number and Area of Offers considered by Cabinet.		Number and Area of Cases in which Offers at Reduced Prices were made by direction of Cabinet.		Number and Area of Offers Accepted at 31st March, 1894.		Number and Area of Offers actually Purchased at 31st March, 1894.		Rents actually received to Date.	Total Cost of Estates Purchased to Date.
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	£ s. d.	£ s. d.
		A. R. P.		A. R. P.		A. R. P.		A. R. P.		A. R. P.		A. R. P.		A. R. P.		A. R. P.		
Auckland ..	22	116,770 0 0	19	107,128 0 0	3	9,642 0 0	..	..	..	..	..	..	..	..	..	..	..	..
Hawke's Bay	5	25,899 0 0	4	15,789 0 0	1	10,110 0 0	..	..	..	..	..	..	..	..	..	..	..	..
Wellington ..	6	35,918 0 0	3	18,682 0 0	..	..	3	17,236 0 0	..	..	..	..	..	..	..	..	..	..
Marlborough	8	129,193 0 0	5	116,303 0 0	1	4,600 0 0	2	8,290 0 0	1	4,600 0 0	..	..	..	..	..	..	..	..
Westland ..	2	9,178 0 0	..	..	..	..	2	9,178 0 0	..	..	..	..	..	..	..	..	..	..
Canterbury ..	31	350,129 0 0	15	297,439 0 0	13	47,553 0 0	3	5,137 0 0	3	1,294 0 0	..	..	3	1,294 0 0	3	1,294 0 0	361 2 4	13,120 10 4
Otago ..	21	127,998 0 0	11	64,094 0 0	5	10,268 0 0	5	53,636 0 0	2	7,811 0 0	..	..	2	7,811 0 0	2	7,811 0 0	424 14 3	24,421 10 0
Southland ..	7	118,181 0 0	6	70,681 0 0	1	47,500 0 0	..	..	..	..	..	..	..	..	..	..	..	..
	102	913,266 0 0	63	690,116 0 0	24	129,673 0 0	15	93,477 0 0	6	13,705 0 0	..	..	5	9,105 0 0	5	9,105 0 0	785 16 7	37,542 0 4

From 1st April, 1894, to 31st March, 1895.

Auckland ..	14	75,677 0 0	9	23,662 0 0	..	..	5	52,015 0 0	..	..	..	..	..	..	..	..	..	..
Hawke's Bay	13	118,285 0 0	4	27,100 0 0	1	6,964 0 0	8	84,221 0 0	1	6,964 0 0	..	..	..	..	..	..	..	..
Taranaki ..	1	5,393 0 0	1	5,393 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wellington ..	5	14,236 0 0	3	9,700 0 0	1	4,236 0 0	1	300 0 0	1	4,236 0 0	..	..	..	..	..	..	..	..
Nelson ..	1	55,000 0 0	..	..	..	..	1	55,000 0 0	..	..	..	..	..	..	..	..	..	..
Marlborough	11	289,712 0 0	3	49,290 0 0	..	..	8	240,422 0 0	..	..	..	..	1	5,020 0 0	1	5,020 0 0	185 3 10	15,187 17 10
Westland ..	2	9,185 0 0	..	..	1	4,868 0 0	1	4,317 0 0	..	..	..	..	..	..	..	..	..	..
Canterbury ..	114	357,110 0 0	32	80,249 0 0	30	134,551 0 0	52	142,310 0 0	12	10,311 0 0	5	1,769 0 0	7	9,668 1 34	5	1,273 3 34	339 12 1	10,260 1 9
Otago ..	36	109,183 0 0	18	15,311 0 0	6	15,881 0 0	12	77,991 0 0	3	11,329 0 0	..	..	4	19,237 2 38	2	30,610 1 19	434 17 5	2,267 2 5
Southland ..	11	41,458 0 0	6	20,606 0 0	3	15,245 0 0	2	5,607 0 0	2	11,905 0 0	..	..	1	9,998 0 0	..	..	..	..
	208	1,075,239 0 0	76	231,311 0 0	42	181,745 0 0	90	662,183 0 0	19	44,745 0 0	5	1,769 0 0	13	43,924 0 32	8	36,904 1 13	959 13 4	27,715 2 0

Summary.

1893–1894 ..	102	913,266 0 0	63	690,116 0 0	24	129,673 0 0	15	93,477 0 0	6	13,705 0 0	..	..	5	9,105 0 0	5	9,105 0 0	785 16 7	37,542 0 4
1894–1895 ..	208	1,075,239 0 0	76	231,311 0 0	42	181,745 0 0	90	662,183 0 0	19	44,745 0 0	5	1,769 0 0	13	43,924 0 32	8	36,904 1 13	959 13 4	27,715 2 0
Totals to 31st March, 1895	310	1,988,505 0 0	139	921,427 0 0	66	311,418 0 0	105	755,660 0 0	25	58,450 0 0	5	1,769 0 0	18	53,029 0 32	13	46,009 1 13	1,745 9 11	65,257 2 4

TABLE No. 1.—Showing SURVEYORS employed and WORK on HAND on 1st April, 1895.

Chief Surveyors.	Surveyors employed.		Work on Hand.						
	Staff.	Temporary.	District.	Trig.	Settlement.	Native Blocks, &c.	Roads, &c.	Town.	Mining and Mineral Leases.
				Sq. Mls.	Acres.	Acres.	Miles.	Acres.	Acres.
G. Mueller ..	17	22	Auckland ..	2,547	142,686	307,944	283	..	..
T. Humphries ..	3	4	Hawke's Bay	33	52,040	66,800	30	..	..
J. Strauchon ..	5	7	Taranaki ..	..	104,000	..	36	550	..
J. H. Baker ..	8	13	Wellington ..	390	196,202	52,950	204	1,085	..
J. S. Browning ..	5	..	Nelson ..	950	29,656	..	..	..	127
S. Weetman ..	2	4	Marlborough	1,810	16,531	..	..	..	..
D. Barron ..	2	..	Westland ..	..	6,008	540	223	..	..
J. W. A. Marchant	3	2	Canterbury ..	..	206,067	..	..	..	..
C. W. Adams ..	4	..	Otago ..	..	16,750	1,400	9	..	139
G. W. Williams ..	2	5	Southland ..	256	39,820	..	..	..	..
Totals ..	51	57	..	5,986	809,760	429,634	785	1,635	266

TABLE No. 2.—CROWN GRANTS, CERTIFICATES OF TITLE, LEASES, and other INSTRUMENTS of TITLE from the CROWN prepared or examined from 1st April, 1894, to 31st March, 1895.

District.	Number.				Cost.
	Singly.	In Duplicate.	In Triplicate.	Total Copies.	
					£ s. d.
Auckland	..	250	1,194	4,082	118 6 11
Taranaki	..	10	181	563	35 10 10
Hawke's Bay	..	..	32	96	6 0 0
Wellington	4	18	1,445	4,375	187 10 0
Nelson	40	91	173	741	168 19 6
Marlborough	..	..	1	3	1 1 0
Westland	..	11	..	22	4 11 0
Canterbury	2	1	..	4	1 4 0
Otago	853	..	149	1,300	202 1 0
Southland	..	3	..	6	0 6 0
Totals	899	384	3,175	11,192	725 10 3

TABLE No. 3.—PLANS placed on CROWN GRANTS and other INSTRUMENTS OF TITLE from the CROWN from 1st April, 1894, to 31st March, 1895.

District.	Number.				Cost.
	Singly.	In Duplicate.	In Triplicate.	Total Copies.	
					£ s. d.
Auckland	..	250	1,194	4,082	118 6 11
Taranaki	..	11	132	418	39 4 8
Hawke's Bay	188	203	32	620	34 10 0
Wellington	409	15	1,011	3,472	159 18 0
Nelson	23	124	73	490	76 0 0
Marlborough	..	17	57	205	99 14 0
Westland	..	18	9	63	16 12 2
Canterbury	168	23	..	214	32 16 0
Otago	..	..	149	447	23 10 0
Southland	..	3	..	6	0 3 0
Totals	788	664	2,657	10,087	600 14 9

TABLE No. 4.—WORK done under the LAND TRANSFER ACT, &c., from 1st April, 1894, to 31st March, 1895.

District.	No. of Plans passed.	Deeds and other Instruments passed.	No. of Plans placed on Certificates of Title.			Miscellaneous Plans, &c.	Cost.
			Singly.	In Duplicate.	In Triplicate.		
							£ s. d.
Auckland	131	115	..	..	225	112	456 9 6
Taranaki	848	..	..	298	313	678	823 17 11
Hawke's Bay	70	..	..	280	153	48	175 14 8
Wellington	163	1,161	..	1,198	275	4	678 17 1
Nelson	94	..	..	94	..	170	514 15 5
Marlborough	8	..	..	7	..	2	7 9 3
Westland	22	..	1	20	..	171	181 13 4
Canterbury	83	528	13	974	25	56	616 15 2
Otago	54	2,256	..	348	..	133	470 14 4
Southland	47	..	..	306	246	44	131 7 0
Totals	1,520	4,060	14	3,525	1,237	1,418	4,057 13 8

TABLE No. 5.—STATEMENT of Work done for other DEPARTMENTS and for LOCAL BODIES during the Year ended 31st March, 1895.

District.	Cost.	District.	Cost.
	£ s. d.		£ s. d.
Auckland	521 9 0	Brought forward ..	2,224 12 4
Taranaki..	484 17 3	Westland	295 4 6
Hawke's Bay	485 17 8	Canterbury	632 14 9
Wellington	644 16 2	Otago	542 2 11
Nelson	79 18 0	Southland	8 19 6
Marlborough	7 14 3		
Carried forward ..	2,224 12 4	Total	£3,703 14 0

Table No. 6.

SHOWING PAYMENTS to LOCAL BODIES during the Twelve Months ended 31st March, 1895, from "Thirds" of Deferred-payment and Perpetual-lease Lands, and "Fourths" of Small Grazing-runs.

Districts.	For Details see Statements below.	"Thirds," Deferred-payment and Perpetual-lease Lands.	"Fourths," Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by Waste Lands Board.							
					Bush-clearing.	Scrub-clearing.	Formation.	Bridges.	Culverts.	Maintenance.	Cost of taking Road under Public Works Act.	
		£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Auckland ..	1	3,539 14 5	273 1 7	3,812 16 0	2,706	1,638	3,880	305 18 2	257 19 1	768 10 4	..	
Hawke's Bay	2	3,681 14 5	196 0 4	3,877 14 9	488	207	2,033	144 11 6	100 14 1	447 4 6	..	
Taranaki ..	3	7,458 17 11	39 2 7	7 498 0 6	818	..	1,762	291 8 8	253 7 10	1,442 2 3	..	
Wellington	4	11,070 1 6	714 9 2	11 784 10 8	639	215	3,116	134 5 1	46 7 5	1,937 14 11	..	
Nelson ..	5	1,092 18 3	..	1,092 18 3	352	30	338	55 2 11	23 0 4	433 1 8	..	
Marlborough	6	12 8 11	6 17 4	19 6 3	..	40	32	..	6 0 0	5 16 6	..	
Westland ..	7	74 0 0	..	74 0 0	..	..	..	35 0 0	..	39 0 0	..	
Canterbury	8	3,758 14 8	1,401 19 6	5,160 14 2	..	10	2,247	140 0 0	4 0 0	1,284 15 3	173 0 0	
Otago ..	9	3,167 18 7	2,684 3 2	5,852 1 9	361	64	2,349	492 17 5	416 10 3	2,713 15 9	..	
Southland	10	3,392 12 5	141 17 5	3,534 9 10	313	157	861	50 0 0	155 0 0	128 8 6	..	
Totals ..	..	37,249 1 1	5,457 11 1	42,706 12 2	5,677	2,361	16,618	1649 3 9	1262 19 0	9,200 9 8	173 0 0	

STATEMENTS showing PAYMENTS to LOCAL BODIES during the Twelve Months ended 31st March, 1895, from "Thirds" of Deferred-payment and Perpetual-lease Lands, and "Fourths" of Small Grazing-runs.

Local Bodies.	"Thirds," Deferred-payment and Perpetual-lease Lands.	"Fourths," Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by Waste Lands Board.					
				Bush-clearing.	Scrub-clearing.	For-mation.	Bridges.	Culverts.	Main-tenance.
STATEMENT No. 1.—AUCKLAND.									
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.
Raglan C.C. ..	524 3 7	..	524 3 7	799	..	244	67 3 9	61 8 2	132 0 9
Kawhia C.C. ..	414 4 8	199 9 0	613 13 8*	..	..	..	..	..	..
Tauranga C.C. ..	182 16 11	33 9 7	216 6 6	..	238	1315	..	6 7 2	49 11 9
Whangarei C.C. ..	270 18 7	..	270 18 7	129	314	338	3 10 0	23 13 6	52 11 9
Piako C.C.	54 5 6	..	54 5 6	..	..	65	40 2 8	..	..
Hokianga C.C. ..	298 8 1	..	298 8 1	1027	322	221	102 9 9	17 7 10	31 17 3
Ohinemuri C.C. ..	69 13 4	..	69 13 4	..	..	92	..	..	17 15 4
Otamatea C.C. ..	86 14 0	..	86 14 0	160	..	23	21 2 3	0 14 7	7 10 0
Waitemata C.C. ..	80 1 8	..	80 1 8	8	82	147	2 3 9	..	19 5 4
Whangaroa C.C. ..	6 18 2	..	6 18 2	..	..	..	..	4 4 3	2 13 11
Coromandel C.C. ..	95 5 9	..	95 5 9	..	320	18	..	..	58 12 6
Mangonui C.C. ..	63 0 5	..	63 0 5	..	..	5	12 13 6	10 10 0	39 17 4
Whakatane C.C. ..	14 0 8	36 15 2	50 15 10	..	..	8	..	..	42 8 7
Bay of Islands C.C.	112 4 1	3 7 10	115 11 11	..	..	158	7 11 0	17 16 0	12 15 1
Hobson C.C. ..	59 10 8	..	59 10 8	..	..	22	8 9 6	11 11 2	8 7 2
Waiuku R.B. ..	43 9 5	..	43 9 5	..	..	10	..	..	40 13 3
Parua R.B.	14 9 10	..	14 9 10	..	..	32	2 10 0	2 0 0	2 9 7
Matakohe R.B. ..	36 0 10	..	36 0 10	67	..	50	2 14 9	0 10 7	..
Te Puke R.B. ..	44 7 3	..	44 7 3	..	..	37	..	4 16 4	..
Waipu North R.B. ..	2 18 6	..	2 18 6	..	..	13	..	..	..
Kaukapakapa R.B.	26 14 11	..	26 14 11	25	..	7	3 16 9	..	2 3 7
Huntly R.B. ..	102 3 2	..	102 3 2	..	..	98	..	14 18 3	..
Puhoi R.B.	26 15 6	..	26 15 6	5	..	93	..	..	1 3 2
Wairoa R.B. ..	26 3 1	..	26 3 1	41	..	30	..	..	..
Matakana West R.B.	9 18 7	..	9 18 7	..	..	10	..	..	..
Oruaiti R.B. ..	20 5 6	..	20 5 6	..	..	90	..	5 18 6	..
Whangamarino R.B.	98 5 8	..	98 5 8	40	..	157	..	20 5 8	..
Mauku R.B. ..	3 8 5	..	3 8 5	..	..	..	2 0 8	..	1 7 9
Oruru R.B.	17 6 0	..	17 6 0	..	..	..	..	..	17 6 0
Opaheke R.B. ..	23 11 3	..	23 11 3	..	..	..	0 6 8	16 4 0	7 0 7
Ruarangi R.B. ..	9 5 11	..	9 5 11	56	25	18	..	..	..
Whareora R.B. ..	6 3 4	..	6 3 4	1	10	..	..	..	3 14 5
Whakatane R.B. ..	5 15 5	..	5 15 5	..	..	16	..	..	..
Omaha R.B. ..	42 8 7	..	42 8 7	13	29	31	15 18 8	0 6 6	..
Maunu R.B. ..	30 1 11	..	30 1 11	4	..	78	..	..	10 14 8
Otonga R.B. ..	5 9 5	..	5 9 5	..	29	6	..	1 11 6	..

*Amount spent by Mr. Hursthouse over about twenty miles of road at Awakino.

Table No. 6—*continued.*

Local Bodies.	"Thirds," Deferred-payment and Perpetual-lease Lands.	"Fourths," Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by Waste Lands Board.					
				Bush-clearing.	Scrub-clearing.	For-mation.	Bridges.	Culverts.	Main-tenance.
STATEMENT No. 1.—AUCKLAND—*continued.*									
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.
Mangawai R.B. ..	8 7 2	..	8 7 2	..	..	15	..	..	0 15 4
Karaka R.B. ..	4 4 3	..	4 4 3	..	..	..	..	..	4 4 3
Whangaparaoa R.B.	1 11 0	..	1 11 0	..	20	..	..	..	..
Waikiekie R.B. ..	20 6 4	..	20 6 4	170	..	20	..	..	..
Onewhero R.B. ..	83 6 5	..	83 6 5	43	..	67	..	4 16 8	22 10 6
Awitu R.B.	16 15 10	..	16 15 10	..	3	44	..	..	0 9 0
Pukekohe East R.B.	27 3 5	..	27 3 5	..	..	46	..	..	..
Paparata R.B. ..	27 0 9	..	27 0 9	45	..	40	..	..	..
Waipipi R.B. ..	17 4 1	..	17 4 1	..	80	22	..	..	4 14 11
Opotiki R.B. ..	160 13 4	..	160 13 4	54	..	91	6 0 0	0 19 3	45 19 7
Gordon Special Settlement	27 7 6	..	27 7 6	..	68	28	..	2 11 6	..
Pirongia R.B. ..	4 6 4	..	4 6 4	..	..	15	..	0 9 6	..
Otonga East R.B. ..	28 14 1	..	28 14 1	..	..	4	0 5 1	4 3 4	22 10 10
Tauhoa R.B. ..	27 19 9	..	27 19 9	13	6	16	..	8 17 10	..
Albertland South R.B.	3 8 4	..	3 8 4	..	60	..	..	1 0 0	1 3 0
Hunua R.B. ..	6 3 10	..	6 3 10	6	..	8	..	2 18 10	..
Ahuroa R.B. ..	22 15 6	..	22 15 6	..	2	12	..	6 6 8	4 7 2
Waitoa R.B. ..	124 17 11	..	124 17 11	..	30	20	6 19 5	5 11 6	99 16 0
Totals ..	3,539 14 5	273 1 7	3,812 16 0	2706	1638	3880	305 18 2	257 19 1	768 10 4
STATEMENT No. 2.—HAWKE'S BAY.									
Waiapu C.C. ..	8 12 9	20 9 7	29 2 4	..	5	120	..	..	..
Waipawa C.C. ..	117 17 1	..	117 17 1	..	8	45	..	..	65 18 4
Wairoa C.C. ..	192 4 10	62 3 3	254 8 1	7	11	329	4 0 0	..	..
Hawke's Bay C.C. ..	254 5 9	16 15 0	271 0 9	111	3	267	..	..	..
Cook C.C. ..	122 5 10	24 16 8	147 2 6	25	4	45	14 15 1	..	16 12 8
Danevirke R.B. ..	98 19 7	..	98 19 7	15	15	30	75 12 4	..	..
Mangaatua R.B. ..	8 10 11	..	8 10 11	..	15	..	..	..	..
Maharahara R.B. ..	177 14 10	..	177 14 10	8	..	100	..	20 13 10	16 19 1
Norsewood R.B. ..	105 1 0	..	105 1 0	..	..	41	..	4 16 10	12 17 10
Waikohu R.B. ..	..	22 12 9	22 12 9	..	..	..	..	..	22 12 9
Patutahi R.B. ..	197 4 8	..	197 4 8	..	6	50	..	4 16 4	33 15 1
Woodville R.B. ..	81 7 10	..	81 7 10	1	..	..	..	0 8 1	..
Waimata R.B. ..	218 2 8	25 5 10	243 8 6	..	..	99	3 15 2	..	94 14 4
Ruataniwha R.B. ..	228 6 9	..	228 6 9	65	..	95	19 12 1	4 0 0	9 0 0
Weber R.B. ..	1,346 16 7	23 17 3	1,370 13 10	113	100	570	26 16 10	65 19 0	170 3 1
Kumeroa R.B. ..	519 12 0	..	519 12 0	143	40	232	..	..	..
Ormond R.B.	4 11 4	..	4 11 4	..	..	..	..	..	4 11 4
Totals ..	3,681 14 5	196 0 4	3,877 14 9	488	207	2023	144 11 6	100 14 1	447 4 6
STATEMENT No. 3.—TARANAKI.									
Clifton C.C. ..	698 3 0	..	698 3 0	120	..	295	187 16 0	..	..
East and West Patea R.B.	79 2 1	37 15 4	116 17 5	40	..	60	..	..	41 19 6
Hawera C.C. ..	2,083 18 2	..	2,083 18 2	224	..	291	56 9 11	40 0 0	472 7 7
Moa R.B. ..	1,028 1 2	1 7 3	1,029 8 5	92	..	150	10 8 6	12 16 11	309 0 0
Manganui R.B. ..	311 4 3	..	311 4 3	34	..	100	..	28 13 9	37 6 4
Stratford C.C. ..	1,289 6 6	..	1,289 6 6	95	..	386	36 14 3	..	195 19 6
Stratford T.B. ..	2 2 9	..	2 2 9	..	..	3	..	..	..
Tataraimaka R.B. ..	4 7 1	..	4 7 1	..	..	..	..	4 10 0	..
Waiwakaiho R.B. ..	26 7 11	..	26 7 11	13	..	25	..	1 6 8	1 6 8
Parihaka R.B. ..	486 13 10	..	486 13 10	..	..	198	..	31 14 11	193 3 1
Waimate R.B. ..	1,425 12 0	..	1,425 12 0	200	..	228	..	134 5 7	190 19 7
Egmont R.B. ..	23 19 2	..	23 19 2	..	..	26	..	..	..
Totals ..	7,458 17 11	39 2 7	7,498 0 6	818	..	1762	291 8 8	253 7 10	1,442 2 3
STATEMENT No. 4.—WELLINGTON.									
Akiteo R.B. ..	52 6 7	43 11 2	95 17 9	..	..	33	..	..	..
Eketahuna R.B. ..	1,483 17 1	..	1,483 17 1	19	..	30	32 19 0	2 10 0	27 4 5
Featherston R.B. ..	391 4 10	2 10 6	393 15 4	30	215	345	..	5 10 6	*18 19 10
Kiwitea R.B. ..	2,699 2 4	36 13 10	2,735 16 2	2	..	922	..	..	394 11 9
Manawatu R.B. ..	109 10 4	..	109 10 4	93	..	78	9 0 8	3 6 0	12 8 0
Mangawhero R.B.†	96 15 6	88 0 3	184 15 9	..	..	165	28 0 0	18 0 0	..
Masterton R.B. ..	474 15 7	..	474 15 7	80	..	..	..	2 3 6	42 0 0
Mauriceville R.B. ..	697 18 2	..	697 18 2	7	..	5	..	..	150 7 2
Motoroa R.B. ..	45 10 4	..	45 10 4	..	..	40	..	..	..
Pahiatua R.B. ..	1,882 19 3	..	1,882 19 3	274	..	406	22 17 11	2 15 10	556 13 11
Pohangina R.B. ..	1,208 10 8	33 1 2	1,241 11 10	44	..	156	..	9 3 9	31 19 5
Rangitikei R.B. ..	201 6 0	65 6 7	266 12 7	..	..	297	..	..	0 6 10
Taratahi - Carterton R.B.	69 18 3	216 16 7	286 14 10	..	..	190	..	..	20 0 0
Upper Taueru R.B.	4 6 3	20 13 2	24 19 5	..	..	30	..	..	..
Upper Wangaehu R.B.	622 19 8	145 8 5	768 8 1	..	..	80	41 7 6	..	457 2 11
Waitotara C.C. ..	135 10 0	62 7 6	197 17 6	10	..	210	..	..	..
Waitot'ra-Momahaki R.B.	503 5 11	..	503 5 11	..	..	40	..	..	61 15 8
Wirokino R.B. ..	198 2 7	..	198 2 7	80	..	83	..	..	135 0 8
Wai'rapa North C.C.	172 16 8	..	172 16 8	..	..	..	..	2 17 10	29 4 4
Kumeroa H.B. ..	19 5 6	..	19 5 6	..	..	6	..	..	..
Totals ..	11,070 1 6	714 9 2	11,784 10 8	639	215	3,116	134 5 1	46 7 5	1,937 14 11

* Fencing.

† A sum of £40, which has been paid out of Assistant Surveyor-General's imprest for formation contract on Huikinau Road, is not included in total amount paid to Mangawhero Road Board.

NOTE.—"Total Payments" include, in addition to expenditure approved by Land Board, all sums paid under hypothecation and ordinary revenue certificates.

Table No. 6—*continued.*

Local Bodies.	"Thirds," Deferred-payment and Perpetual-lease Lands.	"Fourths," Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by Waste Lands Board.					
				Bush-clearing.	Scrub-clearing.	For-mation.	Bridges.	Culverts.	Main-tenance.
STATEMENT No. 5.—NELSON.									
	£ s. d.	£ s. d.	£ s. d.	Chs.	Chs.	Chs.	£ s. d.	£ s. d.	£ s. d.
Suburban North R.B.	21 11 8	..	..	10	10	..	..	..	6 0 0
Stoke R.B. ..	14 17 4	..	..	7	20	..	1 0 0	..	5 12 4
Waimea West R.B.	0 14 8	..	..	..	..	..	..	..	0 14 8
Dovedale R.B. ..	38 13 5	..	..	..	..	20	..	5 0 0	18 13 5
Upper Motueka R.B.	54 9 6	..	..	8	..	15	7 17 6	..	9 19 6
Riwaka R.B. ..	53 17 7	..	..	40	..	..	..	..	20 7 9
Motueka R.B. ..	9 11 5	..	..	..	..	..	..	..	..
Takaka R.B. ..	89 19 2	..	..	28	..	42	..	6 10 4	30 14 0
Collingwood C.C. ..	77 2 3	..	..	25	..	40	..	5 0 0	30 0 0
Waimea C.C. ..	457 9 10	..	..	84	..	161	7 10 0	..	123 16 0
Buller R.B. ..	100 5 5	..	..	60	..	60	26 10 0	6 10 0	35 5 5
Inangahua R.B. ..	70 13 2	..	..	90	..	..	..	..	60 13 2
Grey R.B. ..	62 13 8	..	..	..	..	..	..	..	62 13 8
Amuri R.B. ..	40 19 2	..	..	..	..	..	12 5 5	..	28 11 9
Totals ..	1,092 18 3	..	..	352	30	338	55 2 11	23 0 4	433 1 8
STATEMENT No. 6.—MARLBOROUGH.									
Picton R.B. ..	..	6 17 4	6 17 4	..	40	..	..	..	5 16 6
Kaikoura C.C. ..	12 8 11	..	12 8 11	..	..	32	..	6 0 0	..
Totals ..	12 8 11	6 17 4	19 6 3	..	40	32	..	6 0 0	5 16 6
STATEMENT No. 7.—WESTLAND.									
Westland C.C.—									
Koitirangi Main Road	74 0 0	..	74 0 0	..	..	..	35 0 0*	..	..
Kokatahi Main				..	..	..	..	..	15 1 6
Wataroa River Track				..	..	..	..	..	5 18 6
Waikupakupa Track				..	..	..	..	..	9 0 0
Turnbull River Road				..	..	..	..	..	4 0 0
Poerua River Track				..	..	..	..	..	5 0 0
Totals ..	74 0 0	..	74 0 0	..	..	..	35 0 0	..	39 0 0

* Bridge over Harris Creek.

STATEMENT No. 8.—CANTERBURY.

Local Bodies.	"Thirds," Deferred-payment, and Perpetual-lease Lands.	"Fourths," Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by the Waste Lands Board.							
				Scrub-clearing.	Formation.	Bridges.	Culverts.	Maintenance.	Cost of Purchase, &c., of Road.	Cuttings.	Water-race.
	£ s. d.	£ s. d.	£ s. d.	Chs.	Chs.	£ s. d.	£	£ s. d.	£	£ s. d.	£ s. d.
Anama R.B.	37 7 10	..	37 7 10	..	..	..	..	37 7 10	..	..	..
Coldstream R.B. ..	123 17 5	..	123 17 5	..	..	..	..	123 17 5	..	..	..
Hampstead T.B. ..	10 14 10	..	10 14 10	..	..	..	..	10 14 10*a*	..	..	..
Longbeach R.B.	2 5 4	..	2 5 4	..	22*b*	..	..	..	..	..	..
Le Bons Bay R.B. ..	11 4 4	..	11 4 4	..	24*c*	..	..	..	..	..	..
Malvern „ ..	0 8 0	..	0 8 0	..	1	..	..	..	..	..	..
South Malvern R.B. ..	1 19 7	..	1 19 7	..	..	..	..	1 19 7	..	..	..
Mount Hutt „ ..	65 1 11	..	65 1 11	..	151	..	..	14 0 0	..	4 10 0	..
Mount Somers „ ..	13 16 5	4 8 7	18 5 0	..	11	..	..	0 16 0	..	..	0 14 0
Oxford „ ..	222 3 8	..	222 3 8	10	..	..	4	217 0 0	..	..	..
Rakaia „ ..	109 10 10	..	109 10 10	..	76*d*	..	..	25 0 0	..	3 0 0	26 0 0
South Rakaia „ ..	40 15 10	..	40 15 10	..	14*e*	..	..	35 0 0	..	..	..
Springs „ ..	2 18 2	..	2 18 2	..	..	..	..	2 18 2	..	..	..
Upper Ashburton R.B. ..	20 0 0	..	20 0 0	..	..	..	..	..	..	..	20 0 0
Wakanui „ ..	39 13 7	..	39 13 7	..	..	..	..	39 13 7	..	..	..
Waipara „ ..	48 0 3	791 14 7	839 14 10	..	428	..	..	208 0 0	15	..	..
Arowhenua T.B. ..	69 7 6	..	69 7 6	..	..	..	..	69 7 6*f*	..	..	..
Geraldine R.B.	926 8 6	..	926 8 6	..	375*g*	..	..	271 0 0	..	..	..
Levels „	44 17 6	..	44 17 6	..	12	..	..	6 15 4	24*h*	..	..
Mount Peel R.B. ..	314 7 5	..	314 7 5	..	60	90 0 0	..	82 0 0	..	..	..
Mackenzie C.C.	305 17 3	45 18 5	351 15 8	..	100*i*	50 0 0	..	..	..	..	..
Rangitata R.B.	1,088 9 10	45 19 2	1,134 9 0	..	733*j*	..	..	..	..	..	..
Temuka „	52 17 1	..	52 17 1	..	65	..	..	14 0 0	..	..	..
Waimate B.C.	0 5 0	..	0 5 0	..	..	..	..	0 5 0	..	..	..
Waimate C.C.	206 6 7	513 18 9	720 5 4	..	175*k*	..	..	125 0 0	134*l*	..	..
Totals ..	3,758 14 8	1,401 19 6	5,160 14 2	10	2,247	140 0 0	4	1,284 15 3	173	7 10 0	46 14 0

a Also covers some formation. *b* Partial formation only. *c* 11 chains being 8ft. wide, and 13 chains being 4ft. wide. *d* Includes about 60 chains of completing formation. *e* Being metalled foot-paths. *f* For miscellaneous road-works. *g* Includes about 37 chains of track-forming. *h* Includes £10 for fencing road purchased. *i* Includes 2 chains of road to be purchased, formed, and shingled. *j* This covers 483 chains of metalling. *k* To be maintained also. *l* For acquiring, surveying, and fencing.

Table No. 6—*continued.*

TABLE showing PAYMENTS to LOCAL BODIES during the Twelve Months ending the 31st March, 1895, from "Thirds" of Deferred-payment and Perpetual-lease Lands, and "Fourths" of Small Grazing-runs.

Local Bodies.	"Thirds" Deferred-payment and Perpetual-lease Lands.	"Fourths" Small Grazing-runs.	Total Payments.	Length, Locality, Description, and Particulars of Work authorised by Waste Lands Board.					
				Bush-clearing.	Scrub-clearing.	Formation.	Bridges.	Culverts.	Maintenance.
STATEMENT No. 9.—OTAGO.									
	£ s. d.	£ s. d.	£ s. d.	Chs.	Chs.	Chs.	£ s. d.	£ s. d.	£ s. d.
Taieri C.C. ..	283 12 2	690 7 10	974 0 0	..	..	545	120 0 0	13 0 0	561 15 10
Maniototo C.C. ..	672 1 1	328 4 4	1,000 5 5	..	..	511	2 0 0	213 14 5	36 3 5
Vincent C.C. ..	402 19 6	171 7 7	574 7 1	..	..	462	140 11 8	10 0 0	52 14 10
Waitaki C.C. ..	273 2 8	319 5 5	592 8 1	..	..	227	220 7 8	..	227 7 1
Waihemo C.C. ..	147 16 1	670 15 5	818 11 6	..	..	..	..	..	818 11 6
Waikouaiti C.C. ..	45 8 2	235 8 5	280 16 7	..	..	144	..	16 0 0	192 14 0
Clutha C.C. ..	752 1 4	30 18 4	782 19 8	345	3	158	0 4 11	130 16 1	324 19 3
Bruce C.C. ..	40 16 9	2 12 0	43 8 9	16	..	21	1 1 3	3 0 0	20 10 6
Tuapeka C.C. ..	414 4 2	233 15 11	648 0 1	..	61	189	..	23 12 5	382 1 4
Lake C.C. ..	105 17 7	..	105 17 7	..	..	75	8 11 11	6 7 4	72 17 11
Mt. Stuart R.B. ..	7 6 11	1 7 11	8 14 10	..	..	17	..	..	1 7 11
Balmoral R.B. ..	22 12 2	..	22 12 2	..	..	..	..	..	22 12 2
Arrowtown B.C. ..	..	..	..	..	..	..	..	..	..
Totals ..	3,167 18 7	2,684 3 2	5,852 1 9	361	64	2,349	492 17 5	416 10 3	2,713 15 9
STATEMENT No. 10.—SOUTHLAND.									
Southland C.C.. ..	1,797 9 6	12 12 0	1,810 1 6	100	100	400†	2 (20ft.) £50	50 £100	50 0 0
Wallace C.C.* ..	1,359 16 6	125 1 1	1,484 17 7	173	57·5	260	1 (15ft.)	27	48 8 6
Lake C.C. ..	31 9 10	..	31 9 10	..	..	34	1	2	..
Invercargill R.B. ..	93 4 10	..	93 4 10	..	..	80‡	..	12 £30	20 0 0
Tuturau R.B. ..	8 11 7	4 4 4	12 15 11	..	..	7	..	1 (16ft.)	
Lindhurst R.B. (now merged in the Southland County)	102 0 2	..	102 0 2	40	..	80§	..	10 £25	10 0 0
Totals ..	3,392 12 5	141 17 5	3,534 9 10	313	157·5	861‖	4 £50	102 £155	128 8 6

* In addition to the works above stated, the Wallace County has done the following: Gravelling new and regravelling old roads, 2,128 cubic yards; cutting large side drains, 95·5 chains; improving old grades, widening and deepening cuttings and banks, and reforming old work, 86 chains.

† And 100 chains gravelling.

‡ 20 chains gravelling.

§ 40 chains gravelling.

‖ 160 chains gravelling.

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
90		MAIN ROADS.						Length.						
		Warkworth–Awanui—	M. ch.	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
	1	Mongonui County	..	775 9 10	2 35	..	..	..	2 20	..	..	..	..	
	2	Whangaroa County	..	100 0 0	..	0 31½	1	32	..	0 54	1 8	..	..	
	3	Bay of Islands County..	..	574 0 0	..	..	..	..	4 0	..	..	..	..	
	4	Whangarei County	..	1,312 10 0	4 10	..	..	..	28 0	..	30 0	..	..	
	5	Otamatea County	..	250 0 0	1 51	..	..	..	7 40	..	..	..	..	
	6	Rodney County	..	550 0 0	1 0	..	..	..	5 0	..	..	..	..	
	7	Hokianga Heads–Ohaeawai–Rawene ..	..	373 17 0	0 21	..	..	..	21 0	..	9 40	..	..	
	8	Dargaville–Tangiteroria	..	..	1 16	..	..	..	..	..	..	..	..	
	9	Birkenhead–Warkworth	..	..	..	..	..	..	..	..	..	..	..	
	10	Raglan–Waipa	..	100 0 0	..	..	..	..	0 25½	..	..	..	..	
	11	Hamilton Bridge	..	200 0 0	..	..	..	..	..	..	..	..	..	2 chains embankment.
	12	Whatawhata Bridge	..	..	..	..	..	..	..	..	..	..	..	
	13	Oxford–Rotorua	..	970 19 7	..	..	..	..	..	..	33 0	..	..	
	14	Tauranga–Napier, *viâ* Taupo	..	2,385 7 9	..	..	..	..	..	..	206 0	..	..	
	15	Tokaanu–Taupo	..	77 6 6	..	..	..	..	..	..	36 0	..	..	See also after Vote 111, Item 7.
	16	Napier–Wairoa	..	800 0 0	..	10 70	1	31	0 75	2 20	..	..	..	
	17	Wairoa–Gisborne	..	300 0 0	..	..	..	..	1 64	..	..	..	..	
	18	Gisborne, *viâ* Tologa Bay, to Awanui ..	..	..	..	..	..	..	..	..	..	..	..	
	19	Opoiti Bridge	..	500 0 0	..	..	1	96	..	..	..	..	..	
	20	Bridge over Mohaka	..	..	..	..	..	..	..	..	..	..	..	In progress.
	21	Sundry Roads, Bay of Plenty	..	275 0 0	..	..	..	..	..	..	..	..	..	
	22	Opotiki–East Cape	..	..	..	..	..	..	..	..	..	..	..	
	23	Gisborne–Opotiki	..	1,163 9 9	..	..	..	..	..	6 40	..	66 0	20,000	
	24	Rangitikei Bridge, Vinegar Hill, £1 for £1 ..	..	..	..	..	..	..	..	..	..	..	..	No work completed.
	25	Vinegar Hill Road	..	..	..	..	..	..	..	..	..	..	..	No work completed.
	26	Nelson–Havelock, and bridges	..	600 0 0	..	..	..	..	2 53	..	15 0	..	..	
	27	Belgrove–Westport–Reefton	..	2,634 2 8	..	..	1	56	..	..	166 0	..	..	
	28	Reefton–Hokitika–Ross	..	1,855 10 1	..	..	..	..	..	..	38 0	..	..	
	29	Larry's Creek Bridge	..	436 19 0	..	..	1	80	..	..	..	..	..	
	30	Belgrove, Tophouse, and Tarndale	..	112 0 0	..	..	..	..	..	..	20 0	..	..	
	31	Blenheim–Kaikoura–Waiau	..	90 0 0	..	..	..	..	0 2	..	..	..	..	
	32	Alfred Creek Bridge	..	200 0 0	0 7	..	1	48	..	..	..	..	..	
	33	Kaituna–Tuamarina	..	..	..	..	..	..	..	..	..	..	..	
	34	Redwood Pass Road	2 53	325 0 0	..	..	..	..	3 10	..	..	..	..	
	35	Waihopai Bridge	..	1,000 0 0	0 32	..	1	540	..	..	..	..	..	
	36	Hokitika–Christchurch	..	4,743 16 3	..	..	..	..	..	..	103 0	..	..	
	37	Waipara–Cheviot	..	..	..	..	..	..	..	..	..	..	..	
	38	Fortrose–Tokanui–Waikawa	..	..	1 46	..	..	..	..	..	..	..	..	Not yet paid for.
	39	Dunback–Swinburn	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	2 53	22,705 8 5	12 58	11 21½	7	883	76 49½	9 34	657 48	66 0	20,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
								Length.						
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	2 53	22,705 8 5	12 58	11 21½	7	883	76 49½	9 34	657 48	66 0	20,000	
90		MAIN ROADS—*continued*.												
	40	Lawrence–Clyde	..	..	..	..	..	..	..	..	..	..	..	
	41	Clyde–Queenstown	..	..	..	..	..	..	..	..	..	..	..	
	42	Miscellaneous and engineering	10 2	25 13 0	..	..	..	..	..	..	..	..	..	
		TOTAL VOTE No. 90	12 55	22,731 1 5	12 58	11 21½	7	883	76 49½	9 34	657 48	66 0	20,000	
91		MISCELLANEOUS ROADS AND BRIDGES.												
		Auckland—												
	1	Mongonui Boundary–Iwitaua	..	200 0 0	..	0 32	..	..	..	4 13	..	..	..	
	2	Iwitaua–Kaeo	..	200 0 0	0 36	..	..	..	..	2 0	0 24	2 0	..	
	3	Totara–Whangaroa–Kaeo	..	100 0 0	..	0 3½	..	..	..	..	0 27½	1 10	..	
	4	Kaeo–Waimate	..	100 0 0	..	0 19	1	52	..	..	..	0 19½	..	
	5	Utakura Bridge	..	290 0 0	..	..	1	83	..	..	..	..	..	
	6	Hokianga County Roads	..	122 10 0	..	..	..	..	6 0	0 34	..	..	..	
	7	Ngapipito Road	..	278 5 0	..	6 71	..	..	..	..	..	..	4 000	
	8	Opua–Waimate	..	323 4 8	..	2 60	..	..	..	..	..	..	4,000	
	9	Towai–Ruapekapeka	..	..	..	..	..	..	..	..	..	..	..	
	10	Mititai–Tokatoka	..	..	..	..	..	..	..	..	..	..	..	
	11	Aratapu–Tatarariki	..	..	..	..	..	..	..	..	..	..	..	
	12	Tokatoka Post-office	0 48	6 0 0	..	..	..	..	..	..	..	..	..	
	13	Tangihua	..	156 6 0	0 50	..	..	..	..	..	..	..	..	
	14	Whareora–Grahamstown	..	150 0 0	0 13	..	..	..	0 60	..	..	..	..	
	15	Ruatangata	..	100 0 0	0 7	..	..	..	0 40	..	..	..	..	
	16	Grahamstown–Whangarei	..	150 0 0	..	1 0	..	..	..	..	..	3 0	..	
	17	North River, Waipu	..	200 0 0	..	1 0	..	..	..	..	..	..	..	
	18	Waipu–Marsden Point	..	100 0 0	0 16¾	..	..	..	..	..	2 0	..	..	
	19	Opuawhanga–Main Road	..	200 0 0	0 10	..	..	..	..	..	1 0	..	..	
	20	Maungatapere Road	..	197 12 3	1 2	..	..	..	..	..	..	..	..	
	21	Waipu–Mangawhai Road	..	120 0 0	0 40	..	..	..	..	..	..	..	..	
	22	Matakohe–Tokatoka	..	492 16 2	4 48	..	..	..	..	..	..	..	..	
	23	Pahi Wharf	..	200 0 0	..	..	..	..	..	..	..	..	..	Wharf nearly completed.
	24	Pahi–Maungaturoto	..	100 0 0	0 45	..	..	..	..	..	..	..	..	
	25	Otamatea County Roads	..	200 0 0	1 50	..	..	..	..	..	..	..	..	
	26	Puhoi–Makarau	..	144 16 0	..	..	..	..	1 37	..	..	..	120	
	27	Ahuroa Roads	..	..	..	..	..	..	..	..	..	..	..	
	28	Warkworth	..	150 0 0	0 30	..	..	..	0 30	..	..	..	..	
	29	Whangateau Wharves	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	0 48	4,281 10 1	10 27¾	12 25½	2	135	9 7	6 47	3 51½	6 29½	8,120	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
								Length.						
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	0 48	4,281 10 1	10 27¾	12 25½	2	135	9 7	6 47	3 51½	6 29½	8,120	
91		MISCELLANEOUS ROADS AND BRIDGES—*contd.*												
		Auckland—continued.												
	30	Warkworth southwards	..	..	..	..	..	..	..	..	..	..	..	
	31	Wade–Lucas Creek Road	..	185 0 0	1 20	..	..	..	..	..	..	..	..	
	32	Roads to Kaukapakapa Railway-station ..	..	400 0 0	..	..	..	..	..	..	..	..	..	Compensation paid.
	33	Waikomiti West	..	300 0 0	2 40	..	..	..	..	..	..	..	..	
	34	Waikomiti–Swanson	..	..	..	..	..	..	..	..	..	..	..	
	35	Miranda Road	0 35	2 0 0	..	..	..	..	..	..	..	..	..	Metalling.
	36	Mauku District	..	150 0 0	..	..	..	..	..	..	..	..	..	Metalling.
	37	Patumahoe	..	150 0 0	..	..	..	..	..	..	..	..	..	
	38	Brigmen's Landing and Mercer Road (Waikato River)	..	..	..	..	..	..	..	..	..	..	..	
	39	Gibbon's Creek Bridge (Hamilton) ..	..	..	..	..	..	..	..	..	..	..	..	
	40	Alexandra–Kawhia	..	81 10 1	..	..	..	..	..	..	42 0	..	..	
	41	Aotea–Raglan	..	..	..	..	..	..	..	..	..	..	..	
	42	Kihikihi–Otorohanga–Te Kuiti	..	122 15 6	..	..	2	36	..	30 0	..	30 0	..	
	43	Tairua–Whenuakite	..	250 0 0	1 0	..	..	..	..	..	..	..	7,000	
	44	Kuaotunu Cemetery Road	..	..	..	..	..	..	..	..	..	..	..	
	45	Te Aroha Hot Springs Domain	..	300 0 0	..	..	..	..	..	..	..	..	..	Building of offices and swimming-bath.
	46	Rotorua–Waiotapu	..	112 15 6	..	..	..	..	..	..	20 0	..	..	
	47	Waiotapu–Galatea	..	32 13 4	..	..	..	..	..	..	18 0	..	..	
	48	Rotorua–Te Wairoa	..	24 11 4	..	..	..	..	..	..	..	10 0	..	
	49	Works at Rotorua	..	759 18 7	..	..	..	..	..	..	..	..	..	
	50	Maketu–Rotorua	..	316 9 0	..	..	..	..	..	..	36 0	..	..	
	51	Pukaingataru Road	..	..	..	..	..	..	..	..	..	..	..	
	52	Galatea–Waikaremoana	..	..	..	..	..	..	..	..	..	..	..	
	53	Whakatane Road and Bridges, £1 for £1 ..	..	300 0 0	..	..	..	..	..	..	..	..	..	
	54	Roads and Bridges in Native districts ..	..	26 1 6	..	..	..	..	..	..	4 0	..	..	
		Totals, Auckland	1 3	7,795 4 11	15 7¾	12 25½	4	171	9 7	36 47	123 51½	46 29½	15,120	
		Hawke's Bay—												
	55	Meanee Protective Works	..	100 0 0	..	..	..	..	..	..	..	..	..	
		Wellington—												
	56	Tiraumea Valley Road	..	..	..	..	..	..	..	..	..	..	..	
	57	Tiraumea Bridge (Saunders's Ford), £1 for £1	..	..	..	..	..	..	..	..	..	..	..	
		Totals, Wellington	..	..	..	..	..	..	..	..	..	..	..	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
91		MISCELLANEOUS ROADS AND BRIDGES—*contd.*	M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Nelson—												
	58	Takaka Roads and Bridges	..	..	..	..	..	..	..	..	..	..	..	
	59	Waimea County Roads and Bridges	..	300 0 0	..	..	..	..	..	..	..	..	..	General repairs after heavy floods.
	60	Port to Stoke, Rocks Road	..	225 0 0	..	..	..	..	..	..	..	..	..	
	61	Riwaka-Sandy Bay	..	..	..	..	..	..	..	..	..	..	..	
	62	Grey Valley Main Road-Blackball Junction	..	..	..	..	..	..	..	..	..	..	..	
		Totals, Nelson	..	525 0 0	..	..	..	..	..	..	..	..	..	
		Westland—												
	63	Westland Ferry Service (maintenance)	..	150 0 0	..	..	..	..	..	..	..	..	..	
	64	Stafford-Waimea	1 56½	25 0 0	0 23	..	..	..	..	..	..	..	300	
	65	Kanieri Forks-Kanieri Lake	0 10	599 11 0	..	..	..	..	8 40	..	..	..	..	Also see Vote 113, Item 267.
		Totals, Westland	1 66½	774 11 0	0 23	..	..	..	8 40	..	..	..	300	
		Canterbury—												
	66	Peninsula Road, Akaroa, £1 for £1	..	75 0 0	..	..	..	..	..	..	..	..	..	
	67	Akaroa Heads, Lighthouse Road	..	69 10 0	..	1 52	..	..	..	..	..	..	..	
	68	Roads to Co-operative Dairy Factories, Akaroa	..	..	..	..	..	..	..	..	..	..	..	
		Totals, Canterbury	..	144 10 0	..	1 52	..	..	..	..	..	..	..	
		Otago—												
	69	Livingston-Kyeburn	..	51 14 0	..	..	..	..	..	..	..	..	..	Also see Vote 113, Item 321.
	70	Henley Road	..	..	..	..	..	..	0 71	..	..	..	360	Sold.
	71	Maori Kaika Road, Otago Heads	..	..	..	..	..	..	..	..	..	..	..	
	72	Waitati Road	..	45 14 0	..	..	..	..	2 0	..	..	..	..	Land all sold.
	73	Caversham Industrial School Reserve	..	50 0 0	..	..	..	..	0 18	..	..	..	21	Sold.
	74	Brinn's Point and Merton	..	..	..	..	..	..	..	..	..	..	..	
	75	Frankton Wharf, Wakatipu	..	..	..	..	..	..	..	..	..	..	..	
		Totals, Otago	..	147 8 0	..	..	..	..	3 9	..	..	..	381	
		Southland—												
	76	Campbelltown	..	90 0 0	0 48	..	..	..	..	..	..	..	20	
	77	Aparima Bridge	..	100 0 0	..	..	..	..	..	..	..	..	..	Training-wall.
	78	Makarewa Bridge	..	11 1 0	..	..	..	..	..	..	..	..	..	
	79	Owari Bridge, Mokoreta Valley, £1 for £1	..	..	..	..	..	..	..	..	..	..	..	Masonry piers finished.
	80	Forest Hill Tramway Road	..	..	..	..	..	..	..	..	..	..	..	
		Totals, Southland	..	201 1 0	0 48	..	..	..	..	..	..	..	20	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
91		MISCELLANEOUS ROADS AND BRIDGES—*contd.*												
		General—	M. ch.	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
	81	Works unprovided for	..	285 0 10	..	..	1	70	1 40	..	..	..	..	Balance of works included in Item 14, and Vote 90, Item 4.
		TOTAL VOTE No. 91 ,.. ..	2 69½	9,972 15 9	15 78¾	13 77½	5	241	22 16	36 47	123 51½	46 29½	15,821	
111		ROADS TO GIVE ACCESS.												
	1	Pipiriki–Karioi	0 64	1,475 7 10	1 36	..	1	30	2 0	..	33 0	..	100,000	Metalled.
	2	Stratford–Ongaruhe (Ohura)	6 3	10,433 7 8	14 27	..	..	..	..	..	40 0	..	..	
	3	Ohingaiti–Tokaanu	..	3,060 8 8	..	..	..	..	3 45	..	97 0	..	100,000	Metalled.
	4	Moawhango–Karioi	..	613 1 9	1 2	..	1	40	0 23	..	29 0	..	20,000	
	5	Mangawhero–Murimotu	..	747 9 0	..	..	..	..	..	..	..	40 0	20,000	
	6	Raetihi–Parapara	16 20	1,265 2 11	2 21	9 54	..	..	..	..	2 21	9 54	5,000	
	7	Miscellaneous and engineering	..	204 4 0	..	..	..	..	..	..	..	..	..	
		Tokaanu–Taupo	..	41 18 0	..	..	..	..	..	..	..	..	..	See also Vote 90, Item 15.
		TOTAL VOTE No. 111 ..	23 7	17,840 19 10	19 6	9 54	2	70	5 68	..	201 21	49 54	245,000	
113		LANDS IMPROVEMENT ACCOUNT.												
		Auckland—												
	1	Ahipara–Herekino	..	43 17 0	0 48	..	..	..	1 47	..	10 0	..	..	
	2	Kaitaia–Ahipara	..	40 0 0	..	..	..	..	1 0	..	..	..	..	
	3	Oruru–Mangamuka	..	45 0 0	..	..	..	..	..	2 0	..	..	..	
	4	Bridge over Puhi River, Mongonui ..	..	68 10 0	..	..	1	71	..	..	..	..	..	
	5	Victoria Valley–Main Road	..	196 17 0	0 40	..	..	..	..	..	..	..	..	
	6	Takahue–Herekino	10 46	246 3 3	..	0 40	..	..	..	..	..	..	7,000	
	7	Takahue	..	..	..	..	..	..	..	..	..	..	..	
	8	Okaihau–Victoria Valley	1 0	157 5 0	0 40	..	..	..	..	1 0	..	8 0	7,000	
	9	Maungataniwha	..	..	..	..	..	..	..	..	..	..	..	
	10	Kohukohu–Rakautapu	..	50 0 0	..	..	..	..	..	..	..	4 40	3,000	
	11	Herd's Point–Takahue..	3 47	1,881 6 1	8 20	..	..	..	..	..	7 0	10 0	..	
	12	Waimamaku–Pakanae	..	258 10 6	0 70	..	..	..	..	1 0	..	7 0	4,000	
	13	Opanaki–Hokianga	..	2,619 8 1	13 0	..	1	140	6 0	..	10 0	..	100,000	See Vote 113, Item 63.
	14	Ramarama Valley Road	4 61	211 7 7	3 40	..	1	30	..	..	..	..	..	
	15	Dargaville–Aratapu	..	200 0 0	0 40	..	..	..	..	..	..	..	20,000	
	16	Main Road to Opanaki Railway-station ..	0 20	100 0 0	20 0	..	..	..	..	..	..	..	..	
	17	Maropiu–Kai Iwi	3 0	200 0 0	..	0 57	..	..	..	2 23	..	..	2,000	
	18	Tangowahine Bridge	..	400 0 0	..	..	1	118	..	..	..	..	6,000	
	19	Tokatoka–Mangapai	..	496 5 0	..	11 60	..	..	..	..	..	..	..	
	20	Bridge over Opanaki River	..	350 0 0	..	..	1	177	..	..	..	..	..	
	21	Maungakaramea	..	100 0 0	0 27	..	..	..	..	..	..	..	..	
		Carried forward	23 14	7,664 9 6	48 5	12 77	5	536	8 47	6 23	27 0	29 40	149,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
			M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	23 14	7,664 9 6	48 5	12 77	5	536	8 47	6 23	27 0	29 40	149,000	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Auckland—continued.												
	22	Ngunguru Main Road	..	200 0 0	1 0	..	..	..	..	..	..	..	..	
	23	Purua–Ruatangata–Mangakahia	..	397 10 8	0 73	..	..	..	0 63	..	..	..	..	
	24	Wairua–Helena Bay	..	100 0 0	..	0 20	..	..	..	..	..	..	..	
	25	Waipu–Mareretu	..	150 0 0	..	1 40	..	..	..	..	..	..	..	
	26	Waipu Central	..	..	..	..	..	..	..	..	..	..	..	
	27	Mareretu	..	245 3 6	0 38	3 60	..	..	..	..	..	..	..	
	28	Maunu–Otuhe	..	53 10 11	..	..	..	..	0 10	..	..	..	..	Metalling.
	29	Opuawhanga–Whananaki	..	..	..	..	..	..	..	..	..	..	..	
	30	Whananaki–Ngunguru	..	..	..	..	..	..	..	..	..	..	..	
	31	Tikiponga Hill–Paranui Bridge	..	..	..	..	..	..	..	..	..	..	..	
	32	Parua–Taheke	..	..	..	..	..	..	..	..	..	..	..	
	33	Pahi–Waikiekie	..	87 9 8	0 30	..	..	..	..	..	..	..	..	
	34	Kaukapakapa–Port Albert	..	250 0 0	0 40	..	..	..	..	..	..	..	..	
	35	Kaipara Flats Settlement Road	..	150 0 0	..	2 22	..	..	..	..	..	..	..	
	36	Kourawera District	..	100 0 0	2 20	..	..	..	..	..	..	..	..	
	37	Huia–Muddy Creek	..	..	..	..	..	..	..	..	..	..	..	
	38	Maioro Swamp	..	145 11 0	..	0 66	..	..	..	..	..	..	..	
	39	Abraham's Gully (Waiuku–Maioro Swamp) ..	..	..	..	..	..	..	..	..	..	..	..	
	40	Huntly–Kahuruhuru Road	1 22	261 1 6	..	..	..	..	4 26	1 0	..	..	1,000	
	41	Huntly Punt	..	200 0 0	..	..	..	..	..	..	..	..	..	Part built, and now in use.
	42	Waingaro–Ngaruawahia	4 40	740 11 0	4 40	..	..	..	..	..	..	..	..	
	43	Matahuru	..	..	..	..	..	..	..	..	..	..	..	
	44	Rangiriri Lake, Matahuru Road	..	..	..	..	..	..	..	..	..	..	..	
	45	Mangapiko and Maire	..	52 14 9	..	..	..	..	..	..	..	..	..	Breastwork to protect bridge.
	46	Tuakau–Opuatia–Kahuruhuru	21 55	368 13 8	2 26	..	..	..	..	..	..	3 0	..	
	47	Tuakau Punt	..	..	..	..	..	..	..	..	..	..	..	
	48	Waitomo Caves Road	..	1 5 7	..	..	..	..	..	..	5 0	..	..	
	49	Awaroa (XI.)	..	..	..	1 20	..	..	..	..	..	..	4,000	
	50	Waiotahi–Village Homestead, Thames ..	..	117 1 0	..	..	..	..	..	9 0	..	..	..	
	51	Te Kuiti–Awakino	5 3	618 12 3	15 53	3 0	..	..	..	..	..	..	..	
	52	Te Aroha and Waitoa Drains	..	4 11 11	..	..	..	..	..	..	..	..	..	
	53	Kaueranga Valley Road	..	..	..	..	..	..	..	..	..	..	..	
	54	Waiotapu-Taupo	6 0	5 10 0	0 40	..	..	..	..	..	..	..	..	
	55	Rororua–Te Teko	4 20	..	..	..	..	..	..	..	..	..	..	
	56	Pye's Pa	..	..	..	..	..	..	..	..	..	..	..	
	57	Waioeka, Waiotahi, and Whakatane Bridges ..	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	65 74	11,913 16 11	76 45	25 65	5	536	13 66	16 23	32 0	32 40	154,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
			M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	65 74	11,913 16 11	76 45	25 65	5	536	13 66	16 23	32 0	32 40	154,000	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Auckland—continued.												
	58	Purchase of Roads	..	..	..	..	..	..	..	..	..	..	..	
	59	Miscellaneous and engineering	..	374 12 11	..	..	..	..	..	..	..	..	..	
	60	Takahue Block	..	..	..	..	..	..	..	..	..	..	..	
	61	Maungataniwha Block	2 26	34 16 6	..	..	..	..	..	..	..	..	4,700	
	62	Manganuiowae Block	..	20 0 3	..	1 0	..	..	..	..	..	..	2,000	
	63	Waipoua Block	..	3,469 6 1	..	..	..	..	..	..	..	..	..	Work included with Vote 113–13.
	64	Ruapekapeka Block	..	370 16 6	..	5 73	1	30	..	..	..	..	18,000	
	65	Motatau Block	..	254 3 0	..	..	..	..	..	..	..	..	..	Also see Item 14.
	66	Opuawhanga–Whangarei No. 1 Block ..	..	476 5 6	..	5 67	..	..	..	..	..	..	..	
	67	Tauhoa Block	..	..	..	0 40	..	..	..	..	..	..	..	
	68	Tauhoa and Komokoriki Block	..	35 1 0	..	0 60	..	..	..	..	..	..	..	
	69	Ahuroa Block	..	240 18 0	..	1 20	..	..	..	..	..	..	4,000	
	70	Akaaka Swamp Block	..	138 12 0	2 13	..	..	..	..	..	..	..	..	Three drains in.
	71	Otau Block	..	1,422 9 3	..	8 31	..	..	..	..	..	..	..	
	72	Waiotahi	..	..	..	..	..	..	..	..	..	..	..	
	73	Waiawa Block	..	..	..	..	..	..	..	..	..	..	..	
	74	Taupiri Block	..	..	..	..	..	..	..	..	..	..	..	
	75	Mangaokahu Block	..	232 12 7	0 23	..	1	75	..	..	..	..	1,400	
	76	Kaimarama Block	..	263 13 2	..	3 0	..	..	..	..	..	..	1,000	
		Totals, Auckland	68 20	19,247 3 8	79 1	52 36	7	641	13 66	16 23	32 0	32 40	185,100	
		Hawke's Bay—												
	77	Mata Valley	..	..	..	..	..	..	..	..	..	..	..	
	78	Tolago–Murunga–Tauwhareparae	..	..	..	..	..	..	..	..	..	..	..	
	79	Gisborne–Tolago–Tuawhareparae	..	300 0 0	..	..	1	45	1 25	..	..	..	..	
	80	Pakarae Road	..	..	..	..	..	..	..	..	..	..	..	
	81	Tolago–Arakihi	..	..	..	..	..	..	..	..	..	..	..	
	82	Waimata–Waiapu	..	600 0 0	3 8	2 45	..	..	..	3 23	..	..	30,000	
	83	Waiapu County	..	400 0 0	3 20	..	..	..	..	2 5	..	..	..	
	84	Waikohu–Motu	..	8 17 0	0 67	..	..	..	..	18 0	..	..	20,000	
	85	Muriwai–Mahia	..	150 0 0	0 25	2 35	..	..	..	..	..	..	..	
	86	Waimata Riding	..	830 0 0	..	..	4	120	10 0	..	..	..	..	
	87	Whataupoko Road Board	..	120 0 0	..	..	..	..	..	..	..	..	..	
	88	Pouawa Road Board	..	37 5 0	..	..	..	..	7 0	..	..	..	..	
	89	Nuhaka	..	46 6 3	..	5 15	..	..	..	..	..	..	5,000	
		Carried forward	..	2,492 8 3	7 40	10 15	5	165	18 25	23 28	..	..	55,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	..	2,492 8 3	7 40	10 15	5	165	18 25	23 28	..	..	55,000	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Hawke's Bay—continued.												
	90	Waiapu Inland Road	..	100 0 0	..	..	2	60	4 0	..	..	..	..	
	91	Frasertown–Waikaremoana	..	400 0 0	..	..	3	90	12 0	..	..	..	19,000	
	92	Wairoa County Roads (flood damages) ..	..	..	..	..	..	..	..	..	..	..	..	
	93	Rotokakarangu	..	100 0 0	..	..	..	..	..	..	..	..	..	
	94	Awanui–Hick's Bay	..	6 0 6	..	4 40	..	..	..	..	..	..	2,000	
	95	Cook County (flood damages)	..	200 0 0	..	..	..	..	..	..	20 0	..	..	
	96	Tautane–Weber Road	..	*Cr.* 35 13 5	1 40	..	..	..	..	..	..	..	..	And metalling.
	97	Miscellaneous and Engineering	..	25 3 6	..	..	..	..	..	..	..	..	..	
	98	Nuhaka Block	..	80 0 0	..	..	..	..	..	..	..	..	..	
	99	Nuhaka Block (No. 2)	..	58 0 0	..	..	..	..	..	..	..	..	..	
	100	Tauwharetoi Block	..	1,160 6 2	..	6 40	..	..	..	2 40	..	..	10,000	
	101	Pohui Block	..	264 7 0	..	1 65	..	..	..	..	..	..	4,300	
	102	Liberal Block	..	51 2 2	..	0 44	..	..	..	..	..	..	2,400	
	103	Umutaoroa Block	..	28 7 1	..	0 56	..	..	..	..	..	..	8,000	
	104	Waiau Block	..	300 0 0	..	..	..	..	..	..	..	..	..	
	105	Woodville Block	..	26 9 10	..	0 60	..	..	..	..	..	..	300	
		Totals, Hawke's Bay	..	5,256 11 1	9 0	25 0	10	315	34 25	25 68	20 0	..	101,000	
		Taranaki—												
	106	Taranaki–Waikato *viâ* Awakino	..	..	..	..	..	..	..	..	..	..	..	
	107	Mohakatino Bridge	..	699 6 4	0 16	..	1	174	..	..	..	..	..	
	108	Mimi–Mangaroa Road (metalling), £1 for £1 ..	..	..	..	..	..	..	..	..	..	..	..	
	109	Pukearuhe inland to Mohakatino	15 40	2,359 17 8	3 49	..	..	..	..	..	..	..	..	Felling and clearing, 6 miles 63 chains.
	110	Okoke Road	..	500 0 0	..	6 36	1	90	..	..	..	..	..	
	111	Junction Road to Purangi, £1 for £1 ..	..	1,000 0 0	..	..	..	..	4 08	..	..	..	..	Metalling.
	112	Bridge over Purangi	..	..	..	..	..	..	..	..	..	..	..	
	113	Tikorangi–Te Tarata	..	150 3 6	..	0 60	..	..	..	..	..	..	..	
	114	Tikorangi Bridge, £1 for £1	..	21 0 0	..	..	..	..	..	..	..	..	..	Plans, &c.
	115	Alfred Road	..	90 0 0	..	..	..	..	..	..	..	..	..	
	116	Ararata Bridge	..	150 0 0	..	..	1	60	..	..	..	..	..	Felling and clearing, 3 miles 74 chains.
	117	Mangamingi	..	493 19 5	..	..	..	..	..	..	..	..	..	
	118	Roads east of Waitara	..	424 16 9	..	0 15½	..	..	..	..	..	6 0	..	Felling and clearing, 1 mile 49 chains.
	119	Anderson's Road and Bridges	5 40	252 18 0	0 58	..	..	..	..	..	..	..	..	Felling and clearing, 1 mile 70 chains.
		Carried forward	21 0	6,142 1 8	4 43	7 31½	3	324	4 08	..	..	6 0	..	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	21 0	6,142 1 8	4 43	7 31½	3	324	4 8	..	..	6 0	..	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Taranaki—continued.												
	120	Kaimanuka and Rawhitiroa	..	804 4 0	..	0 64	4	267½	..	..	..	10 0	..	
	121	Autawa and Pita Roads	..	..	..	..	..	..	..	..	..	..	..	
	122	South Egmont Forest Reserve	..	..	..	..	..	..	..	..	..	..	..	
	123	Newall Road	..	..	..	..	..	..	..	..	..	..	..	Felling and clearing, 35 chains.
	124	Huiroa Township (bushfelling)	..	..	..	..	..	..	..	..	..	..	..	
	125	Moanatairi Special Settlement	..	..	..	..	..	..	..	..	..	..	..	
	126	East Road	..	1,158 7 6	..	..	..	..	..	..	..	..	..	See Vote 111, Item 2.
	127	Central Patea Valley	..	..	..	..	..	..	..	..	..	..	..	
	128	Miscellaneous	..	178 5 0	..	..	..	..	..	..	..	..	..	
	129	Autawa Block	..	104 18 0	..	2 16	..	..	..	..	..	..	..	
	130	Huiroa Block	..	1,254 6 8	..	..	..	..	..	..	..	6 0	..	Completion of 4 miles.
	131	Mangaehu Block	..	13 17 6	0 66	..	..	..	..	..	..	..	..	
	132	Mangaere Block	..	1,456 14 11	0 63	12 70	..	..	..	..	..	..	..	
	133	Ngatimaru Block	..	1,657 2 5	..	6 46	..	..	..	..	..	..	..	
	134	Oxford Association Block	..	495 9 8	..	..	..	..	..	..	..	..	..	Felled and cleared, 6 miles 22 chains.
	135	Upper Waitara Block	..	62 11 6	..	1 0	..	..	..	..	..	..	..	
	136	Milsom Block	..	1,387 7 8	..	5 62	..	..	..	..	..	..	..	
	137	Lepperton Block	..	535 3 7	..	1 60	..	..	..	..	..	..	..	Felled and cleared, 4 miles 20 chains.
	138	Mangaotuku Block	..	376 12 7	..	1 38	..	..	..	..	..	..	..	
	139	Kaitangiwhenua Block	..	1,375 0 0	..	8 0	4	135	..	..	..	..	..	
	140	Opaku-Kapara Block	..	186 14 7	..	5 21	..	..	..	..	..	..	..	
		Kaitangiwhenua No. 2 Block	..	201 19 6	..	..	..	..	..	..	..	..	..	See Item 139.
		Okoke Block	..	515 8 10	..	..	..	..	..	..	..	..	..	See Item 110.
		Totals Taranaki	21 0	17,906 5 7	6 12	53 8½	11	726½	4 8	..	..	22 0	..	
		Wellington—												
	141	Taumaranui-Ohakune	1 55	1,854 19 2	3 60	..	..	..	..	..	..	41 0	..	
	142	Hautapu-Sommerville	5 60	109 12 0	..	0 20	..	..	..	..	..	6 0	10,000	
	143	Kawatau	1 31	616 19 11	0 28	1 4	..	..	..	..	0 28	0 75	..	
	144	Maunganoko Road	..	..	..	..	..	..	..	..	..	..	..	
	145	Rangitikei Bridge, Otara, £1 for £1 ..	..	4 19 7	..	..	..	..	..	..	..	..	..	
	146	Turakina Valley Road	..	1,100 0 0	2 50	..	..	..	..	..	0 3	40 0	35,000	
	147	Watershed and Murray's	..	..	..	..	..	..	..	..	..	..	..	
	148	Kimbolton	..	449 15 0	..	..	..	..	4 0	..	..	..	..	Metalling, &c.
	149	Pemberton-Wairaki (Pukerimu)	..	54 18 7	..	..	..	..	1 72	..	..	..	..	Widening horse to dray road.
		Carried forward	8 66	4,191 4 3	6 58	1 24	..	..	5 72	..	0 31	87 75	45,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
			M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	8 66	4,191 4 3	6 58	1 24	..	..	5 72	..	0 31	87 75	45,000	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Wellington—continued.												
	150	Pakihikura Road	..	325 0 0	1 14	..	..	..	..	..	..	..	..	
	151	Waitotara–Omahine	..	..	0 44	..	..	..	..	..	..	..	..	
	152	Wanganui River Trust	..	1,350 0 0	..	..	..	..	..	..	..	..	..	
	153	Wanganui River Steamer Subsidy ..	..	475 0 0	..	..	..	..	..	..	..	..	..	
	154	Mangaramarama Road	0 74	18 19 3	0 52	..	..	..	..	..	0 52	..	200	
	155	Mangatoro Valley	3 0	2,667 16 9	3 40	..	..	..	..	..	3 40	..	10,000	
	156	Kelpie Road	1 40	70 13 3	..	0 60	..	..	..	..	..	0 60	..	
	157	Road through University Reserve.. ..	..	300 0 0	1 65	0 33	..	..	..	..	..	..	..	
	158	Alfredton–Weber Road	1 33	2,284 8 7	7 48	..	1	40	6 0	..	14 0	..	..	
	159	Okotuku Road	..	..	..	..	..	..	..	..	..	..	..	
	160	Mangawhio Road	..	190 9 3	..	..	..	..	2 40	..	7 0	..	..	
	161	Pahiatua–Palmerston North	..	34 7 0	..	..	..	..	..	3 0	..	..	..	
	162	Upper Manawatu Gorge Road	..	..	..	..	..	..	..	..	..	..	..	
	163	Oroua Bridge	..	..	..	..	..	..	..	..	..	..	..	
	164	Oroua–Coal Creek	2 55	160 15 4	..	1 52	..	..	..	..	..	1 52	..	
	165	Pohangina Valley Forest Reserve.. ..	..	100 0 0	1 34	..	..	..	0 30	..	..	..	..	Metalling.
	166	Otawhao Road	..	..	..	..	..	..	..	..	..	..	..	
	167	Mangahao Bridge	0 10	80 0 0	..	..	..	..	..	..	..	..	20,000	
	168	Mangatainoko Bridge (subsidy)	0 10	..	..	..	..	..	..	..	..	..	20,000	
	169	Tiraumea Bridge (Ngaturi)	..	1,000 0 0	..	..	1	120	..	..	..	..	100,000	
	170	Tiraumea Bridge (subsidy), Hull's Crossing ..	0 10	..	..	..	..	..	..	..	..	..	..	
	171	Mangatainoko on Bridge Road	0 10	53 10 0	..	..	..	..	..	..	..	..	20,000	
	172	Hukanui–Hawera, £1 for 10s.	..	..	..	..	..	..	..	..	..	..	..	
	173	Woodville–Aohanga	3 40	906 6 7	..	2 57	1 1 1	47 48 59	..	..	..	2 57	10,000	
	174	Te Aupapa Road and Makuri Bridge ..	..	200 0 0	..	..	..	..	..	0 78	..	..	5,000	
	175	Burlings–Mecalickstone	6 46½	22 1 0	0 25	..	..	..	..	..	..	0 25	..	
	176	Makuri Bridge (near Township)	..	295 0 0	..	..	..	..	..	..	..	..	50,000	
	177	Makairo Road	..	440 5 7	0 30	..	..	..	..	..	0 30	9 30	20,000	
	178	Makairo–Kumeroa	..	..	..	..	..	..	..	..	..	..	..	
	179	Makuri–Aohanga Road	4 9	797 15 1	..	3 48	1	58	..	..	..	12 0	5,000	
	180	Towai Road	2 40	30 12 0	..	..	..	..	..	..	1 0	2 40	..	
		Carried forward	35 43½	15,994 3 11	24 10	10 34	6	372	14 62	3 78	26 73	117 19	305,200	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
			M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	35 43½	15,994 3 11	24 10	10 34	6	372	14 62	3 78	26 73	117 19	305,200	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Wellington—continued.												
	181	Makuri–Pongaroa	12 60	1,651 16 6	..	10 60	5	28, 25, 44, 50, 60	..	..	..	10 60	30,000	
	182	Upper Makuri Valley Road	..	218 7 1	..	..	..	..	..	..	10 40	..	..	
	183	Makuri Township (unsold)	..	284 8 3	..	..	..	..	..	..	1 40	..	..	
	184	Mangatoro Township (felling)	..	..	..	..	..	..	..	..	..	..	..	
	185	Mount Baker (Pioneer)	..	505 12 4	..	0 16	..	..	..	0 52	..	3 0	..	
	186	Mangamahoe Road	..	..	..	..	..	..	..	..	..	..	..	
	187	Barton's Road to Wairere	..	57 17 4	..	..	..	..	..	..	..	..	..	
	188	Dagg's Road	..	150 0 0	3 42½	..	..	..	..	..	..	..	..	
	189	Ihuraua Valley Road	..	300 0 0	2 58	..	..	..	..	..	..	..	..	Metalling.
	190	Newman–Stirling	..	200 0 0	..	..	..	..	1 22	..	..	..	..	"
	191	Aohanga Gorge Road	..	400 0 0	2 0	..	..	..	..	..	..	..	..	
	192	Eketahuna–Parkville	..	..	..	..	..	..	..	..	..	..	..	
	193	Tiraumea Bridge and Road (Napier's Crossing)	..	900 0 0	..	..	1	155	..	..	..	..	..	
	194	Waiohine Bridge	..	..	..	..	..	..	..	..	..	..	..	
	195	Wainuioru–East Coast	..	..	..	..	..	..	..	..	..	..	..	
	196	Cleland's Road	..	..	..	..	..	..	..	..	..	..	..	
	197	Kaiwhata Valley	..	144 3 0	..	..	..	..	..	..	..	..	..	Fencing.
	198	Waikanae–Hutt Road	..	620 6 4	1 29	..	..	..	1 21	..	0 59	..	..	Re-forming and Metalling.
	199	Mount Holdsworth Road	..	..	2 42	..	..	..	..	..	..	..	..	
	200	Waitangi Bridge, Chatham Islands ..	..	210 0 3	..	..	1	90	..	..	..	..	..	
	201	Miscellaneous and Engineering	..	740 4 10	0 7	2 29	..	..	..	..	..	..	..	
	202	Waimarino (No. 2 Loan)	6 40	4,374 19 1	6 20	9 25	1	35	..	..	6 0	..	32,000	
	203	Wanganui Block	..	146 14 3	..	1 71	..	..	..	..	..	..	5,000	
	204	Kaitieke Block	..	26 12 0	..	..	..	..	..	10 0	..	..	30,000	
	205	Pohonuiotane Block (Hunterville 1, 2, 3) ..	..	618 9 0	..	5 0	..	..	..	..	..	..	22,000	
	206	Te Kapua Block (Sommerville, Palmerston North Knights of Labour)	..	2,042 16 6	1 61	1 61	..	..	..	13 54	5 0	15 0	11,000	
	207	Omahine Block	..	64 0 0	..	0 28½	..	..	..	..	..	..	..	
	200	Momohaki Village Settlement Block ..	2 40	859 16 8	1 63	..	..	..	..	..	1 63	..	1,000	
	209	Hautapu–Ruahine Block (Marton 1 and 2) ..	0 28	2,208 12 4	..	12 38	..	..	..	0 71	..	12 38	..	
	210	Hautapu Block	1 3	1,195 8 7	0 21	0 75	..	..	..	1 49½	0 21	0 56	..	
	211	Hautapu No. 2 Block	..	..	..	..	..	..	..	..	..	..	..	
	212	Mangoira–Coal Creek Block	..	1,254 17 11	..	2 42	..	..	..	0 72	..	1 22	..	
		Carried forward	58 54½	35,169 6 2	46 33½	57 79½	14	859	17 25	31 56½	52 56	160 35	436,200	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	58 54½	35,169 6 2	46 33½	57 79½	14	859	17 25	31 56½	52 56	160 35	436,200	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Wellington—continued.												
	213	Pohangina Block	..	187 9 0	..	1 29	..	..	..	1 11	..	..	..	
	214	Salisbury and Delaware Block	0 65	309 5 0	..	..	..	..	..	10 54	..	..	..	
	215	Hall Association Block	4 4	669 19 10	..	7 20	..	..	..	..	..	..	..	
	216	Waiwera Block	..	1,017 8 0	..	4 66	..	..	..	1 40	..	6 0	..	Bushwork only.
	217	Kakariki Block	..	226 14 7	1 20	..	..	..	..	0 25	5 44	..	..	
	218	Stirling Block	..	881 18 10	3 5	..	..	..	..	..	3 21	..	..	
	219	Tararua Block	..	123 6 0	..	..	..	..	..	..	..	..	..	
	220	East Puketoi Block	..	2,681 8 0	..	..	..	..	..	..	..	..	..	
	221	Wellington Fruitgrowers' Association Block ..	4 0	1,350 10 9	..	6 38½	..	..	..	..	..	6 38½	..	Works included with items 179, 180, 158.
	222	Ngarara West Block	..	..	..	..	..	..	..	..	..	..	..	
	223	Mecalickstone Farm Homestead Block ..	4 50	424 8 8	..	2 0	..	..	..	1 0	..	2 0	..	
	224	Christchurch Farm Homestead Block ..	..	267 7 2	..	0 65	..	..	..	..	..	4 20	..	
	225	Coonoor Block	..	134 0 3	..	..	..	..	..	..	..	..	..	Bushfelling.
		Totals, Wellington	72 13½	43,443 2 3	50 58½	80 58	14	859	17 25	46 26½	61 41	179 13½	436,200	
		Nelson—												
	226	Pigeon Valley–Dovedale	..	200 0 0	..	1 0	..	..	..	..	..	..	..	Also bushfelling, &c.
	227	Wairoa Gorge Road	..	200 0 0	..	0 17	..	..	..	..	..	..	..	
	228	Ngatimoti Bridge	..	180 0 0	..	..	..	..	..	..	..	..	..	
	229	Brooklyn Valley Road..	..	..	..	..	..	..	..	..	..	..	..	
	230	Takaka–Riwaka Road	..	100 0 0	..	..	..	..	..	..	..	..	..	Land-slips.
	231	Riwaka Bridge	..	..	..	..	..	..	..	..	..	..	..	
	232	Mud-flat, Karamea River–Oparara River ..	..	68 5 0	..	..	..	..	..	..	..	..	..	
	233	Mokihinui–Karamea	..	898 16 4	..	1 9	..	..	..	..	..	..	..	
	234	Karamea–Whangapeka	..	633 17 10	..	1 60	..	..	..	..	..	..	..	
	235	Mackay Pass Road	..	..	..	..	..	..	..	..	..	..	..	
	236	Mangles	..	..	..	..	..	..	..	..	..	..	..	
	237	Fox River Bridge	..	100 0 0	..	..	..	..	..	..	..	..	..	
	238	Hanmer District	..	439 1 2	..	..	..	..	..	..	..	..	..	
	239	Ferntown–Pakaroa	..	..	..	..	..	..	..	..	..	..	..	
	240	Canaan Road	..	..	..	..	..	..	..	..	..	..	..	
	241	Lloyd's Valley Road	..	..	..	..	..	..	..	..	..	..	..	
	242	Wakefield–Quail Valley	..	..	..	..	..	..	..	..	..	..	..	
	243	Stanley Brook–Wakefield	..	200 0 0	..	..	..	..	..	..	..	..	..	In progress.
	244	To purchase Roads through Crown Lands ..	..	532 8 0	..	..	..	..	..	..	..	..	..	
	245	Miscellaneous and Engineering	..	401 2 0	..	..	..	..	..	..	..	..	..	Clearing slips, &c.
		Totals, Nelson	..	3,953 10 4	..	4 6	..	..	..	..	..	..	..	

RETURN No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
							No.	Length. Ft.						
113		LANDS IMPROVEMENT ACCOUNT—*continued.*	M. ch.	£ s. d.	M. ch.	M. ch.			M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Marlborough—												
	246	Anakoa-Manaroa	..	..	..	..	..	..	..	..	..	..	..	
	247	Whatamonga-Port Underwood Track	..	101 7 11	..	1 0	..	..	..	10 0	..	..	..	
	248	Kenepuru-Manaroa	..	378 11 1	..	4 13	..	..	..	2 72	..	3 40	..	
	249	Kenepuru-Anakoa	..	..	..	..	..	..	..	..	..	..	..	
	250	Manaroa-Okoha	..	..	..	..	..	..	..	..	..	..	..	
	251	Tracks, Queen Charlotte Sound	..	..	..	..	..	..	..	..	..	..	..	
	252	Tory Heads-Whatamonga and Picton	..	249 2 2	..	3 63	..	..	..	..	..	..	..	
	253	Havelock-Tuamarina	..	300 0 0	..	..	..	..	2 72	..	..	..	..	
	254	Brown River Bridge	0 5	..	..	..	..	..	..	..	..	..	..	
	255	Mahakipawa-Kenepuru	..	..	..	0 45⅔	..	..	..	..	..	..	..	See Item 262.
	256	Torea Neck	..	..	..	..	..	..	..	..	..	..	..	
	257	Crail Bay Track	..	..	..	..	..	..	..	..	..	..	..	
	258	Double Bay	..	..	..	..	..	..	..	..	..	..	..	
	259	White's Bay-Port Underwood Road	..	..	..	..	..	..	..	..	..	..	..	
	260	Onamalutu Valley	..	..	..	..	..	..	..	..	..	..	..	
	261	Nydia Bay to Havelock	..	122 8 8	..	2 21	..	..	..	1 40	..	5 0	..	
	262	Tracks to Mahou Sound	..	28 19 0	..	..	..	..	..	..	..	..	..	Part of Mahakipawa-Kenepuru Road.
	263	Ronga Valley Road	..	45 1 6	..	..	..	..	..	3 0	..	..	..	
	264	Okiwi-Ronga	..	..	..	..	..	..	..	..	..	..	..	
	265	Miscellaneous and Engineering	..	16 2 3	..	..	..	..	..	..	..	..	..	
		Land for Settlements, Blind River Estate	..	509 7 5	..	..	..	..	..	..	..	..	..	
		Totals, Marlborough	0 5	1,751 0 0	..	11 62⅔	..	..	2 72	17 32	..	8 40	..	
		Westland—												
	266	Greenstone-Teremakau	..	583 8 10	1 57	..	..	..	..	..	..	..	2,000	
	267	Kanieri Forks-Kanieri Lake	..	195 15 6	..	..	..	..	..	..	..	..	..	See Vote 91, Item 65.
	268	Kokatahi	..	..	..	..	..	..	..	..	..	..	..	
	269	Bell Hill-Mount Alexander	..	198 18 5	1 58	1 29	..	..	..	..	..	..	1,000	
	270	Woodstock to Mahinapua	1 0	..	..	..	..	..	1 0	..	..	..	..	
	271	Whitcombe Valley Track	..	41 1 6	..	..	..	..	..	..	..	..	..	
	272	Dawson's Road	..	..	..	..	..	..	..	..	..	..	..	
	273	Lake Mapourika	..	238 1 9	..	..	..	..	..	..	..	..	..	
	274	Turnbull River Road	..	..	..	..	..	..	..	..	..	..	..	
	275	Wataroa Bluff-Okarito Track	..	..	..	..	..	..	..	..	..	..	..	
	276	Hokitika southward	2 24	149 3 9	..	2 24	..	..	..	..	..	..	..	
	277	Haast Pass Track	..	309 19 5	..	2 0	..	..	..	9 0	..	..	..	
	278	Miscellaneous and Engineering	..	43 5 4	..	..	..	..	..	..	..	..	..	
		Totals, Westland	3 24	1,759 14 6	3 35	5 53	..	..	1 0	9 0	..	..	3,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
113		LANDS IMPROVEMENT ACCOUNT—*continued.*	M. ch.	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Canterbury—												
	279	Reserve 1496, Ashburton	..	..	..	..	..	..	..	..	..	..	..	
	280	Pukaki to Mount Cook	13 0	519 10 5	2 14	..	..	..	..	..	..	..	..	
	281	Cliff Road	3 60	..	3 60	..	..	..	..	..	..	..	78,000	
	282	Contribution towards erection of Pukaki Bridge, £1 for £1	..	500 0 0	..	..	..	..	..	..	..	..	..	
	283	Fairlie to Pukaki	..	..	..	..	..	..	..	..	..	..	..	
	284	Pukaki to Omarama	..	..	..	..	..	..	..	..	..	..	..	
	285	Lake Ellesmere Drainage	..	750 0 0	..	..	..	..	..	..	..	..	..	
	286	Oxford Bush Road Extension	..	..	..	..	..	..	..	..	..	..	..	
	287	Tengawai, £1 for £1	..	..	..	..	..	..	..	..	..	..	..	
	288	Pareora Bridge	..	..	..	..	..	..	..	..	..	..	..	
	289	Haehaetemoana	..	..	..	..	..	..	..	..	..	..	..	
	290	Miscellaneous and Engineering	..	17 7 7	..	..	..	..	..	..	..	..	..	
		Land for Settlements—												
		Studholme Junction Estate	..	24 13 0	..	..	..	..	..	..	..	..	..	
		Pareora Estate	..	1 14 9	..	..	..	..	..	..	..	..	..	
		Kapua Estate	..	130 16 1	..	..	..	..	..	..	..	..	..	
		Rosebrook Estate	..	3 19 10	..	..	..	..	..	..	..	..	..	
		Otaio (Brookfield) Estate	..	9 13 1	..	..	..	..	..	..	..	..	..	
		Cheviot Estate	48 75	23,275 10 4	62 47	1 61	8	379½	28 58	..	55 48	..	..	
		Totals, Canterbury	65 55	25,233 5 1	68 41	1 61	8	379½	28 58	..	55 48	..	78,000	
		Otago—												
	291	Martin's Bay–Lake Wakatipu	..	25 0 0	..	..	..	..	..	..	..	..	..	
	292	Lake Te Anau–Sutherland Falls Track	..	395 2 4	..	7 0	..	..	..	..	..	..	..	Tourist country.
	293	Glenorchy–Earnslaw	..	..	..	..	..	..	..	..	..	..	..	
	294	Dart River Road	..	..	..	..	..	..	..	..	..	..	..	
	295	Bent Burn–Glacier Burn	..	..	..	..	..	..	..	..	..	..	..	
	296	Rees River Road	..	..	..	..	..	..	..	..	..	..	..	
	297	Pembroke–Matukituki	..	150 0 0	3 10	..	..	..	..	..	..	..	28,000	
	298	Makarora–Haast Valley	..	..	..	..	..	..	..	..	..	..	..	
	299	Makarora Valley	..	..	..	..	..	..	..	..	..	..	..	
	300	Lower Hawea and Lower Wanaka	..	..	..	..	..	..	..	..	..	..	..	
	301	Teviot Small Grazing-runs	..	11 15 2	1 20	..	..	..	..	..	..	..	7,170	
	302	Beaumont and Rankleburn	..	410 12 9	2 45½	..	..	..	..	..	..	..	2,250	
	303	Tuapeka Mouth Punt	..	..	..	..	..	..	..	..	..	..	..	
	304	Run 206A, Naseby	..	..	..	..	..	..	..	..	..	..	..	
	305	Run 206F, Maniototo	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	..	992 10 3	6 75½	7 0	..	..	..	..	..	..	37,420	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M ch.	M . ch.	Acres.	
		Brought forward	..	992 10 3	6 75½	7 0	..	..	..	..	..	..	37,420	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Otago—continued.												
	306	Roughridge–Poolburn	..	..	..	..	..	..	..	..	..	..	..	
	307	Taieri Mouth Punt	..	..	..	..	..	..	..	..	..	..	..	
	308	Seacliff Asylum Road	..	..	..	..	..	..	..	..	..	..	..	
	309	Hamilton Bridge	..	..	..	..	..	..	..	..	..	..	..	
	310	Waikawa–Catlin's	..	4,816 0 10	12 16	..	1	69	..	..	19 0	..	17,100	
	311	Glenomaru	..	395 18 9	0 30	..	1	75	..	..	..	..	1,280	
	312	Woodlands	..	478 12 4	..	5 40	..	..	..	..	..	..	480	
	313	Ratanui Road	..	150 9 4	0 64	..	..	..	..	..	..	..	500	
	314	Long Point Road	..	32 10 0	1 60	..	..	..	..	..	..	..	2,560	
	315	Hunt's Road	..	393 3 8	3 0	..	..	..	..	..	..	..	3,840	
	316	Cannibal Bay Road	..	342 15 7	2 40	..	..	..	..	..	..	..	4,000	
	317	Catlin's Roads	..	672 1 2	3 0	..	..	..	..	..	..	..	1,920	
	318	Catlin's and Tautuku	..	134 0 7	..	..	..	..	0 40	..	..	..	..	
	319	Tahaukupu	..	260 9 3	..	..	..	..	3 0	..	..	..	3,840	
	320	Rimu	..	..	..	..	..	..	..	..	..	..	..	
	321	Livingstone–Kyeburn	..	1,705 2 2	1 7	2 46	1	60	..	..	..	..	15,000	Also see after Vote 91, Item 69.
	322	Table Hill	..	..	..	..	..	..	..	..	..	..	..	
	323	Capburn Bridge, £1 for £1	..	..	..	..	..	..	..	..	..	..	..	
	324	Maungatua and Waipori	..	..	..	..	..	..	..	..	..	..	..	
	325	Purchase of Roads	..	30 16 0	..	..	..	..	..	..	..	..	..	
	326	Miscellaneous and Engineering	..	278 12 7	3 20	..	..	..	..	..	..	..	..	
	327	Lauder–Blackstone Block	..	300 0 0	..	..	..	..	..	..	..	..	860	
	328	Lauder–Tiger Hill Block	..	150 0 0	1 53	..	..	..	..	..	..	..	..	
	329	Maniototo Block	..	..	..	..	..	..	..	..	..	..	5,480	
	330	Gimmerburn Block	..	..	..	..	..	..	..	..	..	..	..	
	331	Swinburn Farm Homestead Block ..	..	..	..	..	..	..	..	..	..	..	..	
	332	Tuapeka West Block	..	100 0 0	..	..	..	..	..	..	..	..	..	
	333	Tahaukupu Block	..	259 5 0	1 7	..	..	..	..	..	..	..	..	
		Land for Settlements—		122 0 0	..	..	..	..	..	..	..	..	..	
		Te Anaraki Estate	..	334 5 5	1 51	..	..	..	..	..	..	..	344	
		Pomahaka Estate	..	1,932 17 0	8 66	..	..	..	..	..	..	..	7,352	
		Totals, Otago	..	13,881 9 11	48 9½	15 6	3	204	3 40	..	19 0	..	101,976	
		Southland—												
	334	Mossburn Bridge	..	350 0 0	..	..	1	580	..	..	..	..	10,000	
	335	Mossburn–Te Anau Road	..	..	0 60	..	..	..	..	..	..	..	6,000	
		Carried forward	..	350 0 0	0 60	..	1	580	..	..	..	..	16,000	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895.—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	..	350 0 0	0 60	..	1	580	..	..	..	..	16,000	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Southland—continued.												
	336	Gow's Creek Stock Bridge	..	50 0 0	..	..	1	60	..	..	..	..	2,000	
	337	Forest Hill Road	..	115 1 3	0 60	..	..	..	..	..	..	..	400	
	338	Forest Hill–Macdonald Road	..	..	..	..	..	..	..	..	..	..	..	
	339	Waikawa–Wyndham Valley Road ..	..	224 18 5	..	4 50	..	..	..	..	..	..	2,500	
	340	Oteramika Road	..	200 0 0	0 55	..	..	..	..	..	..	..	600	
	341	Invercargill Hundred	..	300 0 0	0 90	..	..	..	..	..	3 0	..	100	
	342	Campbelltown Hundred	..	300 0 0	..	..	..	..	..	..	3 0	..	1,000	
	343	Campbelltown	..	..	..	..	..	..	..	..	..	..	..	
	344	Riverton and Colac Bay	..	..	..	..	..	..	..	..	..	..	..	
	345	Riverton–Orepuki	..	99 13 6	0 42	..	..	..	..	..	..	..	500	
	346	Orepuki–Wairaurahiri	..	367 5 7	1 74½	1 25	..	..	1 22	..	..	..	1,000	
	347	Waiau Bridge, Clifden	..	..	..	..	..	..	..	..	..	..	..	
	348	Clifden Ferry–Eastern Bush (Limestone Gorge)	..	..	..	..	..	..	..	..	..	..	..	
	349	Otautau Bridge	..	550 0 0	..	..	1	150	..	..	..	..	10,000	
	350	Tisbury–Waimatua	..	..	..	..	..	..	..	..	..	..	..	
	351	Seaward Bush Roads	..	240 12 3	0 78½	..	..	..	1 61	..	..	..	150	
	352	Clifton to Seaward Bush	..	191 5 1	2 75¼	..	..	..	..	..	..	..	100	
	353	Mataura River Protective Works ..	..	..	..	..	..	..	..	..	..	..	..	
	354	Makarewa to Grove Bush	..	150 0 0	0 45	..	..	..	..	..	..	..	800	
	355	Wallacetown, Spar Bush, and Waimatuku Flat	..	150 0 0	0 50	..	..	..	..	..	..	..	100	
	356	Wallacetown–Ryal Bush	..	150 0 0	0 50	..	..	..	..	..	..	..	200	
	357	Centre Bush and Otapiri	..	249 18 9	2 20	..	..	..	..	..	..	..	3,000	
	358	Waikawa District	..	10 19 0	..	..	..	..	..	..	..	..	200	
	359	Longwood (XVI.–I.)	..	258 0 11	1 8	2 77	..	..	..	..	..	..	1,500	
	360	Track to McLaren's Run	..	..	..	..	..	..	..	..	..	..	..	
	361	Grassy Creek	..	..	..	..	..	..	..	..	..	..	..	
	362	Wyndham Road Bridge, £1 for £1 ..	..	..	..	..	..	..	..	..	..	..	..	
	363	Waimea Valley Road	..	..	..	..	..	..	..	..	..	..	..	
	364	Quarry Hills	..	..	0 10	..	..	..	..	..	..	..	600	
	365	Stewart Island Roads	..	373 17 7	..	6 0	2	{60 / 40}	..	10 0	..	..	15,000	
	366	Miscellaneous and Engineering	..	594 5 6	0 64	..	..	..	..	..	2 0	..	200	
	367	Gore Bridge, £1 for £1	..	..	..	..	..	..	..	..	..	..	..	
	368	Longwood (XVI.–I.) Block	..	500 4 1	..	..	..	..	..	..	..	..	..	See Item 359.
	369	Lillburn, Monowai, and Alton Block ..	..	5,532 10 8	15 22½	0 16	..	..	..	..	..	..	7,000	Includes cost of maintaining Waiau Ferry.
	370	Mokoreta (Scrubby Hill) Block	..	288 14 8	3 0	..	..	..	..	..	..	..	1,000	
		Carried forward	..	11,247 7 3	34 4¾	15 8	5	890	3 3	10 0	8 0	..	63,950	

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	..	11,247 7 3	34 4¾	15 8	5	890	3 3	10 0	8 0	..	63,950	
113		LANDS IMPROVEMENT ACCOUNT—*continued.*												
		Southland—continued.												
	371	Waikawa-Otara Block..	..	2,040 14 9	5 40	2 20	..	..	..	..	..	..	19,000	
	372	Oteramika Block	..	32 11 0	..	..	..	..	..	..	..	..	4,200	
		Totals, Southland	..	13,320 13 0	39 44¾	17 28	5	890	3 03	10 0	8 0	..	87,150	
		LANDS IMPROVEMENT ACCOUNT—GRANTS IN AID—												
	373	Co-operative Works for Unemployed ..	..	2,377 12 1	..	3 0	..	..	4 0	..	..	..	1,675	Balance of work shown against *other items*.
	374	Improved Farm Settlements	..	7,393 14 9	3 34	..	..	..	..	..	..	..	150	Expenditure chiefly for felling, clearing, and grasssing.
	375	Advances to Co-operative Workmen ..	..	50 0 0	..	..	..	..	..	..	..	..	..	
		Totals, Grants-in-aid	..	9,821 6 10	3 34	3 0	..	..	4 0	..	..	..	1,825	
		LANDS IMPROVEMENT ACCOUNT—VILLAGE SETTLEMENTS.												
	376	Improvements	..	1,111 7 2	..	..	..	..	..	..	..	..	..	
		Roads—												
	377	Auckland	..	793 17 6	..	..	..	..	..	..	..	..	..	
	378	Hawke's Bay	..	..	..	..	..	..	..	..	..	..	..	
	379	Wellington	2 42	633 15 4	1 62	..	..	..	..	..	1 62	..	300	
	380	Nelson	..	..	..	..	..	..	..	..	..	..	..	
	381	Canterbury	..	73 7 11	3 78½	..	..	..	..	..	..	..	..	
	382	Otago	..	164 9 9	2 23½	..	..	..	..	..	..	..	2,625	
	383	Southland	..	50 0 0	0 60	..	..	..	..	..	..	..	120	
		Totals, Village Settlements ..	2 42	2,826 17 8	8 64	..	..	..	..	..	1 62	..	3,045	
		TOTAL VOTE No. 113 *	232 79½	158,400 19 11	316 59¾	269 79½	58	4,015	112 57	124 69½	197 71	242 13½	997,296	
114		NATIVE LAND PURCHASE ACCOUNT.												
	4	Surveys	..	3,365 3 10	..	..	..	..	..	..	..	..	..	
		Roads—												
		To Lands acquired, viz.—												
	5	Kaueranga	..	..	..	..	..	..	..	..	..	..	..	
	6	Papamoa No. 1	..	..	..	..	..	..	..	..	..	..	..	
	7	Taumata Nos. 1A, 2A, 3B East; 3B West No. 1; 3C East A; 3C West No. 1 ..	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	..	3,365 3 10	..	..	..	..	..	..	..	..	..	

* Including Cheviot Estate and Land for Settlements.

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
			M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	..	3,365 3 10	..	..	..	..	..	..	..	..	..	
114		NATIVE LAND PURCHASE ACCOUNT—*continued*.												
		Roads—*continued*.												
		To Lands acquired, viz.—												
	8	Otawa Nos. 1A and 1B	..	..	..	..	..	..	..	..	..	..	..	
	9	Taurewa Nos. 2A and 3 .. / Okahukura Nos. 8B, 8G, and 8H	..	..	..	..	..	..	..	..	..	..	..	
	10	Mangauika A 1A	..	..	..	..	..	..	..	..	..	..	..	
	11	Ouruwhero No. 2 and Puketarata ..	..	..	..	..	..	..	..	..	..	..	..	
	12	Wharepuhunga No. 1	..	..	..	..	..	..	..	..	..	..	..	
	13	Mohakatino Parinihi No. 1A	..	..	..	..	..	..	..	..	..	..	..	
	14	Tauranga No. 1, &c...	..	..	..	..	..	..	..	..	..	..	..	
	15	Ohura South K No, 5, and L	..	..	..	..	..	..	..	..	..	..	..	
	16	Ngaire	..	1,258 1 10	..	..	..	..	..	..	..	..	..	2 miles 52 chains drain.
	17	Ruanui 2A and 3A	..	..	..	..	..	..	..	..	..	..	..	
	18	Awarua	13 43	4,719 18 7	2 55	4 25	2	114	0 15	0 51	2 55	4 33	20,000	Metalled. Sixty acres bushfelling.
	19	Horowhenua 11B	..	..	..	..	..	..	..	..	..	..	..	
	20	Waikopiro	0 64	1,116 16 4	0 53	..	..	..	..	..	..	..	14,000	
	21	Te Kumi	..	..	..	..	..	..	..	..	..	..	..	
	22	Hauturu East	..	..	..	..	..	..	..	..	..	..	..	
		To Lands partially acquired, viz.—												
	23	Whakarewarewa	..	..	..	..	..	..	..	..	..	..	..	
	24	King Country	..	..	..	..	..	..	..	..	..	..	..	
	25	Ngapaeruru	..	..	..	..	..	..	..	..	..	..	..	
	26	Okahukura 8M	..	..	..	..	..	..	..	..	..	..	..	
	27	Okohereki 1D	..	..	..	..	..	..	..	..	..	..	..	
	28	Pirongia West	..	..	..	..	..	..	..	..	..	..	..	
	29	Kinohaku East	..	..	..	..	..	..	..	..	..	..	..	
	30	Maraekowhai	..	408 19 11	..	..	..	..	..	..	..	..	..	
	31	Taumatamahoe No. 2	..	0 18 0	..	..	..	..	1 26	..	..	..	..	Metalling. (See Vote 111, Item 2.)
	32	Mangapapa No. 1C	..	..	..	..	..	..	..	..	..	..	..	
	33	Rangiwaea	..	..	..	..	..	..	..	..	..	..	..	
	34	Raetihi	..	..	..	..	..	..	..	..	..	..	..	
	35	To New Purchases	..	..	..	..	..	..	..	..	..	..	..	
		TOTAL VOTE 114*	14 27	10,869 18 6	3 28	4 25	2	114	1 41	0 51	2 55	4 33	34,000	

* Except Items 1, 2, and 3.

TABLE No. 7.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
		SUMMARY.						Length.						
		Auckland District—	M. ch	£ s. d.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
90	..	Main Roads	..	7,669 10 8	10 53	0 31½	1	32	68 5½	0 54	315 48	..	..	
91	..	Miscellaneous Roads and Bridges	1 3	8,080 5 9	15 7¾	12 25½	5	241	10 47	36 47	123 51½	46 29½	15,120	
111	..	Roads to give access	..	818 4 9	..	..	..	..	1 45	..	30 0	..	60,000	
113	..	Lands Improvement Account	68 20	22,137 6 6	79 1	52 36	7	641	13 66	16 23	32 0	32 40	185,100	
114	..	Native Lands Purchase Account	..	1,750 2 9	..	..	..	..	..	..	..	..	..	
		Totals, Auckland	69 23	40,455 10 5	104 61¾	65 13	13	914	94 3½	53 44	501 19½	78 69½	260,220	
		Hawke's Bay District—												
90	..	Main Roads	..	3,038 9 9	..	10 70	2	127	2 59	8 60	..	66 0	20,000	
91	..	Miscellaneous Roads and Bridges	..	100 0 0	..	..	..	..	..	..	..	..	..	
113	..	Lands Improvement Account	..	5,456 7 0	9 0	25 0	10	315	34 25	25 68	20 0	..	101,000	
114	..	Native Lands Purchase Account	0 64	1,854 15 11	0 53	..	..	..	..	..	..	..	14,000	
		Totals, Hawke's Bay	0 64	10,449 12 8	9 53	35 70	12	442	37 4	34 48	20 0	66 0	135,000	
		Taranaki District—												
111	..	Roads to give access	6 3	10,433 7 8	15 27	..	..	..	..	..	40 0	..	..	
113	..	Lands Improvement Account	21 0	19,352 15 10	6 12	53 8½	11	726½	4 8	..	..	22 0	..	
114	..	Native Lands Purchase Account	..	1,667 19 9	..	..	..	..	1 26	..	..	..	..	
		Totals, Taranaki	27 3	31,454 3 3	21 39	53 8½	11	726½	5 34	..	40 0	22 0	..	
		Wellington District—												
111	..	Roads to give access	17 4	6,589 7 5	3 59	9 54	2	70	4 23	..	131 21	49 54	185,000	
113	..	Lands Improvement Account	74 55½	46,971 10 6	52 40½	80 58	14	859	17 25	46 26½	63 23	179 13½	436,650	
114	..	Native Lands Purchase Account	13 43	5,569 18 3	2 55	4 25	2	114	0 15	0 51	2 55	4 33	20,000	
		Totals, Wellington	105 22½	59,130 16 2	58 74½	94 57	18	1,043	21 63	46 77½	197 19	233 20½	641,650	
		Nelson District—												
90	..	Main Roads	..	3,783 1 8	..	..	2	136	..	..	201 0	..	..	
91	..	Miscellaneous Roads and Bridges	..	525 0 0	..	..	..	..	..	..	..	..	..	
113	..	Lands Improvement Account	..	3,953 10 4	..	4 6	..	..	..	..	..	..	..	
		Totals, Nelson	..	8,261 12 0	..	4 6	2	136	..	..	201 0	..	..	

TABLE No. 7.—STATEMENT showing EXPENDITURE and WORK DONE on ROADS under the Control of the DEPARTMENT OE LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1895—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Engineering Surveys made from 1st April, 1894, to 31st March, 1895.	Expenditure from 1st April, 1894, to 31st March, 1895, charged to Authorities issued out of the Item named.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
					Dray-road.	Bridle-track.	Bridges constructed over 30ft. Span.		Dray-road.	Bridle-road.	Dray-road.	Bridle-road.		
		SUMMARY—*continued.*												
		Marlborough District—	M. ch.	£ s. d.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
90	..	Main Roads	12 55	1,615 0 0	0 39	..	2	588	5 65	..	..	..	..	
113	..	Lands Improvement Account	0 5	1,247 1 3	..	11 62⅔	..	..	2 72	17 32	..	8 40	..	
..	..	Land for Settlements	..	509 7 5	..	..	..	..	..	..	..	..	..	
		Totals, Marlborough	12 60	3,371 8 8	0 39	11 62⅔	2	588	8 57	17 32	..	8 40	..	
		Westland District—												
90	..	Main Roads	..	5,009 11 10	..	..	..	..	..	..	91 0	..	..	
91	..	Miscellaneous Roads and Bridges	1 66½	774 11 0	0 23	..	..	..	8 40	..	..	..	300	
113	..	Lands Improvement Account	3 24	2,036 19 6	3 35	5 53	..	..	1 0	9 0	..	..	3,000	
		Totals, Westland	5 10½	7,821 2 4	3 58	5 53	..	..	9 40	9 0	91 0	..	3,300	
		Canterbury District—												
90	..	Main Roads	..	1,589 14 6	..	..	..	..	..	..	50 0	..	..	
91	..	Miscellaneous Roads and Bridges	..	144 10 0	..	1 52	..	..	..	..	..	..	..	
113	..	Lands Improvement Account	16 60	1,900 5 11	9 72½	..	..	..	..	..	..	..	78,000	
..	..	Land for Settlements	..	170 16 9	..	..	..	..	..	..	..	..	..	
..	..	Cheviot Estate	48 75	23,275 10 4	62 47	1 61	8	379½	28 58	..	55 48	..	..	
		Totals, Canterbury	65 55	27,080 17 6	72 39½	3 33	8	379½	28 58	..	105 48	..	78,000	
		Otago District—												
90	..	Main Roads	..	25 13 0	..	..	..	..	..	..	..	..	..	
91	..	Miscellaneous Roads and Bridges	..	147 8 0	..	..	..	..	3 9	..	..	..	381	
113	..	Lands Improvement Account	..	13,253 1 4	39 76	18 6	3	204	7 40	..	19 0	..	98,580	
..	..	Land for Settlements	..	2,267 2 5	10 37	..	..	..	..	..	..	..	7,696	
114	..	Native Lands Purchase Account	..	27 1 10	..	..	..	..	..	..	..	..	..	
		Totals, Otago	..	15,720 6 7	50 33	18 6	3	204	10 49	..	19 0	..	106,657	
		Southland District—												
90	..	Main Roads	..	..	1 46	..	..	..	..	..	..	..	..	
91	..	Miscellaneous Roads and Bridges	..	201 1 0	0 48	..	..	..	..	..	..	..	20	
113	..	Lands Improvement Account	..	15,869 4 10	43 58¾	17 28	5	890	3 3	10 0	8 0	..	87,270	
		Totals, Southland	..	16,070 5 10	45 72¾	17 28	5	890	3 3	10 0	8 0	..	87,290	
		Grand Totals	285 78	219,815 15 5	367 70½	309 17⅙	74	5,323	218 71½	171 41½	1183 6½	408 50	1,312,117	

TABLE No. 8.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM, from 1st April, 1894, to 31st March, 1895, in the several Land Districts.

Name of Road or Work.	Number of Contracts completed.	Average Number of Men per Gang.	Character of Work done.					Minimum Wage earned per Man per Day on any one Contract, all weathers.	Maximum Wage earned per Man per Day on any one Contract, all weathers.	Average Daily Wage earned per Man per Day, all weathers.	Average Hours worked per Man per Day, all weathers.	Total Average Loss of Time by Bad Weather per Man.	Actual Cost.			Remarks.
			Length of Main Road constructed.	Length of Horse Road constructed.	Bushfelling and Clearing.	Metalling.	Other Work.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
AUCKLAND.																
Chief Surveyor—			M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Opanake–Hokianga ..	32	5·5	13 0	..	13 0	..	*	0 5 0	0 9 10	0 6 5	9	7	2,671 4 8	301 2 6	2,972 7 2	Three contracts in hand.
Herd's Point–Takahue ..	9	5·2	8 0	..	..	..	3 47	0 3 5	0 9 4	0 5 11½	8	9	1,033 19 6	156 18 4	1,190 17 10	Includes cost of re-grading road.
Waimamaku–Punakitere ..	5	5·6	..	4 0	4 0	..	..	0 5 10	0 10 1	0 8 3½	8	5	500 0 0	54 3 4	554 3 4	These men worked 10 hours per day to make the 10s. 1d.
Waimamaku–Pakanae ..	5	5·1	0 70	1 0	..	..	..	0 4 6	0 7 0	0 6 0	8	3	216 14 0	45 1 8	261 15 8	
Ngapipito Valley Road ..	10	3	..	6 71	1 0	..	..	0 5 1	0 7 2	0 5 6	8	2	323 12 0	4 17 0	328 9 0	
Ramarama Valley Road ..	2	8	..	1 40	3 0	..	2 0	0 5 6	0 6 0	0 5 9	8	..	113 0 0	12 1 7	125 1 7	
Takahue–Herekino ..	1	7	..	0 40	..	..	..	0 6 6	0 6 6	0 6 6	8	1	77 18 0	10 3 2	88 1 2	
Otau Roads, G.L. to L.B...	17	4·7	..	7 40	5 0	..	0 17	0 5 4	0 7 5	0 6 4	9	..	847 18 0	110 1 1	957 19 1	
Raglan–Tuakau	2	5	2 0	..	2 0	..	6 34	0 4 1	0 4 6	0 4 3½	8	4½	134 13 0	54 5 9	188 18 9	
Whaingaroa–Ngaruawahia	5	5	2 40	..	..	..	2 0	0 7 2	0 8 2¾	0 7 5¾	8	2½	297 11 1	45 12 4	343 3 5	
Huntly–Kahuhuru ..	18	3	..	4 26	..	..	..	0 5 4	0 9 7	0 7 8¾	8	..	178 10 11	84 17 10	263 8 9	Includes cost of pipes, timber, &c.
Swanson V.S. Roads ..	10	3	..	3 0	..	..	†	0 5 3	0 9 0	0 6 3	8	..	117 8 6	47 0 10	164 9 4	£47 includes cost 3 miles survey.
Waimamaku V.S. Roads ..	1	10	..	0 40	1 0	..	..	0 6 0	0 6 0	0 6 0	8	5	70 0 0	9 2 1	79 2 1	
Okaihau Victoria Valley Road	1	7	0 40	..	..	..	..	..	..	0 7 3	10	..	195 0 0	16 15 0	211 15 0	In hand; not completed.
Total and Averages ..	118	4·7	26 70	29 17	29 0	..	‡	0 3 5	0 10 1	0 6 6	8·5	..	6,736 19 8	935 7 6	7,672 7 2	
C. W. Hursthouse—																
Mokau–Awakino	6	3·16	1 59	..	..	..	..	0 4 6½	0 9 0¾	0 7 2¼	6·99	⅛	360 0 6	20 4 11	380 5 5	
Te Kuiti–Awakino ..	2	3·5	1 9	..	0 53	..	..	0 6 9½	0 6 9½	0 6 9⅜	7·8	1/16	126 8 0	15 9 0	141 17 0	
Taumarunui–Ohakune ..	2	6·5	3 0	..	..	..	..	0 6 7	0 7 7	0 7 2	7·6	¼	196 0 0	53 18 3	249 18 3	
Totals and Averages ..	10	3·9	5 68	..	0 53	..	..	0 4 6½	0 9 0¾	0 7 1¼	7·34	..	682 8 6	89 12 2	772 0 8	
HAWKE'S BAY.																
Waikopiro	16	6	0 53	..	1 44	..	..	0 3 4½	0 7 11½	0 5 7¾	6	..	948 11 4	261 19 3	1,210 10 7	
Waikopiro Improved Farm Settlement	5	7	..	..	..	..	129 acres§	0 4 5½	0 5 0½	0 4 8	5·3	..	209 13 9	22 0 0	231 13 9	
Tauwharetoi	5	5	..	6 0½	3 1	..	232ft.‖	0 5 9	0 12 4	0 7 9	7	9·4	696 4 6	183 17 1	880 1 7	These works were distant, and provisioning expensive.
Waikohu-motu	3	7	0 67	18 0	..	..	96ft.‖	0 8 3½	0 9 9¾	0 8 10	8·2	2	495 2 7	53 12 6	548 15 1	
Nuhaka	4	5	..	5 15	4 25	..	135ft.‖	0 5 11	0 9 6	0 7 0	8·1	2	431 9 4	95 5 2	526 14 6	
Awanui–Hicks Bay ..	3	5	..	0 4	40 0	..	160ft.‖	0 6 8	0 10 8	0 8 8	9·1	..	235 3 0	79 1 9	314 4 9	
Pohui	7	4	..	1 65	3 37	..	..	0 6 1	0 9 2	0 6 11	8	..	337 19 0	49 7 6	387 6 6	
Totals and Averages ..	43	5·6	1 40	31 4½	52 27	..	129 acres§ 623ft.‖	0 3 4½	0 12 4	0 6 9	6·8	..	3,354 3 6	745 3 3	4,099 6 9	

* Culverts, 1,317ft.; Bridges, 244ft.; Ditching, 110ft. † Culverts, 64ft. Bridges, 60ft. ‡ Culverts, 1,381ft.; Bridges, 304ft.; Ditching, 110ft. § Bushfelling. ‖ Culverts.

TARANAKI.

Chief Surveyor—																		
Pukearuhe inland to Mohakatino	59	1·95	3 49	..	6 63	..	*1 0	0 2 10½	0 7 6	0 5 0¾	9¾	1½	1,688 19 2	908 15 4	2,597 14 6	Includes eng.-survey, 15½ miles.
Okoke Road	41	1·92	..	6 36	6 36	..	†690ft.	0 3 5	[a]0 10 11	0 5 11½	9·16	1·9	810 7 10	22 3 0	832 10 10	[a] Hogan's party worked 11 hours a day.
Tikorangi–Tarata ..	1	3	..	0 60	..	..	†80ft.	..	..	..	..	..	16 10 0	..	16 10 0	No contracts completed.
Mangamingi	2	4	..	..	3 74	..	..	0 7 8	0 8 4	0 8 0	9	1·2	230 13 9	..	230 13 9	All good bushmen.
East of Waitara (Tanner)	14	3	..	0 15½	1 49	..	†72ft.	0 5 7	0 7 4	0 6 4½	8½	1·5	217 7 4	..	217 7 4	
Anderson Road	1	4	0 58	..	1 70	..	..	0 4 2	0 7 9	0 7 0¾	9	2	386 0 6	49 10 8	435 11 2	
Kaimanuka and Rawhitiroa	8	2·83	..	0 64	..	..	‡267ft.	0 5 8	0 8 6	0 7 5	8½	1·6	1,015 13 1	136 16 5	1,152 9 6	Includes iron-work for bridges.
Autawa and Pita ..	5	2·2	..	2 16	3 40	..	..	0 6 4	0 8 10	0 7 7	9	2	238 9 3	34 12 6	273 1 9	
Huiroa Block	5	2·6	..	..	2 10	..	..	0 6 7	0 7 9	0 7 0½	10	1	125 4 4	48 2 10	173 7 2	
Mangaere Block	26	2·5	0 63	12 70	2 52	..	†971ft.	0 3 9	0 7 6	0 5 10½	8·3	1·8	1,466 9 4	106 14 8	1,573 4 0	
Ngatimaru Block ..	30	3·05	..	6 46·	15 30	..	†984ft. ‡199ft.	0 6 1	0 9 6	0 7 7½	9	1·3	1,693 3 4	[b]120 14 8	1,813 18 0	[b] Includes two timber-jacks.
Oxford Association Block ..	10	3	..	..	6 22	..	..	0 6 1	0 6 9	0 6 4	8	2	495 19 8	..	495 19 8	
Upper Waitara (Uruti) ..	2	4	..	1 0	1 6	..	..	0 6 8	0 7 2	0 6 11	8	2	122 11 6	..	122 11 6	
Milsom Block	21	2·7	..	5 62	5 79	..	†874ft.	0 6 3	0 6 8	0 6 5	8	1·9	1,096 2 6	17 0 0	1,113 2 6	
Lepperton Block ..	6	4	..	1 60	4 20	..	..	0 7 2	0 7 10	0 7 5	9	2	528 17 3	6 6 4	535 3 7	
Mangaotuku Block ..	5	3	..	1 38	..	..	..	0 6 5	0 6 11	0 6 6½	8½	1	250 11 4	11 5 2	261 16 6	
Kaitangiwhenua Block ..	23	2·72	..	8 0	..	..	†485ft. ‡135ft.	0 5 6	0 7 4	[c] 9 1 [d] 8 1 [e] 6 9	8·4	1·7	1,310 18 2	280 0 10	1,590 19 0	[c] Surveyor and squarers. [d] Bridge-builders. [e] Labourers.
Stratford–Ongaruhe (Ohura)	54	2·43	6 27	..	1 71	..	†2,481ft.	0 3 8½	[f]0 8 10	0 5 7½	9	0·5	5,846 8 4	653 10 5	6,499 18 9	[f] 1 month; only part of contract.
Ngaere drainage-works ..	13	4	..	..	..	..	*2m. 52ch.	0 5 9½	0 9 4	0 8 3	8·5	1	1,056 14 6	376 18 0	1,433 12 6	In March Mumby's party made 13s. 3d. per day; but only for the easiest part of the contract.
Totals and averages ..	326	2·5	11 37	47 67½	63 62	..	*3m. 52ch. †4,627ft. ‡601ft.	0 2 10½	0 9 6	0 6 3½	8·8	..	18,597 1 2	2,772 10 10	21,369 12 0	
C. W. Hursthouse—																
Stratford–Ongaruhe ..	8	8·95	8	..	3 20	..	*3m. 10ch. †1,857ft. ‡50ft.	0 6 5½	0 8 7	0 7 3	7·02	⅛	2,632 7 7	526 4 0	3,158 11 7	Also bushfelling, 72 acres.

* Drains. † Culverts. ‡ Bridges.

WELLINGTON.

Assistant Surveyor-General—																
A. C. Turner—																
Kawatau Valley Road ..	17	4	0 69	2 44	3 33	..	..	0 4 10	0 8 8	0 7 1	9½	4½	1,879 5 10	111 19 10	1,991 5 8	Bridges to the number of fourteen, aggregating a length of 567ft., built on different roads.
Totara Road (branch) ..	3	2	..	..	0 51											
Pukerimu Road ..	6	3	..	..	..	..	1 7½*	0 4 6½	0 5 7½	0 5 3	8½	3⅜	237 1 0	15 10 0	252 11 0	
Mangawhaririki Road ..	43	3⅓	1 25	3 40	1 0	..	See remarks column.	0 3 2½	0 7 10	0 5 10	9	3¾	2,726 12 2	189 7 7	2,915 19 9	
Kelpie Road	13	2⅓	..	0 60	1 37½	..		0 3 3⅜	0 7 11⅜	0 5 5⅔	8 7/12	4	277 13 8	18 6 0	295 19 8	
Alfredton–Weber Road ..	38	5½	7 48	..	6 0	0 3		0 3 3	0 12 0	0 8 3	8¾	..	2,997 4 1	420 0 0	3,417 4 1	
Oroua–Coal Creek ..	2	4	..	0 61	1 52	..		0 5 6	0 6 0	0 5 9	6¾	35 hrs.	108 9 8	14 0 0	122 9 8	
Burlings–Mecalickstone Road	1	5	0 25	..	..	..		0 6 8	0 6 8	0 6 8	9	..	95 0 8	13 0 0	108 6 8	
Makuri–Aohanga Road ..	10	5	..	0 68	..	..		0 3 0	0 6 4	0 6 3	7	1 hr.	764 15 8	107 2 0	871 17 8	
Mount Baker	1	4	..	..	0 52	..		0 5 8	0 5 8	0 5 8	..	..	44 4 0	..	44 4 0	
Waikanae–Hutt Road ..	5	4	0 59	..	0 64	..		0 4 4¼	0 7 4¼	0 5 3½	7	1 hr.†	312 15 7	49 12 0	362 7 7	
Marton Nos. 1 and 2 Blocks	35	2⅔	..	12 38	13 17	..		0 4 3	0 8 8	0 6 7½	8 7/8	2⅜	1,728 6 2	120 0 0	1,848 6 2	
Hautapu	2	2½	..	..	1 49½	..		0 3 1	0 3 8⅛	0 3 4	8	7	94 5 6	5 12 0	99 17 6	
Mangoira–Coal Creek ..	12	4	..	2 42	3 34	..		0 4 10	0 7 8	0 6 4	7	59 hrs.	503 10 6	67 8 0	570 18 6	

* Widening horse- to dray-road. † Per day

TABLE No. 8.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1894, to 31st March, 1895, in the Several Land Districts—*contd.*

WELLINGTON—*continued.*

Name of Road or Work.	Number of Contracts completed.	Average Number of Men per Gang.	Character of Work done.					Minimum Wage earned per Man per Day on any one Contract, all Weathers.	Maximum Wage earned per Man per Day on any one Contract, all Weathers.	Average Daily Wage earned per Man, all Weathers.	Average Hours worked per Man per Day, all Weathers.	Total Average Loss of Time by Bad Weather per Man.	Actual Cost.			Remarks.
			Length of Main Road constructed.	Length of Horse Road constructed.	Bushfelling and Clearing.	Metalling.	Other Work.						Payment to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
Asst. Surveyor-General—*contd*			M. ch.	M. ch.	M. ch.	M. ch.		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
A. C. Turner—*continued.*																
Pohangina	3	3	..	1 29	2 20	..	See remarks column.	0 4 4	0 6 8	0 5 6	6	68 hrs.	172 14 0	22 15 0	195 9 0	Bridges to the number of fourteen, aggregating a length of 567ft., built on different roads.
Salisbury and Delaware	8	4	..	..	10 54	..		0 4 2	0 7 0	0 5 10	7½	44 hrs.	666 0 3	89 8 0	755 8 3	
Waiwera Block ..	19	3½	..	4 66	6 26	..		0 3 8	0 6 10	0 4 10	8	3 days	696 9 3	105 15 0	802 4 3	
Kakariki Block ..	3	3⅓	1 20	..	1 45	..		0 3 6	0 5 11	0 4 9	8	3 days	169 11 2	25 15 0	195 6 2	
Stirling Block	7	4¼	3 5	..	3 5	..		0 3 8½	0 6 7	0 4 11	8	3 days	660 16 0	100 11 0	761 7 0	
Wellington Fruit-growers	34	3½	..	6 38½	6 66½	..		0 4 0⅘	0 7 9	0 6 2	7	1 hr.*	1,117 1 6	182 3 0	1,299 4 6	
Mekalickstone ..	6	5	..	2 0	3 0	..		0 6 6	0 11 5	0 7 7	8	..	351 3 4	49 2 0	400 5 4	
Christchurch	2	6	..	0 65	..	..		0 4 2	0 10 1	0 6 3	7⅝	⅜ hr.	112 2 2	15 7 0	127 9 2	
Totals and averages	270	3¾	15 11	38 71½	67 46½	0 3	1 7½*	0 3 0	0 12 0	0 6 3¾	8·2	..	15,715 2 2	1,722 19 5	17,438 1 7	* Widening horse- to dray-road.
G. T. Murray—																
Pipiriki–Karioi Road ..	13	2·3	1 36	..	1 76	..	30ft.†	0 5 0	0 9 9	0 6 11	8	1/6	703 10 11	252 19 4	956 10 3	
Moawhango–Karioi ..	5	1·9	1 2	..	..	..	40ft.†	0 4 2	0 7 6	0 5 9	8	1/6	179 5 0	32 1 6	211 6 6	
Raetihi–Parapara ..	32	33	2 21	9 54	12 33	..	640ft.‡	0 3 4	0 9 2	0 7 1	8	1/6	2,419 15 10	184 2 0	2,603 17 10	
Raetihi–Ohura.. ..	35	2·7	6 20	..	5 60	..	35ft.† 825ft.‡	0 2 11	0 9 8	0 5 11	7	1/6	2,342 19 5	620 2 7	2,963 2 0	Item £620 2s. 7d. includes all powder; wage 2s. 11d., by men unaccustomed to bush.
Waipuna Ridge ..	9	2·3	..	3 14	3 16	..	..	0 3 8	0 8 1	0 6 7	8	1/8	443 17 4	63 8 0	507 5 4	
Makotuku and Middle ..	5	2·2	..	4 20	[a]4 20	..	..	0 5 4	0 7 9	0 6 2	8	1/8	136 0 0	3 9 6	139 9 6	[a] Scrubbing and clearing.
Rangataua	7	3	..	1 71	1 71	..	..	0 2 8	0 8 0	0 5 3	8	1/8	255 6 3	17 9 6	272 15 9	
Tekapua	13	4·7	1 61	1 61	13 54	..	120ft.‡	0 5 0	0 9 0	0 7 1	8	1/8	1,383 4 0	108 4 8	1,491 8 8	
Turakina Valley ..	15	4·1	2 50	..	2 40	..	120ft.‡	0 5 0	0 10 5	0 8 6	9	1/8	1,244 13 9	126 3 1	1,370 16 10	Wage 10s. 5d., on dangerous cliff.
Taihape Farm	10	4·6	..	..	..	..	150 acres§	0 1 6	0 6 0	0 3 7	8	1/6	247 5 0	109 16 1	357 1 1	Tools, £89 8s.; wage 1s. 6d., by man and boy not accustomed to work.
Taihape–Paengaroa ..	1	3	..	0 20	0 20	..	..	0 4 6	0 4 6	0 4 6	8	1/10	33 0 0	51 14 11	84 14 11	Tools, £30 18s. 3d.
Mangawharariki ..	36	2·8	1 10	..	1 15	0 1	30ft.†	0 2 2	0 12 2	0 6 9	8	1/8	1,222 2 1	388 18 8	1,611 0 9	Item £388 18s. 8d. includes all powder; wage 2s. 2d., by men not accustomed to work.
Momohaki	7	4	1 63	..	0 69	..	..	0 5 9	0 10 1	0 8 4	9	1/5	700 13 9	80 3 11	780 17 8	
Totals and averages ..	188	3·36	18 23	21 0	47 74	0 1	135ft.† 1,705ft.‡ 150 acres§	0 2 2	0 12 2	0 6 8¼	8	..	11,311 13 4	2,038 13 9	13,350 7 1	
R. H. Reaney—																
Tiraumea North ..	2	7	0 52	..	..	..	74ch.‖ 58ch.¶ 135ft.‡	0 7 3	0 7 6	0 7 4½	7½	1⅜	154 5 2	30 0 11	184 6 1	
Waihi	1	6	..	0 40	..	..	..	0 8 11	0 8 11	0 8 11	8	..	51 8 4	[c]112 11 5	163 19 9	[c] Includes £63 8s. 5d. for surveys by Mr. Climie, and £49 for bridges by day party.
Mangarama V.S. ..	5	7	1 40	..	..	..	141ft.‡ 65ch.¶ 2m. 20ch.‖	0 4 7	0 8 0	0 6 4	7·6	1·2	282 3 11	[d]48 4 3	330 8 2	[d] Includes surveys.

† Bridges. ‡ Culverts. § Bushfelling. ‖ Engineering surveys. ¶ Drains.

Makairo V.S.	1	5	0 22	..	..	..	22ch.‖ 36ft.‡	0 6 2	0 6 2	0 6 2	7½	3·4	70 7 6	17 18 0	88 5 6	[e] Includes maintenance.
Mangatoro Valley ..	21	4·7	3 40	..	3 40	..	3 miles‖ 87ch.¶ 1,118ft.‡ 59½acs.§	0 5 7	0 9 0	0 7 2	7·1	7·5	2,229 6 9	[f]188 12 6	2,417 19 3	[f] Includes surveys (£42), maintenance, and metalling.
Woodville–Aohanga ..	8	5·4	..	2 57	3 0	..	3m. 40ch.‖ 1m.49ch.¶ 154ft.†	0 5 5	0 7 11	0 6 4	6·2	11·3	608 12 2	[g]346 0 1	954 12 3	[g] Includes surveys (£26), bridges, and maintenance.
Makairo	2	4	0 30	..	..	..	..	0 8 4	0 9 7	0 8 11	8	4	166 10 6	[h]181 14 10	348 5 4	[h] Includes maintenance.
Makuri–Pongaroa ..	15	5	..	10 60	10 60	..	1m.29ch.¶ 187ft.†	0 4 6	0 9 3	0 7 0½	7·2	3·6	1,133 5 6	[i]1,013 6 11	2,146 12 5	[i] Includes cost of five bridges, maintenance, and surveys.
Towai	..	..	..	..	..	..	2m. 40ch.‖	..	..	..	..	..	..	30 12 0	30 12 0	All for surveys and maintenance.
Makuri–Aohanga ..	7	5·7	..	2 20	2 73	..	490ft.‡	0 3 9	0 7 7	0 5 11	6·7	9·4	537 8 7	[k]126 4 1	663 12 8	[k] Maintenance.
Hall A.S.S. Block ..	7	5·4	‡7 20	..	7 20	..	4m. 0ch.‖	0 6 0	0 8 9	0 7 0	7·8	0·4	580 11 4	[l]131 15 8	712 7 0	[j] Includes cost of surveys.
Totals and averages ..	69	5·3	13 44	16 17	27 33	..	4m.11ch.¶ 1920ft.‡ 341ft.† 59½ac.§	0 3 9	0 9 7	0 6 10¼	7·1	..	5,813 19 9	2,227 0 8	8,041 0 5	

† Bridges. ‡ Culverts. § Bushfelling. ‖ Eng. surveys. ¶ Drains.

WESTLAND.

Kanieri–Forks to Kanieri Lake Road	8	4·5	3 52	..	0 3	3 53	Bridges, culverts,& repairs	0 6 0	0 9 0	0 7 5	7·8	2·5	753 14 2	57 13 11	811 8 1	Widening and metalling road, also construction of deviation and bridge: cartage of metal, £165 5s. 1d.; timber, £10 12s. 3d.; total, £175 17s. 4d.
Stafford–Waimea Road ..	3	3	0 23	..	0 21	..	4 culverts	0 5 7	0 7 0	0 6 0	7·26	9·1	129 18 2	60 16 5	190 14 7	Includes cost of tools, &c., and in total cost is included progress payment of £25 for survey of road, £10 6s. 8d. for timber, paid for by contractors.
Greenstone–Teremakau Road	4	5·25	1 57	..	..	1 57	..	0 7 1·2	0 8 0·5	0 7 7·5	7·18	10·2	457 17 6	125 11 4	583 8 10	Incluеds cost of tools, &c., and in total cost is included payment for survey, £47 19s.
Hokitika – Southward Road (Karangarua–Cooks)	5	5	..	2 24	..	..	..	0 6 9·8	0 8 11·3	0 7 11	7·7	3·8	140 19 9	185 15 6	326 15 3	Includes cost of tools, &c., and in total cost is included ironwork for Ohinetamatea Bridge, which is under contract. These five contracts are now completed, but only progress-payments have yet been made, owing to difficulty of sending money.
Haast Pass Track	6	4·5	..	2 0 9 0 improved	..	..	..	0 9 0	0 12 6	0 9 7	7·4	7·5	716 1 5	302 15 2	1,018 16 7	This work was partly carried out by day labour and co-operative parties.
Bell Hill–Mount Alexander Road	3	3·7	1 58	1 29	..	1 58	..	0 8 4·7	0 11 0	0 9 5	8·0	..	167 11 0	31 7 5	198 18 5	Portion widening horse-track to dray-road; remainder new horse-track.
Taipo Track to Seven-mile Track	2	4·5	..	0 70	0 70	..	..	0 6 7·1	0 9 7	0 8 5·5	7·2	10·0	181 15 8	12 10 0	194 5 8	Cost of survey, £12 10s. This work was carried out for Mines Department.
Totals and averages ..	31	4·4	7 30	15 43	1 14	7 8	4 culverts *	0 5 7	0 12 6	0 8 1	7·5	..	2,547 17 8	776 9 9	3,324 7 5	

* Other work—culverts, bridges, and repairs not enumerated completely.

TABLE No. 8.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1894, to 31st March, 1895, in the several Land Districts.

NELSON.

Name of Road or Work.	Number of Contracts completed.	Average Number of Men per Gang.	Character of Work done.					Minimum Wage earned per Man per Day on any one Contract, all Weathers.	Maximum Wage earned per Man per Day on any one Contract, all Weathers.	Average Daily Wage earned per Man, all Weathers.	Average Hours worked per Man per Day, all Weathers.	Total Average Loss of Time by Bad Weather per Man.	Actual Cost.			Remarks.
			Length of Main Road constructed.	Length of Horse Road constructed.	Bushfelling and Clearing.	Metalling.	Other Work.						Payment to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
			M. ch.	M. ch.	M. ch.	M. ch.		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Mokihinui–Karamea ..	1	15	0 15½	..	..	0 15½	..	0 5 0	0 7 6½	0 6 3¼	8	10	142 6 8	10 12 4	152 19 0	Under Grant No. 726.
" ..	1	24	0 21	..	..	0 21	..	0 6 1	0 8 1	0 7 0	8	4	166 4 9	33 15 3	200 0 0	" No. 855.
" ..	1	8	0 12	..	0 12	0 12	..	0 8 8½	0 8 8½	0 8 8½	8	..	49 17 3	3 14 9	53 12 0	" No. 850.
" ..	1	7	0 11	..	0 11	0 11	..	0 8 1⅝	0 8 1⅝	0 8 1⅝	8	..	45 11 10	4 11 2	50 3 0	" "
" ..	1	7	0 10	..	0 10	0 10	..	0 8 10	0 8 10	0 8 10	8	..	40 18 4	2 18 8	43 17 0	" "
" ..	1	7	0 10	..	0 10	0 10	..	0 9 9¼	0 9 9¼	0 9 9¼	8	..	44 15 0	3 7 0	48 2 0	" "
" ..	1	7	0 10	..	0 10	0 10	..	0 11 10¼	0 11 10¼	0 11 10¼	8	..	40 18 10	2 18 2	43 17 0	" "
Karamea–Wangapeka ..	1	5	..	0 20	0 20	0 20	20 acres*	0 6 3	0 8 0	0 7 1½	8	2	80 0 0	10 0 0	90 0 0	
" ..	1	5	..	0 20	0 20	0 20	..	0 5 10	0 7 6	0 6 8	8	2	70 0 0	10 0 1	80 0 1	First-class road-men. (Little Wanganui end of road.)
" ..	1	5	..	0 20	0 20	0 20	..	0 5 3	0 6 5	0 5 10	8	2	81 10 0	10 0 1	91 10 1	
" ..	1	5	..	0 20	0 20	0 20	..	0 4 5	0 5 11	0 5 2	8	2	53 0 0	10 0 1	63 0 1	Contract abandoned.
" ..	1	5	..	0 20	0 20	0 20	..	0 9 1	0 10 0	0 9 6⅓	8	2	88 0 0	10 0 1	98 0 1	First-class road-men.
" ..	1	5	..	0 20	0 20	0 20	..	0 5 5	0 7 0	0 6 2½	8	2	76 0 0	10 0 1	86 0 1	
" ..	1	5	..	0 20	0 20	0 20	..	0 6 1	0 8 5	0 7 3	8	2	80 0 0	10 0 1	90 0 1	First-class road-men.
Karamea–Wangapeka ..	1	6	..	0 20	0 20	..	..	0 5 6	0 7 6	0 6 6	8	2	24 18 7	11 1 9	36 0 4	(Wangapeka end of road.)
" ..	1	5	..	0 20	0 20	..	..	0 8 0	0 10 0	0 9 0	8	2	23 4 0	11 1 9	34 5 9	
" ..	1	6	..	0 20	0 20	..	..	0 8 0	0 10 0	0 9 0	8	2	26 0 0	11 1 9	37 1 9	
" ..	..	..	..	..	..	..	..	..	..	..	..	..	..	105 18 10†	105 18 10†	
Totals and averages ..	17	7·5	1·9½	2·40	3·13	2·69½	20 acres*	4·5	11·10¼	0 7 2	8	..	1,133 5 3	271 1 11	1,404 7 2	

* Bushfelling. † For special rock-work.

CANTERBURY.

Chief Surveyor—																
Pukaki–Mount Cook Road	8	8	2 14	..	..	..	..	0 4 8	0 8 1½	0 5 7¾	6	10	337 0 6	181 5 11	518 6 5	
Nukuroa – Village Settlement Roads	4	2	0 57½	..	..	0 6½	..	..	..	0 6 6	..	..	28 17 7	2 8 0	31 5 7	
Waimate Gorge Drain ..	1	3	..	..	..	..	1 culvert 38ch.¶	0 7 9¼	0 7 9¼	0 7 9¼	..	..	16 2 10	..	16 2 10	The estimated cost and vote for completing this work is £61 2s. 5d.
Roads in Arundel Village Settlement	2	4	1 41	..	..	..	2 culverts §	0 6 5½	0 6 5½	0 6 5½	..	..	52 10 7	1 9 5	54 0 0	
Totals and averages ..	15	5.5	4 32½	..	..	0 6½	38ch.¶ 3 culverts §	0 4 8	0 8 1½	0 5 10	6	..	434 11 6	185 3 4	619 14 10	

¶ Drains. § Two open crossings.

Chief Surveyor (Cheviot)—																		
Port Robinson	5	4	..	..	..	..	..	0 6 0	0 10 0	0 7 7	7½	6	227 13 0	21 4 6	248 17 6	Reclamation, groin, and retaining-wall. Higher wages paid to stonemasons on groin and retaining-wall.
Jed River diversion ..	1	5	..	..	..	..	0 2	0 6 4	0 6 4	0 6 4	8	..	20 15 9	1 10 0	22 5 9	
Cathedral Road and drain	2	3	..	..	..	..	0 33	0 8 0	0 9 2	0 8 7	8	..	43 15 5	4 6 0	48 1 5	
Homestead Willows Road	9	4	1 13	..	..	..	..	0 5 0	0 9 7½	0 7 10	8	4	290 4 7	30 0 0	320 4 7	
Domett Saddle Road ..	4	4	..	..	..	..	..	0 6 0	0 7 0	0 6 6	8	3	93 9 6	9 10 0	102 19 6	Ditching and bridge approaches.
Hurunui Flats Road ..	7	3	..	..	..	..	..	0 6 0	0 8 0	0 7 0	8	3	110 15 2	10 5 0	121 0 2	Ditching, &c.
Parnassus Road	12	4	1 36	..	..	..	..	0 5 3	0 9 0	0 6 10	8	2½	382 9 5	38 4 0	420 13 5	
Homestead Port Road ..	60	4	0 20	..	..	..	..	0 6 0	0 12 2	0 8 3	8	5	2,823 16 8	282 6 0	3,106 2 8	Slips, groins, &c. Higher wages made by especially-good men on slips, groins, &c., and quarrying and breaking stone.
Laundry Road	4	4	0 30	..	..	0 15	..	0 6 11	0 10 1	0 8 7	8	..	133 3 3	13 3 0	146 6 3	
Port Hurunui Road ..	5	4	0 15	..	..	0 71	..	0 7 0	0 7 0	0 7 0	8	3	106 1 5	10 6 0	116 7 5	
Accommodation Road ..	4	4½	0 43	..	..	..	..	0 5 6	0 7 5	0 6 5½	8	..	140 11 4	14 0 0	154 11 4	
East and West Waiau ..	5	3	..	..	..	..	..	0 7 0	0 9 9	0 8 2	8	2	172 17 2	17 4 0	190 1 2	Side-ditching, clearing, forming.
Elizabeth Road	1	2	..	..	..	..	..	0 6 0	0 6 0	0 6 0	8	2	17 11 2	1 10 0	19 1 2	Ditching.
Sinclair Road	14	4½	1 32	..	..	..	..	0 5 3	0 7 4	0 6 2	8	4	457 8 11	45 14 0	503 2 11	
McMillan Road	10	4½	0 61	..	..	..	..	0 6 0	0 7 3	0 6 7	8	3	443 5 5	44 6 0	487 11 5	
The Downs Road ..	4	4	0 40	..	..	..	..	0 5 4	0 8 8	0 6 10	8	3	210 7 0	30 0 0	240 7 0	
Homestead, Leamington ..	4	3	..	..	..	..	..	0 6 0	0 8 0	0 7 0	8	..	70 18 6	7 10 0	78 8 6	Ditching-pipes, and removing of slips.
Caverhill Roads	10	4	2 50	..	..	..	..	0 6 4	0 6 7	0 6 5½	8	6	325 4 10	40 11 4	365 16 2	
St. Leonard's Road ..	33	4½	4 0	0 20	..	..	..	0 6 2	0 9 0	0 7 10	8	6	1,290 0 9	140 17 5	1,430 18 2	
Streets, Mackenzie ..	2	4	..	..	..	..	..	0 7 0	0 9 3	0 8 1½	8	1	74 12 2	7 0 0	81 12 2	Levin and Montgomery Street drains.
Tormore Road	22	4	8 36	..	..	..	..	0 5 8	0 7 9	0 6 7	8	2	517 0 2	51 10 0	568 10 2	
Gerard Road	2	4	0 14	..	..	..	..	0 5 11	0 8 10	0 6 6	8	..	85 4 6	8 10 0	93 14 6	
Kaiwara Sledge-track ..	3	4	..	1 40	..	..	..	0 8 9	0 8 10	0 8 9½	8	..	103 17 10	11 0 0	114 17 10	
Totals and averages ..	223	4·05	21 70	1 60	..	1 6	0 35	0 5 0	0 12 2	0 7 5	8	..	8,141 3 11	840 7 3	8,981 11 2	

OTAGO.

Catlin's-Waikawa	38	2·89	4 33½	..	2 60½	..	..	0 4 3	0 8 5	0 0 5¾	6·47	12·50	2,023 0 11	406 16 5	2,429 17 4	
Tahakopa Valley	6	3	1 75	..	..	..	..	0 3 7	0 6 5¾	0 4 7¼	..	..	447 18 3	87 13 0	535 11 3	
Warnock's-Blocks VII. and IV., Woodland	8	3·87	..	1 61	1 61	..	..	0 3 4¼	0 7 9	0 4 9	6·17	13·40	285 17 4	63 1 4	348 18 7	
Shaw's-Block VII., Woodland	4	2	..	0 44	0 47	..	..	0 3 1	0 6 7	0 5 11⅓	..	..	43 10 7	10 13 0	54 3 7	
Upper Catlin's River ..	11	4·13	..	1 21	3 75½	..	..	0 3 7¾	0 7 3½	0 5 4¾	6·68	6·25	610 13 1	93 19 4	704 12 5	
Ratanui	1	3	..	..	0 21	..	..	0 5 10	0 5 10	0 5 10	8·0	3·0	10 5 0	1 5 0	11 10 0	
Tuck's	3	4·33	0 62	..	..	..	..	0 4 11	0 5 4	0 5 1	6·47	10·8	143 18 11	32 11 0	176 9 11	
Cannibal Bay	6	3·50	..	2 11	..	..	..	0 4 9	0 5 5	0 5 2¼	7·64	3·66	248 13 3	37 18 3	286 11 6	
Hunt's	7	4	..	2 0	..	..	..	0 5 3½	0 7 0¾	0 6 10	7·49	2·01	256 13 3	34 18 9	291 12 0	
Kaler's-Saddle	1	2	..	0 4	0 4	..	..	0 6 4	0 6 4	0 6 4	..	..	8 5 0	1 0 0	9 5 0	
Block VII., Catlin's (Houiapapa)	2	3·50	..	1 0	1 0	..	..	0 4 6	0 4 8	0 4 7½	6·54	8·50	77 19 2	3 10 7	81 9 9	
Waitati Road	4	4	..			0 18	0 4	0 5 0	0 6 2	0 5 7½	..	..	63 9 6	3 4 0	66 13 6	
West Harbour Beach ..	8	5	1 36	..	..	..	..	0 4 5	0 7 6	0 5 7¼	7·7	5	378 15 4	45 5 10	424 1 2	
Pomahaka Roads	21	3·57	6 47	..	..	..	..	0 4 0½	0 6 9	0 5 8¼	6·85	7	940 12 0	141 18 4	1,072 10 4	
Totals and averages ..	120	3·48	15 13½	8 61	10 29	0 18	0 4	0 3 1	0 8 5	0 5 3¾	6·9	..	5,539 11 6	953 14 10	6,493 6 4	

TABLE No. 8.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1894, to 31st March, 1895, in the several Land Districts —*continued.*

SOUTHLAND.

Name of Road or Work.	Number of Contracts completed.	Average Number of Men per Gang.	Character of Work done.					Minimum Wage earned per Man per Day on any one Contract, all weathers.	Maximum Wage earned per Man per Day on any one Contract, all weathers.	Average Daily Wage earned per Man per Day, all weathers.	Average Hours worked per Man per Day, all weathers.	Total Average Loss of Time by Bad Weather per Man.	Actual Cost.			Remarks.
			Length of Main Road constructed.	Length of Horse Road constructed.	Bushfelling and Clearing.	Metalling.	Other Work.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
			M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Waikawa-Otara Road ..	16	4·3	5 40	..	6 45	..	770ft.*	0 3 4	0 6 8	0 4 4	6·66	1·34	1,603 0 9	437 6 3	2,040 7 0	
Curio Bay Section	4	4	..	2 20	2 20	..	748ft.* 30ft.†	0 4 8	0 7 3	0 5 5	6·66	1·34	335 4 0	242 8 5	577 12 5	
Lillburn Roads	47	3	10 14	0 66	0 10	0 17·5	1,911ft.* 100ft.† 732ch.‡	0 3 2	0 10 8	0 6 11	7·33	0·67	3,254 14 3	541 6 4	3,796 0 7	
Waikawa-Wyndham Valley	2	4	..	2 38	2 38	..	..	0 8 0	0 9 6	0 8 9	6·66	1·34	195 1 1	34 16 0	229 17 1	
Scrubby Hill-Mokoreta Road	6	4·5	3 0	..	..	..	235ft.* 27ch.‡	0 6 2	0 9 6	0 7 11	6·66	1·34	243 19 6	55 9 8	299 9 2	
Waikawa-Catlin's Road ..	10	3·9	4 16	..	..	..	80ft.†	0 5 4	0 7 6	0 6 2	6·66	1·34	672 1 5	193 2 3	865 3 8	Including £68 5s., maintenance.
Orepuki-Wairaurahiri Road	5	..	1 7	0 4	..	..	240ft.*	..	..	..	..	..	98 5 8	35 0 6	133 6 2	
Seaward Bush, Block XXII. (Clifton to Seaward Bush)	4	4·5	..	..	2 75	..	..	..	..	..	..	..	238 0 7	28 2 2	266 2 9	
South Invercargill	2	4	..	..	...	0 46	..	..	..	..	..	..	173 7 11	24 2 6	197 10 5	
Blocks I. and XVI., Longwood	8	3·3	0 4	4 0	5 8	..	712ft.* 51ch.‡	0 6 3	0 9 2	0 7 2	7·33	0·67	496 15 6	98 13 2	595 8 8	
Riverton-Orepuki Roads ..	1	3	0 21	..	..	..	..	0 6 6	0 6 6	0 6 6	7·33	0·67	36 9 6	..	36 9 6	
Woodend, Block V., Kent St.	2	3	..	..	0 36	..	60ft.*									
Waiau Bush Road	9	3	..	..	5 8	..	56ft.* 8ch.‡ 62ch.§	0 6 1 0 5 2	0 6 1 0 9 6	0 6 1 0 7 4	7·33 7·33	0·67 0·67	74 17 0 923 11 10	1 2 6 72 0 3	75 19 6 995 12 1	
Oteramika Block	1	3	..	..	1 79	..	..	..	..	..	..	..	28 17 6	3 13 6	32 11 0	
Totals and averages ..	117	3·4	24 22	9 48	26 79	0 63·5	4,732ft.* 130ft.† 10m. 18c.‡ 62chs.§ 167¾ac.¶	0 3 2	0 10 8	0 6 7	7·0	..	8,374 6 6	1,767 3 6	10,141 10 0	

* Culverts. † Bridges. ‡ Drains. § Fascines. ¶ Bushfelling.

SUMMARY.

Auckland—																				
Chief Surveyor	118	4·7	26 70	29 17	29 0	..	1·6 ch.* 1,381ft.† 304ft.‡	0 3 5	0 10 1	0 6 6	8·5	..	6,736 19 8	935 7 6	7,672 7 2	Includes cost of re-grading road, and of pipes and timber.
C. W. Hursthouse ..	10	3·9	5 68	..	0 53	..	..	0 4 6½	0 9 0¾	0 7 1¼	7·34	..	682 8 6	89 12 2	772 0 8	
Hawke's Bay	43	5·6	1 40	31 4½	52 27	..	623ft.† 129 ac.§	0 3 4½	0 12 4	0 6 9	6·8	..	3,354 3 6	745 3 3	4,099 6 9	Works distant, and provisioning expensive.
Taranaki—																
Chief Surveyer	326	2·5	11 37	47 67½	63 62	..	3m. 52ch.* 4,637ft.† 601ft.‡	0 2 10½	0 9 6	0 6 3½	8·8	..	18,597 1 2	2,772 10 10	21,369 12 0	Includes ironwork for bridges, and two timber-jacks.
G. F. Robinson, Rd. Surv'yor																
C. W. Hursthouse ..	8	8·95	8 0	..	3 20	..	3m. 10ch.* 1,857ft.† 50ft.‡	0 6 5½	0 8 7	0 7 3	7·02	..	2,632 7 7	526 4 0	3,158 11 7	
Wellington—																
Assistant Surveyor-General	270	3·75	15 11	38 71½	67 46½	0 3	567ft.‡ 1m. 7½ch.[1]	0 3 0	0 12 0	0 6 3¾	8·2	..	15,715 2 2	1,722 19 5	17,438 1 7	
A. C. Turner, Rd. Surveyor																
G. T. Murray	188	3·36	18 23	21 0	47 74	0 1	2ch.* 1,705ft.† 150ac.§	0 2 2	0 12 2	0 6 8¼	8	..	11,311 13 4	2,038 13 9	13,350 7 1	
R. H. Reaney	69	5·3	13 44	16 17	27 33	..	16m. 36ch.‖ 4m. 11ch.* 1,785ft.† 341ft.‡ 59½ac.§	0 3 9	0 9 7	0 6 10¾	7·1	..	5,813 19 9	2,227 0 8	8,041 0 5	
Nelson—																
Chief Surveyor	17	7·5	1 9½	2 40	3 13	2 69½	20ac.§	0 4 5	0 11 10¼	0 7 2	8	..	1,133 5 3	271 1 11[a]	1,404 7 2	[a] This includes £105 18s. 10d. for special rock-work. Numerous three-log culverts, unspecified, were erected.
Canterbury—																
Chief Surveyor	15	5·5	4 32½	..	..	0 6½	38ch.* 3 culverts[2]	0 4 8	0 8 1½	0 5 10	6	..	434 11 6	185 3 4	619 14 10	
Cheviot	223	4·5	21 70	1 60	..	1 6	35ch.*	0 5 0	0 12 2	0 7 5	8	..	8,141 3 11	840 7 3	8,981 11 2	
Westland—																
Chief Surveyor	31	4·4	7 30	15 43	1 14	7 8	4 culverts[3]	0 5 7	0 12 6	0 8 1	7·5	..	2,547 17 8	776 9 9	3,324 7 5	This includes ironwork for the Ohinetamatea Bridge, cost of road-deviation, and £165 5s. 1d. for cartage of metal.
Otago—																
Chief Surveyor	120	3·48	15 13½	8 61	10 29	0 18	4ch.*	0 3 1	0 8 5	0 5 3¾	6·9	..	5,539 11 6	953 14 10	6,493 6 4	
Southland—																
Chief Surveyor	117	3·4	24 22	9 48	26 79	0 63½	10m. 18ch.* 4,732ft.† 167⅜ac.§ 130ft.‡ 62ch. fasc.	0 3 2	0 10 8	0 6 7	7	..	8,374 6 6	1,767 3 6	10,141 10 0	
Totals and averages ..	1,555	3·7	174 70½	222 29½	333 50½	12 15½	22m. 11·6ch* 16,720ft.† 1,993ft.‡ [4] 526¼ac.§ 1m. 7½ch.[1] 62ch. fasc. 16m. 36ch.‖	0 2 2	0 12 6	0 6 6½	7·9	..	91,014 12 0	15,851 12 2	106,866 4 2	

* Drains † Culverts. ‡ Bridges. § Bushfelling ‖ Engineering surveys. [1] Widening road. [2] Two open crossings. [3] Culverts, bridges, and repairs not enumerated.

Table No. 9.

STATEMENT showing the BLOCKS of LAND which have been proclaimed under "The Government Loans to Local Bodies Act Amendment Act, 1891," and the Report of the Surveyor-General on the Value of such Blocks, and on the necessary Works, and the Estimated Cost of the Works, and on the Moneys expended in respect of such Blocks out of Moneys borrowed under the said Act.

Name of Block.	Area of Block.	Gazetted.			Surveyor-General's Report.			Expenditure.		
		No.	Page.	Date.	Valuation of Block.	Works required to open up such Block.	Estimated Cost proposed to be borrowed.	To March 31, 1894.	April 1, 1894, to March 31, 1895.	Total to Mar. 31, 1895.
1891–92.	Acres.				£		£	£	£	£
Tauhoa, Sections 184 to 201 ..	4,069	15	336	18 Feb., 1892	1,675	Road-works	449	380	..	380
Mangamingi	6,000	"	"	" "	9,040	"	4,286	4,286	..	4,286
Oroua-Coal Creek	6,000	"	"	" "	6,440	"	1,050	1,050	..	1,050
Waimarino	20,900	"	"	" "	16,880	"	1,000	1,000	..	1,000
							6,837	274	4,342	4,616
North-east Puketoi	13,300	"	"	" "	6,455	"	3,990	3,990	..	3,990
Mount Baker	9,200	"	"	" "	9,600	"	2,487	2,487	..	2,487
Woodlands, Blocks II., VIII., V., VI.	13,400	"	"	" "	11,225	"	4,950	4,950	..	4,950
Maruwhenua (part) ..	13,000	"	"	" "	10,000	"	5,000	5,000	..	5,000
Maungataniwha	4,000	23	479	18 Mar., "	1,500	"	500	173	30	203
Takahue	1,900	"	"	" "	712	"	300	100	..	100
Manganuiowae	5,000	"	"	" "	2,500	"	500	170	..	170
Waoku	22,804	"	"	" "	10,000	"	2,000	2,000	..	2,000
Motatau	5,000	"	"	" "	1,875	"	600	318	256	574
Mareretu	5,000	"	"	" "	2,500	"	395	395	..	395
Ahuroa	4,000	"	"	" "	2,500	"	500	99	324	423
Motu	33,000	"	"	" "	14,025	"	2,475	2,475	..	2,475
East Puketoi	83,500	"	"	" "	83,500	"	19,375	15,767	3,608	19,375
Maruwhenua	36,090	"	"	" "	49,200	"	2,000	2,000	..	2,000
1892–93.										
Ruapekapeka	11,900	77	1345	6 Oct., 1892	4,462	Road-works	500	..	380	380
Akaaka Swamp	2,935	72	1273	15 Sept., "	2,093	Drainage ..	920	526	197	723
Waimate Reserve No. 1126 ..	634	"	"	" "	6,269	Road-works	300	300	..	300
Waimate Reserve No. 1128 ..	516	"	"	" "	7,268	"	25	25	..	25
Waimate Reserve No. 1178 ..	157	"	"	" "	2,193	"	25	25	..	25
Huiroa	6,433	"	"	" "	5,318	"	2,093	596	1,497	2,093
Mangaehu	492	"	"	" "	604	"	301	..	27	27
Kaimanuka	9,987	"	"	" "	5,350	"	2,665	2,665	..	2,665
Momahaki	626	"	"	" "	550	"	156	156	..	156
Woodlands, Blocks VII., X., XI.	1,693	74	1297	22 Sept., "	1,384	"	307	307	..	307
Hautapu-Ruahine	28,600	"	"	" "	21,000	"	7,000	2,129	2,381	4,510
Tautuku, Block I.	3,850	77	1346	6 Oct., "	2,800	"	555	555	..	555
Lillburn, Monowai, and Alton	30,745	83	1389	20 Oct., "	23,059	"	8,000	2,046	5,164	7,210
Nuhaka	9,577	80	1365	13 Oct., "	4,664	"	568	488	80	568
Otau	18,510	71	1255	8 Sept., "	6,941	"	2,350	333	2,017	2,350
Liberal	2,800	83	1388	20 Oct., "	2,900	"	400	347	53	400
Maioro Swamp	722	80	1365	13 Oct., "	451	Drainage ..	225	225	..	225
Tanner	5,200	78	1361	10 Oct., "	5,950	Road-works	1,780	1,780	..	1,780
Longwood, Blocks XVI. and I.	5,659	90	1529	11 Nov., "	2,829	"	1,400	875	525	1,400
Oxford	4,000	4	23	12 Jan., 1893	3,550	"	1,200	..	485	485
Upper Waitara	840	13	240	23 Feb., "	1,914	"	126	..	62	62
Glenomaru, Blocks III., IV., V., VII., IX., X.	1,495	95	1606	8 Dec., 1892	946	"	237	237	..	237
		13	246	23 Feb., 1893						
Tuapeka West, Blocks I., II., III., IV., VII., VIII.	2,545	13	246	" "	1,681	"	367	..	259	259
		102	1742	29 Dec., 1892						
		"	1745	" "						
Rankleburn, Block VI. ..	544	13	246	23 Feb., 1893	409	"	136	136	..	136
		102	1744	29 Dec., 1892						
Milsom	6,686	21	374	23 Mar., 1893	6,237	"	1,750	..	1,719	1,719
Opuawhanga No. 1	5,000	23	412	30 Mar., "	1,875	"	500	265	..	265
Waiwera	3,900	"	413	" "	4,101	"	1,460	225	1,235	1,460
Kakariki	5,000	"	"	" "	5,786	"	1,562	1,169	329	1,498
Waiau	8,831	"	412	" "	5,621	"	1,405	437	300	737
Ngatimaru, Blocks V., IX. ..	4,580	"	"	" "	4,762	"	1,940	110	1,453	1,563
Paterson, Block I.	633	"	411	" "	316	"	158	158	..	158
Mokoreta	7,400	"	"	" "	3,700	"	1,850	198	292	490
Waikawa-Otara	31,000	"	"	" "	15,500	"	7,750	415	1,409	1,824
Waikawa	6,000	"	412	" "	3,000	"	1,500	1,500	..	1,500
1893–94.										
Lepperton	2,775	83	1383	20 Oct., 1892	2,998	"	966	..	535	535
Mangaere	7,432	30	526	27 April, 1893	12,845	"	4,144	503	1,424	1,927
Opuawhanga-Whangarei No. 1	4,600	34	571	1 May, "	2,300	"	500	..	476	476
Tauhoa-Komokoriki.. ..	2,650	35	573	4 May, "	1,000	"	325	128	197	325
Swinburn	1,790	40	656	18 May, "	1,610	"	288	..	100	100
Tahaukupu	2,817	13	245	23 Feb., "	2,256	"	675	524	29	553
Catlin's	196	"	246	" "	196	"	50	..	..	..
Omahine, Block I.	455	8	152	2 Feb., "	341	"	114	..	114	114
Mangoira-Coal Creek ..	6,500	74	1297	22 Sept., "	8,204	"	2,031	263	1,628	1,891
Carried forward ..	544,868	..	..	..	436,860	..	119,298	66,560	32,927	99,487

Table No. 9—*continued.*

STATEMENT showing the BLOCKS of LAND which have been proclaimed under "The Government Loans to Local Bodies Act Amendment Act, 1891," &c.—*continued.*

Name of Block.	Area of Block.	Gazetted.			Surveyor-General's Report.			Expenditure.		
		No.	Page.	Date.	Valuation of Block.	Works required to open up such Block.	Estimated Cost proposed to be borrowed.	To March 31, 1894.	April 1, 1894, to March 31, 1895.	Total to Mar. 31, 1895.
	Acres.				£		£	£	£	£
Brought forward ..	544,868	..	..	..	436,860	..	119,298	66,560	32,927	99,487
1893-94.										
Pohui	4,306	90	1521	11 Nov., 1892	3,655	Road-works	538	..	316	316
Kaimarama	3,182	71	1372	21 Sept., 1893	1,580	"	318	..	263	263
Stirling	4,770	28	539	31 Mar., 1892	6,678	"	1,193	72	1,102	1,174
Tauwharetoi	9,404	68	1324	7 Sept., 1893	4,975	"	1,175	..	1,139	1,139
Nuhaka No. 2	777	68	1324	" "	485	"	58	..	58	58
Autawa	4,725	21	393	23 Mar., "	4,276	"	1,153	..	74	74
Tararua	3,993	19	339	16 Mar., "	4,592	"	998	..	998	998
Waipoua	58,200	74	1419	5 Oct., "	29,100	"	5,800	1,067	3,741	4,808
Opaku-Kapara	18,620	4	26	12 Jan., "	10,455	"	2,793	..	155	155
Woodville	254	49	939	22 June, "	286	"	25	..	25	25
Umutaoroa..	1,461	"	"	" "	956	"	100	..	16	16
Taupiri	9,200	45	860	8 June, "	3,910	"	920	134	..	134
Oteramika	6,253	71	1377	21 Sept., "	2,631	"	625	..	32	32
Wellington Fruit-growers' Association	2,625	72	1274	15 Sept., 1892	8,565	"	1,313	..	1,313	1,313
Ngarara West	3,892	"	"	" "	3,425	"	973	..	..	..
Mangaokahu	2,325	54	1047	6 Aug., 1893	1,163	"	233	..	221	221
Hautapu, Blocks XV., XIV., XI.	6,293	92	1567	24 Nov., 1892	5,469	"	1,573	..	1,151	1,151
Glenomaru, Block VI. ..	25	62	1211	10 Aug., 1893	80	"	25	..	25	25
Waikoikoi Town	28	"	"	" "	87	"	29	..	..	..
1894-95.										
Kaitangiwhenua Special Settlement	11,000	19	340	16 Mar., "	6,600	"	1,375	..	1,375	1,375
Gimmerburn	8,682	24	481	29 Mar., 1894	6,152	"	1,032	..	..	..
Lauder-Blackstone	3,809	"	"	" "	3,608	"	476	..	400	400
Lauder-Tiger Hill	28,723	"	"	" "	22,112	"	3,361	..	..	..
Maniototo	277	"	"	" "	245	"	104	..	..	..
Hautapu No. 2	6,856	65	1272	24 Aug., "	8,860	"	1,714	..	..	..
Mekalickstone	6,010	19	339	16 Mar., 1893	4,954	"	1,503	..	377	377
Hall	3,175	"	340	" "	4,871	"	794	..	482	482
Egmont, Block VI.	1,683	57	1163	26 July, 1894	1,721	"	421	..	..	..
Palmerston North Knights of Labour	10,995	28	539	31 Mar., 1892	12,222	"	2,749	..	..	..
Sommerville	8,566	"	"	" "	9,085	"	2,142	..	1,834	1,834
Wanganui	6,222	19	340	16 Mar., 1893	6,046	"	1,556	..	146	146
Coonoor	3,000	"	339	" "	4,502	"	988	..	131	131
Pakiri	2,950	21	387	23 Mar., "	1,106	"	369	..	..	..
Invercargill Hundred ..	1,403	72	1273	15 Sept., 1892	1,840	"	400	..	..	..
Ruahine	4,800	61	1291	16 Aug., 1894	2,225	"	840	..	..	..
Pohonuiatane	28,000	19	340	16 Mar., 1893	28,000	"	600	..	600	600
Salisbury and Delaware ..	13,399	28	539	31 Mar., 1892	14,272	"	3,350	..	184	184
Waiotahi	6,050	57	1162	26 July, 1894	2,269	"	756	..	..	..
Okoke	13,893	51	1049	5 July, "	9,577	"	2,369	..	..	..
Momahaki Village Settlement	824	7	131	25 Jan., "	6,311	"	1,360	..	..	..
Tiger Hill	1,298	44	828	1 June, 1893	433	"	65	..	..	..
Lower Wanaka	3,368	34	714	10 May, 1894	1,250	"	101	..	..	..
Teviot	572	42	786	25 May, 1893	337	"	166	..	..	..
Totals	860,756	..	..	..	687,826	..	167,731	67,833	49,085	116918

TABLE No. 10.—RETURN of FIELD-WORK executed by the STAFF and CONTRACT SURVEYORS, from 1st April, 1894, to 31st March, 1895.

LAND DISTRICT OF AUCKLAND.

Surveyor and District.	Major Triangulation. Acres.	Cost per Acre.	Total Cost.	Minor Triangulation. Acres.	Cost per Acre.	Total Cost.	Topographical Survey for Selection under "The Land Act, 1892." Acres.	Cost per Acre.	Total Cost.	Rural and Suburban. Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Town Section Survey. Acres.	No. of Allotments.	Cost per Allotment.	Total Cost.	Native Land Court Survey.* Acres.	No. of Secs. or Divs.	Cost per Acre	Total Cost.	Gold-mining Survey. Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Roads, Railways, and Water-races. Miles.	Cost per Mile.	Total Cost.	Detention by Native Opposition or other Causes. Cost.	Other Work. Cost	Total Cost of Surveyor and Party from 1st April, 1893, to 31st March, 1894.	Remarks.
		d.	£ s. d.		d.	£ s. d.		d.	£ s. d.			s.	£ s. d.			s.	£ s. d.			s.	£ s. d.			s.	£ s. d.		£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Staff Surveyors.																																
L. Cussen. Hamilton, &c.	..	..	..	45,000	0·5	94 3 8	..	..	..	..	..	..	..	..	..	..	..	3,600	4	0·25	45 0 0	..	..	..	..	13·0	17·5	227 11 2	..	783 9 8	1,173 12 2	"Other work" is for field inspection of 450,000 acres in King country and Awakino District; nearly all broken forest.
J. Baber, jun. Tauranga, &c.	..	..	..	..	..	..	..	..	..	2,930	3	0·92	134 10 0	..	..	..	..	..	..	..	..	..	..	..	..	30·5	15·0	457 10 0	..	225 0 0	810 16 6	Generally easy country.
G. A. Martin. Whangarei, &c.	..	..	..	..	..	..	..	..	..	6,727	27	2·72	915 18 2	..	..	..	..	..	..	..	..	..	..	..	..	15·0	11·4	171 15 6	..	..	922 19 2	New work in forest country, and re-survey of old sections; all difficult work and heavy forest.
C. Stevens. Tangihua, &c.	..	..	..	..	..	..	..	..	..	3,703	44	3·63	672 12 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	362 11 0	Re-surveys. Resigned from the service, 31st December, 1894.
J. I. Philips. Whakatane, &c.	..	..	..	17,920	1·01	75 10 0	..	..	..	19,530	45	0·98	964 17 8	..	..	..	..	..	..	..	..	..	..	..	..	31·25	10·7	334 12 6	..	..	734 4 6	19,530 acres rather broken forest at Wairoa; minor trig. at Waimana; all forest.
H. D. M. Haszard. Tokatoka, &c.	..	..	..	..	..	..	..	..	..	11,656	85	1·03	603 8 9	..	..	..	..	..	..	..	..	..	..	..	..	3·5	9·0	31 10 0	..	55 0 3	723 2 0	About half re-surveys. "Other work" includes Ranger's reports, inspections of road contracts and kauri bushes, &c.
A. H. Vickerman. Pakiri, &c.	..	..	..	..	..	..	..	..	..	10,343	107	1·1	569 0 0	..	..	..	..	..	..	..	..	..	..	..	..	4·25	9·8	41 15 0	..	19 17 0	757 16 0	"Other work" includes road inspections, Ranger's reports, &c.: all resurveys.
T. K. Thompson. Hohoura E., &c.	..	..	..	..	..	..	..	..	..	1,327	33	6·0	398 2 0	..	..	..	..	..	..	..	..	..	..	..	..	5·0	15·0	75 0 0	..	175 0 0	735 17 4	"Other work" includes 10 miles C.L. boundaries at £8 5s. Re-survey and trig. from Mangonui to North Cape.
R. S. Galbraith. Opotiki	..	..	..	..	..	..	..	..	..	153	26	3·95	30 4 4	35	16	22·5	18 0 0	..	..	..	..	..	..	..	..	1·75	8·9	15 11 6	..	8 5 6	741 0 6	Broken forest land.
A. B. Wright. Road Surveyor	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54·0	8·6	464 8 0	..	..	546 9 7	
Temporary Staff.																																
J. R. Vaile. Auckland	..	..	..	..	..	..	..	..	..	1,166	14	2·25	131 3 6	4	3	126·0	18 17 10	..	..	..	..	..	..	..	..	4·5	13·0	58 10 0	..	..	172 11 11	Isolated surveys.
N. F. Haszard. Opuawhanga, &c.	..	..	..	..	..	..	..	..	..	9,573	46	1·44	689 12 0	..	..	..	..	..	..	..	..	..	..	..	..	0·75	12·6	9 10 0	..	3 0 0	776 7 11	Very broken forest country.
W. C. Spencer. Harataunga, &c.	..	..	..	..	..	..	..	..	..	695	7	2·73	95 1 0	..	..	..	..	11,487	11	0·21	124 10 0	..	..	..	..	16·67	13·56	226 2 1	..	..	623 11 9	Very broken forest country.
H. A. Warner. Whangape	..	..	..	..	..	..	..	..	..	2,749	38	2·09	288 6 2	..	..	..	..	..	..	..	..	..	..	..	..	17·0	10·0	170 0 0	..	12 12 0	678 8 6	All dense forest.
Andrew Wilson. Waipoua	..	..	..	..	..	..	..	..	..	5,073	45	1·44	366 9 6	..	..	..	..	..	..	..	..	..	..	..	..	12·0	9·78	117 7 6	..	..	360 9 6	Broken forest country.
J. B. Thompson. Mangakahia	..	..	..	..	..	..	..	..	..	826	13	2·02	83 15 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 9 0	7 6 0	310 0 8	All forest.
E. P. Turner. Wharepapa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 15 0	..	265 13 5	
A. J. Paterson. Otane Wainuku	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	203 3 10	
Means and totals	..	..	..	62,920	0·65	169 13 8	..	..	..	76,451	533	1·55	5,943 1 7	39	19	38·83	36 17 10	15,087	15	0·22	169 10 0	..	..	..	..	209·17	11·48	2,401 3 3	10 4 0	1,289 10 5	10,898 16 3	
Authorised Surveyors.																																
E. F. Adams. Thames, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	450	16	8·88	199 17 1	..	..	..	..	..	80 16 0	
P. Bedlington. Whangarei, &c.	..	..	..	..	..	..	..	..	..	1,155	6	2·11	121 17 4	..	..	..	..	..	..	..	..	458	2	2·63	60 6 0	..	..	..	..	..	508 9 5	
R. Campbell. Whangaroa, &c.	..	..	..	..	..	..	..	..	..	1,612	4	1·40	113 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	103 16 8	Generally broken land.
O. M. Creagh. Waimana, &c.	..	..	..	..	..	..	..	..	..	1,000	2	1·57	78 16 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	163 14 4	Broken land.
E. de C. Drury. Hamilton, &c.	..	..	..	..	..	..	..	..	..	240	1	2·08	25 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25 0 0	Forest land.
E. Fairburn. Waikato, &c.	..	..	..	..	..	..	..	..	..	1,300	4	1·65	107 5 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	107 5 2	Broken forest land.
A. L. Foster. Waimana	..	..	..	..	..	..	..	..	..	2,157	4	1·53	165 4 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	150 0 0	Broken forest land.
A. L. Foster, H. K. Hovell, Maungaru	..	..	..	..	..	..	..	..	..	3,561	24	1·70	303 19 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	106 15 0	Avoca Special Settlement Contract. A. L. Foster, £197 19s. 4d.: H. K. Hovell, £106.
E. Frissell. Kawhia	..	..	..	..	..	..	..	..	..	543	3	2·30	62 10 6	..	..	..	..	3,526	25	1·75	309 4 1	..	..	..	..	..	..	..	..	..	25 0 0	Subdivision of Kawhia Block.
J. Goodall. Awaroa	..	..	..	..	..	..	..	..	..	1,690	4	1·56	131 19 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	62 10 6	Forest and open fern land.
J. Gwynneth. Whangamarino	..	..	..	..	..	..	..	..	..	335	2	2·15	36 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	131 19 6	Very broken forest land.
W. F. Hammond. Auckland, &c.	..	..	..	..	..	..	..	..	..	1,288	16	2·09	134 13 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36 0 0	Easy country.
J. Hannah. Waipu, &c.	..	..	..	..	..	..	..	..	..	5,032	25	2·24	565 0 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	190 7 2	Broken forest land.
J. W. Harrison. Tutamoe, &c.	..	..	..	..	..	..	..	..	..	1,648	4	1·33	109 19 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	610 0 5	Includes Marlborough Special Settlement Contract.
F. J. Hosking. Tokatoka	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	149	10	14·11	117 11 0	..	..	..	..	..	100 19 7	Swamp country.
L. Jackson. Thames, &c.	..	..	..	..	..	..	..	..	..	1,700	17	2·20	187 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66 7 9	Includes 2 miles of foreshore for dredging claims, at £6 4s. per mile.
R. C. Jordan. Tauranga, &c.	..	..	..	..	..	..	..	..	..	854	3	1·68	71 19 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	187 4 0	£23 4s. 1d. is still owing by Papamoa Special Settlement.
A. M. Kelly. Awaroa	..	..	..	..	..	..	..	..	..	729	4	1·74	63 14 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26 6 3	Broken fern land.
F. V. Kelly. Awaroa, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	143	6	6·76	48 7 9	..	..	..	..	..	63 14 9	Broken forest land.
N. Kenny. Ohinemuri, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34 16 6	
D. H. Lusk. Karioi	..	..	..	..	..	..	..	..	..	1,224	2	1·49	91 13 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	189 10 0	Forest country.
R. J. McFarland. Awaroa, &c.	..	..	..	..	..	..	..	..	..	1,283	6	2·08	133 17 4	..	..	..	..	..	..	..	..	..	..	..	..	6·75	13·18	89 0 0	..	..	244 3 8	Broken forest country.
H. Mitchell. Rotorua, &c.	..	..	..	..	..	..	..	..	..	2,000	2	1·25	125 10 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	162 8 4	Easy forest country.
A. B. Morrow. Great Barrier	..	..	..	..	..	..	..	..	..	719	4	1·69	61 0 0	..	..	..	..	..	..	..	..	..	..	..	..	1·67	5·01	8 7 6	..	..	61 1 6	Very broken fern and forest land.
R. Neumann. Omapere, &c.	..	..	..	..	..	..	..	..	..	2,830	14	1·91	270 13 5	..	..	..	..	342	1	1·98	34 0 0	..	..	..	..	1·67	10·0	16 15 4	..	..	396 10 7	Forest country.
W. C. O'Neill. Mangonui, &c.	..	..	..	..	..	..	..	..	..	1,908	15	2·44	232 19 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	197 15 7	
G. H. Purchas. Thames, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18,643	1	0·38	351 19 11	772	19	7·75	299 8 7	..	..	..	..	..	552 0 5	Awaiti Block, 18,643 acres on Waihou River.
J. Reilly. Coromandel, &c.	..	..	..	..	..	..	..	..	..	208	2	2·62	27 5 0	..	..	..	..	..	..	..	..	238	11	8·60	102 8 2	..	..	..	..	..	92 18 3	
T. G. Sandes. Hamilton, &c.	..	..	..	..	..	..	..	..	..	521	2	1·88	49 2 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 2 9	Forest country.
F. Sewell. Raglan, &c.	..	..	..	..	..	..	..	..	..	1,000	1	1·33	66 13 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66 13 4	Forest country.
L. Simpson. Maketu, &c.	..	..	..	..	..	..	..	..	..	1,405	2	1·08	76 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	70 0 0	Easy country.
I. Stephens. Hokianga, &c.	..	..	..	..	..	..	..	..	..	152	4	4·15	31 10 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	39 16 8	Includes one school-site, 2 acres.
D. Stubbing. Rotorua, &c.	..	..	..	..	..	..	..	..	..	938	8	2·33	109 6 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	109 6 10	Easy forest country.
A. Teesdale. Te Kaha	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,894	1	0·98	93 6 4	..	..	..	..	..	..	..	..	..	93 6 4	Survey of Maraehako Block, all forest.
H. N. Warner. Auckland	..	..	..	..	..	..	..	..	..	353	1	1·79	31 13 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30 0 0	Broken forest country.
H. M. Wilson. Whangarei	..	..	..	..	..	..	..	..	..	831	6	2·28	95 0 8	..	..	..	..	..	..	..	..	940	3	2·52	118 16 0	7·66	7·83	60 0 0	..	..	273 16 9	
W. Cussen	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	721 12 10	
C. Clayton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	247 17 0	
J. Skinner	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	381 17 6	
G. T. Wilkinson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 15 6	
W. Harrison	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	224 0 0	
Means and totals	..	..	..	..	..	..	..	..	..	40,216	192	1·83	3,680 10 9	..	..	..	..	24,405	28	0·65	788 10 4	3,150	67	6·01	946 14 7	17·75	9·81	174 2 10	..	..	6,964 16 9	
Grand means and totals	..	..	..	62,920	0·65	169 13 8	..	..	..	116,667	725	1·65	9,623 12 4	39	19	38·83	36 17 10	39,492	43	0·48	958 0 4	3,150	67	6·01	946 14 7	226·92	11·04	2,575 6 1	10 4 0	1,289 10 5	17,863 13 0	

* 84 subdivisions comprising 158,645 acres were paid for privately by Native owners either by arrangement or at schedule rates.

LAND DISTRICT OF HAWKE'S BAY.

																											£ s. d.					
E. C. Goldsmith. District Surveyor, Poverty Bay	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	596 6 0	District Surveyor and Land Officer.
J. Hay. District Surveyor, Makaretu and Ruataniwha	..	..	..	..	..	..	..	..	..	2,757	13	3·01	414 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54 1 8	920 12 8	Rough, heavy forest country; experienced much wet weather.
D. Gillies. Hikurangi and Opoiti	..	..	..	..	..	..	4,200	1·26	265 4 10	4,855	4	0·71	173 2 8	..	..	..	..	..	..	..	..	..	..	..	..	4	17 0 0	68 0 0	..	3 5 3	455 8 5	Transferred to Blenheim.
W. J. Wheeler. Matakaoa, Cape; Mangaporo, Waiapu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	80,933	13	0·22	916 15 9	..	..	..	..	..	..	..	..	25 0 0	678 7 4	Transferred to Land Purchase Department, 1st January, 1895.
J. Mouatt. Hangaroa	..	..	..	..	..	..	..	..	..	34,869	6	0·39	678 11 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	585 14 4	Survey of country into small grazing-runs.
W. Armstrong	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	79 7 0	18 0 11	
Morgan Carkeek. Cape	..	..	..	84,000	1·04	365 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	165 0 0	
A. D. Newton. Motu and Takapau	..	..	..	..	..	..	18,000	0·41	371 0 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	538 3 0	Forest country.
T. J. Mountain. Takapau	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100 7 3	Taken on 1st January, 1895, on settlement work.
J. Stevenson. Motu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	155 15 4	Taken on 1st January, 1895, on settlement work.
J. Roddick. Matakaoa and Cape	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,074	2	0·63	257 2 5	..	..	..	..	..	..	..	..	..	73 16 0	Taken on 1st January, 1895, on Native survey and roads.
G. J. Winter. Mangaporo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,654	1	0·77	180 7 2	..	..	..	..	..	..	..	..	..	204 13 8	Cost advanced by Government.
W. O'Ryan. Waiapu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	180 17 2	Cost advanced by Government.
Carkeek and Matthews. Mangapor	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	125 0 0	Cost advanced by Government on survey.
D. Ross. Takapau	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·6	33 6 8	20 0 0	..	..	221 19 0	Waikopiro Block.
G. Grant. Uawa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7·5	15 13 6	117 11 6	..	..	29 11 6	Road through Marunga Block.
Means and totals	..	..	..	84,000	1·04	365 0 0	22,200	0·571	636 5 4	42,481	23	0·6	1,266 12 0	..	..	..	..	93,661	16	0·29	1,354 5 4	..	..	..	..	12·1	17 0 0	205 11 6	..	161 13 11	5,058 12 2	

TABLE No. 10.—RETURN of FIELD-WORK executed by the STAFF and CONTRACT SURVEYORS, from 1st April, 1894, to 31st March, 1895—*continued.*

LAND DISTRICT OF TARANAKI.

Surveyor and District.	Topographical Survey. Acres.	Cost per Acre.	Total Cost.	Minor Triangulation. Acres.	Cost per Acre.	Total Cost.	Topographical Survey for Selection under "The Land Act, 1892." Acres.	Cost per Acre.	Total Cost.	Rural and Suburban. Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Town Section Survey. Acres.	No. of Allotments.	Cost per Allotment.	Total Cost.	Native Land Court Survey. Acres.	No. of Secs. or Divs.	Cost per Acre.	Total Cost.	Roads, Railways, and Water-races. Miles.	Cost per Mile.	Total Cost.	Detention by Native Opposit'n or other Causes. Cost.	Other Work. Cost.	Total Cost of Surveyor and Party from 1st April, 1894, to 31st March, 1895.	Remarks.
		d.	£ s. d.		d.	£ s. d.		d.	£ s. d.			s. d.	£ s. d.			£ s. d.	£ s. d.			s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Staff Surveyors.																												
H. M. Skeet, District Surveyor. Upper Waitara, Pouatu, Ngatimaru, Ngaire, Mahoe, and Omona	..	..	..	..	..	..	..	..	..	8,140	82	1 10·3	757 14 0	..	..	..	..	..	..	..	..	..	..	..	..	183 19 2	876 1 3	Wet and expensive district. Densely wooded country, and part open swamp; very wet. No cadet assisting. Other work includes inspection and checks of surveys in two or three districts, and exploration for and selection of about thirteen miles road-lines.
E. W. Buckeridge, Assistant Surveyor. Ngatimaru	..	..	..	..	..	..	..	..	..	3,552	17	2 0	355 4 0	..	..	..	..	..	..	..	..	..	..	..	..	15 12 0	717 4 4	Terrace End Special Settlement survey: 11,200 acres field-work completed, but plotting not finished. District wet and expensive, densely bushed, and very broken. No cadet assisting.
G. H. Bullard, Assistant Surveyor. Cape, Omona, Taurakawa, and Opaku	..	..	..	..	..	..	..	..	..	1,817	3	2 4	212 1 10	100	12	3 7 6	40 10 6	..	..	..	..	34¼	27 15 11	951 19 8	..	67 0 0	751 8 6	Road-work in difficult and expensive district; very broken and densely bushed. Section survey "spotting" sections and a township. No cadet assisting.
J. F. Frith, Assistant Surveyor. Taurakawa, Kapara, Opaku, and Omona	..	..	..	183,654	1·5	1,147 16 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	798 2 8	Densely bushed and broken country; expensive district; at present difficult of access. No cadet assisting. Field-work of Rawhitiroa Block subdivision; 35,000 acres almost completed.
W. T. Morpeth, Assistant Surveyor. Egmont, Upper Waitara, and Mimi	5,000		125 0 0	4,352	1·7	30 3 0	..	..	..	4,510	53	1 3½	291 4 10	..	..	..	..	..	..	..	..	chns. 65	18 11 8	15 2 0	..	142 8 11	749 11 4	Densely bushed and broken country, part difficult of access. Topographical survey for definition of areas suitable for special improved-farm settlements. Minor triangulation for breaking-down purposes. Road surveyed through Native lands. Section survey, partly "spotting" section. No cadet assisting.
W. H. Skinner, Office Surveyor. Hawera, Waitara, Paritutu, Ngatimaru, Ngaire, and Cape	..	..	..	..	..	..	..	..	..	68½	4	6 4·8	21 18 4	1¾	2	2 8 6	4 17 0	..	..	..	..	..	..	..	..	115 19 11	65 2 7	Isolated small section surveys. Other work includes field inspection and checks of surveys, surveys of harbour, extension of standard survey of Town of New Plymouth, &c.
Temporary Surveyors.																												
A. G. Allom, Assistant Surveyor. Ngatimaru, Omona, Mahoe, and Upper Waitara	..	..	..	7,000	2	58 6 8	..	..	..	5,765	32	2 10·4	827 8 6	..	..	..	..	..	..	..	..	..	..	..	..	45 0 0	807 2 5	Densely bushed and broken country. Minor triangulation for breaking-down purposes. Section survey in two widely-separated districts. Stores and material had to be packed and swagged over a very long and difficult route to site of works. No cadet assisting.
C. Finnerty, Assistant Surveyor. Ngatimaru and Mahoe	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	197 14 9	Subdivision of part of the Taumatamahoe Block in progress.
P. Holt, Assistant Surveyor. Omona ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 8 0	681 4 2	Field-work of 5,400 acres completed, but plans not finished. 7,200 acres in progress.
W. H. Murcott, Assistant Surveyor. Huiroa, Ngatimaru, Mahoe, and Taurakawa	..	..	..	..	..	..	..	..	..	1,155	22	1 6·7	90 0 0	..	..	..	..	..	..	..	..	..	..	..	..	51 10 0	716 14 8	Densely bushed and broken country. Section survey completed in more accessible positions, though scattered. Field-work in hand nearly completed. Other work includes clearing trig. site, and a small deviation road survey. No cadet assisting.
N. Prentice, Assistant Surveyor. Ohura	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	239 18 1	Sectional subdivision of the Rata-to-mokia Block in hand. Field-work of 1,500 acres finished, and of 4,122 acres incomplete yet.
L. C. Sladden, Assistant Surveyor. Ngatimaru and Upper Waitara	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	199 3 1	Subdivision of another part of Taumatamahoe Block in progress. Field-work of 3,300 acres nearly completed.
A. L. Sealy, Assistant Road Surveyor. Mimi and Upper Waitara	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	miles. 15½	25 13 6	398 0 1	..	..	676 12 7	Engineering road surveys in heavily timbered and very broken country.
C. E. Cooke, Assistant Surveyor. Mimi..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	181 19 10	312 0 11	Exploration for definition of road-lines—inland to Tongaporutu Valley.
Contract Surveyors.																												
E. F. Adams, Authorised Surveyor. Waro and Pouatu	..	..	..	..	..	..	..	..	..	3,481	25	2 3	391 11 9	..	..	..	..	..	..	..	..	..	..	..	..	..	391 11 9	Moanatairi Special Settlement.
J. R. Stewart, Authorised Surveyor. Opunake	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	385	2	0 6·2	9 19 6	..	..	..	..	..	9 19 6	Subdivisions of Native block.
Davies and Sladden, Authorised Surveyors. Ngatimaru and Waitara	..	..	..	..	..	..	..	..	..	2,420	17	2 0·9	251 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	251 2 0	Ross Special Settlement and "spotting" selection surveys.
	5,000	6	125 0 0	195,006	1½	1,236 6 5	..	..	..	30,908½	255	2 0·8	3,198 5 3	101¾	14	3 5 6	45 17 6	385	2	0 6·2	9 19 6	50½	27 0 7	1,365 1 9 Less credits	.. for field-	804 17 10 work noted	8,440 14 7 1,617 13 0	
																											£6,823 1 7	

NOTE.—Credits for field-work survey-fees received £737 19 9
Credits from road votes 807 12 1
Cost of survey labour, &c., Native lands survey, liens paid 72 1 2
£1,617 13 0

LAND DISTRICT OF WELLINGTON.

Ll. Smith (General)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	560 4 1	497 6 11	Chiefly employed on inspection duties, valuation of special settlement blocks, reports on Crown lands, &c.
J. D. Climie. Makuri, Hautapu, &c. ..	..	..	..	..	..	..	..	..	..	283	19	4 2·5	59 11 6	50	72	1 5 7	92 7 0	..	..	..	..	8·75	14 10 8	127 4 2	..	..	793 15 4	Sectional work comprises small village sections. The main work of the year has been principally new land for settlement in the Awarua Block (not returnable).
W. D. B. Murray. Hautapu, Ohinewairua, &c.	..	..	..	..	..	..	..	..	..	100	6	8 11·2	44 13 10	11¾	47	1 9 0	68 4 8	..	..	..	..	14·20	7 2 8	101 7 8	..	291 13 6	818 2 7	Leading items of other work: 6 miles open boundary survey, at £18 4s. per mile, cost £113 18s. 7d.; mapping and clearing ground for "improved farm" settlers, tents £91 4s. 6d.; partial survey of Taihape Township Block, outside boundaries only, 770 acres, at 2s. 10d., cost £108 1s. 7d.; partial survey of improved farm block boundaries, 220 acres, at 7s. 3½d., cost £80 2s. 8d.; 5¾ miles traverse of Otahaipe Creek at £31 1s. 4d. per mile, cost £178 13s. 2d.
F. A. Thompson. Tiffin, Kaiwhata, Wainuioru	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38·56	16 15 2	646 2 8	..	150 0 0	688 7 6	Road surveys, chiefly in partially settled districts (Wairarapa South).
H. J. Lowe. Hautapu	..	..	..	..	..	..	..	..	..	516	57	4 10·9	126 13 2	52	119	1 3 1	137 9 6	..	..	..	..	..	..	..	..	166 1 11	875 1 5	Sectional work, comprising village sections. Cost of township survey increased by fallen timber and broken weather, and includes Mr. Climie's cost of £48 4s. 6d.; but Mr. Fairburn's work cost £14 5s. in addition to this. Other work chiefly road supervision.
P. A. Dalziell. Hautapu, Kaitieke, &c.	..	..	..	44,000	4·8	884 10 3	..	..	..	..	..	..	..	..	..	..	..	7,485	2	1 0	377 6 7	5·50	8 5 6	45 10 5	..	..	985 8 6	Work in most inaccessible district (Upper Waimarino country).
J. McKay. Tiriraukawa, &c.. ..	..	..	..	..	..	..	..	..	..	5,357	25	2 1	558 0 0	..	..	..	..	501	1	2 1	52 4 0	4·85	20 12 5	100 0 0	10 19 10	..	759 17 0	Hunterville No. 2 Special Settlement Block; rough broken country.
J. G. Littlejohn. Makuri, Mt. Cerberus, Ongo	..	..	..	..	..	..	..	..	..	18,060	84	1 8	1,510 0 2	7½	28	0 7 11	11 1 9	..	..	..	..	7·0	10 11 11	74 3 8	14 13 0	..	703 14 11	Sectional survey: Includes Rising Sun and 4,349 acres North-east Puketoi and Coonoor Blocks, the roading of which was done in previous years, at a cost of 7½d. per acre, by Messrs. Climie and Greville. All rough, broken country.
C. A. Mountfort. Makotuku ..	..	..	..	..	..	..	..	..	..	1,989	13	1 4	133 1 8	..	..	..	..	..	..	..	..	6·75	8 8 4	56 16 0	..	12 13 8	840 6 5	All in the Waimarino country; difficult of access.
H. J. Lewis. Karioi, &c.	..	..	..	..	..	..	..	..	..	8,171	38	2 1·4	866 1 2	12½	44	0 9 8	21 7 2	..	..	..	..	..	..	..	..	226 8 7	555 6 5	All in the Waimarino country; difficult of access. Has been employed on road supervision most of the season. The selection survey on sectional area cost 4d. per acre in previous years.
T. W. Hughes. Puketoi, Tararua, &c.	..	..	..	..	..	..	..	..	..	10,167	25	1 4·3	690 2 7	..	..	..	..	..	..	..	..	8·20	12 1 5	98 19 6	..	52 9 2	676 15 1	Sectional area, containing 3,547 acres, in South Puketoi Block, costing 11¼d. per acre in previous years, included in this expenditure.
A. A. Seaton. Ruapehu, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	684 10 3	Gladstone Special Settlement: Survey of 9,800 acres nearly complete; inaccessible district (Waimarino).
R. B. Bristead. Tiriraukawa, &c. ..	..	..	..	..	..	..	..	..	..	8,759	44	2 1·6	932 13 10	..	..	..	..	..	..	..	..	..	..	..	..	12 10 0	838 5 0	Sectional survey of Hunterville No. 1 Block; rough bush country.
A. J. Mountfort. Karioi	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	910 10 7	Marton No. 4 Special Settlement: Survey of 10,900 acres nearly finished; inaccessible district (Upper Waimarino).
W. H. Dunnage. Rewa and Makotuku	..	..	..	..	..	..	..	..	..	18,449	74	2 4·9	2,224 19 11	..	..	..	..	..	..	..	..	..	..	..	..	..	768 8 2	Cost of sectional survey includes £1,319 16s. 3d. spent by Mr. C. A. Mountfort in previous years, and includes Waimarino and Wanganui United Special Settlement blocks and Crown lands selections. Very broken country. Selection survey on 9,600 acres by Mr. Mountfort cost 4d. per acre in previous years.
P. R. Earle. Hautapu	..	..	..	..	..	..	..	..	..	7,288	23	1 4·5	500 15 11	..	..	..	..	..	..	..	..	1·06	11 6 5	12 0 0	..	2 0 0	710 9 4	Otamakapua–Rangitikei applications, east of Mangaweka; rough, broken country. Selection survey was done in previous years by Mr. Morpeth, at a cost of 4d. per acre.
H. Maitland. Maungakaretu ..	..	..	..	..	..	..	..	..	..	6,570	35	2 4·9	792 8 1	..	..	..	..	573	2	2 6	71 14 0	1·7	17 12 4	30 0 0	..	..	843 11 3	Sectional survey of Hunterville No. 1; rough bush-country.
C. C. Otway. Mt. Cerberus and Aohanga	..	..	..	..	..	..	..	..	..	10,889	52	1 8·5	930 16 10	..	..	..	..	..	..	..	..	15·25	8 2 3	123 14 0	..	..	706 2 9	Sectional survey of Danevirke Centennial Block; rough bush-country.
J. M. Morice. Hautapu	..	..	..	5,437	15·7	356 14 5	..	..	..	923	8	1 9	80 15 3	..	..	..	..	..	..	..	..	7·17	10 9 9	75 3 11	..	45 4 8	679 7 1	Selection survey; area can be completed for sectional purposes for about another 6d. per acre. Now preparing Awarua country for sale.
J. Dickie. Ruahine, Hautapu, &c. ..	..	..	..	..	..	..	..	..	..	25,832	134	1 11·5	2,529 6 11	..	..	..	..	..	..	..	..	..	..	..	..	20 3 10	637 13 5	Marton Nos. 1 and 2 and Onslow Special Settlement Blocks, and includes cost in previous years by Messrs. Ashcroft, Morpeth, and Morice; rough bush-country. Selection survey on 6,000 acres of this was done by Mr. Ashcroft in former years, at a cost of 4d. per acre.
H. J. Biggs. Mt. Cerberus, &c. ..	..	..	..	..	..	..	..	..	..	21,386	181	1 5·4	1,551 11 6	..	..	..	..	..	..	..	..	..	..	..	..	..	751 7 9	Includes Pahiatua Nos. 1 and 2 Blocks, and the expenditure of Messrs. Greville and A. J. Mountfort (£1,209 11s. 7d.) in previous years. The selection survey cost 4d. per acre in 1892. Rough bush-country.
H. Roche. Hautapu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7·75	12 9 6	96 14 6	..	..	522 7 5	Principally road-exploration, for opening up Awarua country.
F. Fairburn. Hautapu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8·25	28 9 0	234 14 4	..	92 0 0	326 14 4	Only nine months in the district. Other work consists of 12½ miles of rough grading, cost £77 15s. Assisting pegging Mangaweka Township, £14 5s., which required revising.
A. L. Foster	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 13 0	
Contract Surveyors.																												
Richardson, Reardon, and Co. Tauakira, Ngamatea, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68,143	5	0 4·3	1,219 14 0	..	..	..	..	..	802 6 6	Blocks east of Wanganui River.
H. J. Wylde. Waiopehu, Gorge ..	..	..	..	3,054	75	1 8·7	263 8 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	205 9 0	Includes Horowhenua Village Settlement, small sections; also Malton Special Settlement Block.
Mason and Richmond. Waiohine and Tiffin	..	..	..	..	..	..	..	..	..	4,791	11	1 3·7	313 5 0	..	..	..	..	..	..	..	..	2·0	10 0 0	20 0 0	..	..	333 5 0	Applications, Waiohine Block and West of Carterton, &c.
A. P. Rawson. Kaiwhata	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14 15 0	134 18 0	Pegging roads for fencing contract, Kaiwhata Runs.
T. Ward	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	47 13 5	
C. E. O. Smith	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	108 2 6	
Totals and means ..	..	..	..	49,437	6	1,241 4 8	152,584	904	1 10·2	14,108 6 1	133¾	310	1 1 4	330 10 1	76,702	10	0 5·4	1,720 18 7	136·99	13 9 0	1,842 10 10	25 12 10	1,646 4 5	18,227 16 10				

TABLE No. 10.—Return of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1894, to 31st March, 1895—*continued*.

LAND DISTRICT OF NELSON.

Surveyor and District.	Topographical Survey. Acres.	Cost per Acre.	Total Cost.	Minor Triangulation. Acres.	Cost per Acre.	Total Cost.	Topographical Survey for Selection under "The Land Act, 1892." Acres.	Cost per Acre.	Total Cost.	Rural and Suburban. Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Town Section Survey. Acres.	No. of Allotments.	Cost per Allotment.	Total Cost.	Native Land Court Survey. Acres.	No. of Secs. or Divs.	Cost per Acre.	Total Cost.	Gold-mining Surveys. Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Roads, Railways, and Water-races. Miles.	Cost per Mile.	Total Cost.	Other Work. Cost.	Total Cost of Surveyor and Party from 1st April, 1894, to 31st March, 1895.	Remarks.
Staff Surveyors.		d.	£ s. d.		d.	£ s. d.		d.	£ s. d.			s. d.	£ s. d.			£ s. d.	£ s. d.			s. d.	£ s. d.	A. R. P.		s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
J. Snodgrass. Mokihinui, Kawatiri, Ngakawau, &c.	..	..	..	..	..	..	..	..	..	1,217	18	4 8	283 19 4	..	..	..	..	..	..	..	..	119 0 0	2	8 6	50 11 6	7¾	15 0 0	115 0 0	221 9 2	679 18 8	
D. J. Barron. Waiau, Terako, &c.	..	..	..	..	..	..	..	..	..	69,806	12	0 5·7	1,672 18 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	107 2 2	659 11 6	Includes completion of Midland Block 127; hilly pastoral country.
J. A. Montgomerie. Lyndon	..	..	..	..	..	..	..	..	..	3,811	1	0 7·6	121 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	70 0 0	862 19 0	Part of Lyndon Run.
F. S. Smith. Mandamus, Tekoa, &c.	..	..	..	..	..	..	..	..	..	62,693	6	0 3·8	995 8 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	129 2 0	309 18 7	Includes completion of Midland Block 130; hilly pastoral country.
R. T. Sadd. Aorere, Pakawau, &c.	..	..	..	..	..	..	..	..	..	5,915	28	1 10·6	557 6 0	..	..	..	..	..	..	..	..	92 0 0	2	2 11·5	6 16 0	..	..	..	255 8 10	826 6 10	25,000 acres Topography in hand. Within goldfield. No cadet.
J. D. Thompson. Whangapeka, Mount Arthur, Motueka, &c.,	..	..	..	..	..	..	..	..	..	9,156	57	1 1·8	529 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	76 15 0	645 16 0	Rough bush hills.
										152,598	122	0 6·5	4,159 17 10	..	..	..	..	..	..	..	..	211 0 0	4	5 5·2	57 7 6	7¾	15 0 0	115 0 0	1,289 8 9	3,984 10 7	
Contract Surveyors.																															
A. P. Rawson. Motueka, &c.	..	..	..	..	..	..	..	..	..	2,177	16	2 2·3	238 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	277 15 8	Rough hilly country, thickly timbered.
C. Lewis. Takaka	..	..	..	..	..	..	..	..	..	366	3	1 11	35 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35 0 0	Ditto.
J. B. Saxon. French Pass	..	..	..	..	..	..	..	..	..	1,977	10	1 10·3	184 15 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	227 4 9	Ditto.
W. G. Houston. Mawhera-nui	..	..	..	..	..	..	..	..	..	90	2	2 4	10 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 10 0	Within goldfields.
J. A. Robertson. Wangamoa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,797	34	2 2	193 16 5	..	..	..	..	..	..	..	..	460 19 9	Rough hilly country, partly timbered.
R. A. Young. Marina, Waitakere, Steeples, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	277 0 0	10	8 2	112 11 0	..	..	..	..	102 5 0	Within goldfields.
E. J. Lord. Mawhera-nui	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	112 0 0	5	12 2	68 6 6	..	..	..	..	68 6 6	Ditto.
	..	..	..	..	..	..	..	..	..	4,610	31	2 0·4	468 17 2	..	..	..	..	1,797	34	2 2	193 16 5	389 0 0	15	9 3·6	180 17 6	..	..	..	..	1,182 1 8	
Means and totals	..	..	..	..	..	..	..	..	..	157,208	153	0 7	4,628 15 0	..	..	..	..	1,797	34	2 2	193 16 5	600 0 0	19	7 11·3	238 5 0		..	..	852 10 2	5,166 12 3	Fees paid on surveys, £1,353 11s. 3d.

LAND DISTRICT OF MARLBOROUGH.

												s.						s.			s.				s.					
Staff Surveyors.																															
F. S. Smith. Hundalee, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	117 3 1	Commenced work at southern end of district in January. Triangulation with topography in progress.
D. W. Gillies. Upcot, Molesworth	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 6 3	Transferred from Hawke's Bay in March, to assist in topographical survey.
Temporary Surveyors.																															
M. Carkeek. Hodder, Spray, Tapuaenuku, Upcot, Molesworth, Barefells	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	278 19 10	Commenced work in Awatere Valley in December. Triangulation with topography in progress.
C. W. McFarland. Wakamarina and Onamalutu	..	..	..	..	..	..	..	..	..	11,548	73	1·3	720 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	782 5 6	Broken forest country. Adjoining old surveys.
A. Simpson. Orieri, Linkwater, Arapawa, Cloudy Bay	3,000	2	25 0 0	..	..	..	..	..	..	10,200	30	1·3	666 5 9	..	..	..	..	612	1	1·7	52 18 1	..	..	..	..	3	17 13 2	52 19 6	48 16 2	802 12 2	Ditto.
T. W. Hughes. Hundalee	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16 13 4	Transferred from Wellington in March to assist in topographical survey, Kaikoura District.
Contract Surveyors.																															
A. D. Wilson. Arapawa, Gore, Orieri, Linkwater	..	..	..	..	..	..	..	..	..	9,629	34	1·6	780 2 10	..	..	..	..	..	..	..	..	..	..	..	..	1·4	5 7 6	7 10 6	..	848 18 10	Broken forest country. Exchanges of tenure. Paid by deposits.
R. F. Goulter. Avon and Clifford Bay	..	..	..	..	..	..	..	..	..	4,753	3	0·67	158 8 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90 10 4	248 19 0	"Other work" is cost of survey of boundaries of Blind River Estate.
A. P. Seymour. Heringa, Gore, Linkwater	..	..	..	..	..	..	..	..	..	4,873	6	1·18	288 8 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	233 15 0	Chiefly broken forest country, with very rough coast traverse.
Seymour and Goulter. Clifford Bay	..	..	..	..	..	..	..	..	..	5,263	28	0·53	140 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	140 0 0	Subdivision survey of Blind River Estate.
J. A. Robertson. Gore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,053	130	4·38	888 9 9	..	..	..	..	..	..	..	..	840 11 9	Broken forest country. Land for landless Natives.
S. A. Slater. Mount Fyffe	..	..	..	..	..	..	..	..	..	79½	1	2·00	7 19 0	19	5	22·2	10 0 0	4	1	10/	2 0 0	..	..	..	..	..	..	..	10 5 0	17 5 0	Surveys in Kaikoura town and suburbs.
Office Staff.																															
F. E. Greenfield. Clifford Bay	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	5 2 5	51 3 11	7 13 0	39 13 0	Marking off portion of reserve fronting River Awatere, to be occupied by Stock Department.
Means and totals	3,000	2	25 0 0	..	..	..	..	..	..	46,345	175	1·2	2,761 4 7	19	5	22·2	10 0 0	4,669	132	4/	943 7 10	..	..	..	..	14·4	7 15 0	111 13 11	157 4 6	*4,423 6 8	

LAND DISTRICT OF WESTLAND.

												s. d.																		
Staff Surveyor.																															
W. G. Murray, District Surveyor. Tekinga-Otira, Mahinapua, and Kanieri	10,400	1·3	57 0 6	..	..	..	..	..	..	6,335	31	2 2·8	707 13 6	..	..	..	..	..	..	..	..	..	..	..	*56 10 4	4 0	16 8 2	65 12 9	30 8 9	900 14 3	* Survey of disputed claim, boundaries, and levels of sludge-channel, Kumara.
W. Wilson, Assistant Surveyor. Arnott–Abbey Rocks, Bruce Bay, Gillespie's, Okuru, &c.	13,500	4·3	244 4 5	..	..	..	..	..	..	3,750	36	2 11·6	556 17 0	..	..	..	..	..	..	..	..	..	..	..	..	2 0	22 1 11	44 3 10	..	847 17 2	Scattered sections in rough bush country, extending over one hundred miles of coast-line. Within a goldfield. No cadet.
Contract and Authorised Surveyors.																															
E. J. Lord	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	191 8 10	..	..	..	..	..	..	..	..	..	..	..	191 8 10	Payment of portion of contract standard survey, Town of Greymouth.
J. N. Smyth	..	..	..	..	..	..	..	..	..	50	1	3 6	8 15 0	..	..	..	..	..	..	..	..	4 1 0	1	37 8	8 0 0	2 75	12 15 4	37 10 0	..	16 15 0	
J. C. Macfarlane	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	76 0 0	4	7 8·4	29 5 0	..	..	..	..	22 12 0	
C. E. Douglas and — Harper	35,295	2	294 2 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	274 13 6	This includes the exploration of the Karangarua Valley with its several branches; also line of track from this valley to the Hermitage.
Means and totals	59,195	2·4	595 7 5	..	..	..	..	..	..	10,135	68	2 6·1	1,273 5 6	..	..	..	..	191 8 10	..	..	..	80 1 0	5	9 3·4	56 10 4 37 5 0	8 75	16 16 0	147 6 7	30 8 9	2,254 0 9	

LAND DISTRICT OF CANTERBURY.

Staff Surveyors.																															
T. N. Brodrick. Pareora, Tengawai, Opawa, Nimrod, Geraldine, Waimate	..	..	..	..	..	..	..	..	..	11,959	20	0 8·9	442 13 7	..	..	..	..	..	..	..	..	..	..	..	..	8	9 11 8	76 13 4	64 7 2	684 10 7	Flat and very rough, hilly country; elevation of the latter 1,500ft. to 4,500ft. Majority of the sections abutting on old work. Road surveys include engineering and traverse work.
G. H. M. McClure. Lowry Peaks, Cheviot; Rangiora, Waipara, Pigeon Bay	..	..	..	..	..	..	..	..	..	6,435 639	137 6	1 9·7 1 6	580 8 1 47 16 0	198	275	15 3·8	210 11 11	..	..	..	..	..	..	..	..	..	..	..	58 18 8	622 9 6	Flat, undulating, and rough broken country. Cost includes sixteen miles of standard traverse. Town survey includes small areas and undivided blocks in the Mackenzie Township.
L. O. Mathias. Lowry Peaks, Cheviot; Alford, Geraldine, Four Peaks	..	..	..	..	..	..	..	..	..	13,427 1,273	66 23	0 11½ 2 1⅓	637 4 6 135 4 7	..	..	..	..	..	..	..	..	..	..	..	..	*11	5 0 0	55 0 0	200 16 6	529 12 8	Undulating downs, and rough, hilly country. Sections in South Canterbury very scattered, and among old surveys. *Standard traverse of the Mount Somers Tramway Reserve.
G. Mackenzie. Wilkin	..	..	..	..	..	..	..	..	..	608	8	1 6½	46 17 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46 17 6	Flat land in the Makaroa Valley, more or less covered with flax.
Temporary Staff Surveyors.																															
J. Stevenson. Burke, Tengawai, Mackenzie, Nimrod, Opawa, Southbridge, Leeston, Halswell	..	..	..	..	..	..	..	..	..	10,636 †6,963	8 42	0 5·7 1 0·5	254 1 7 362 12 3	..	..	..	..	41	19	7/1	14 15 0	..	..	..	..	..	..	..	3 15 0	326 13 11	Open pastoral country with deep gullies; elevation 1,050ft. to 3,700ft. † Low-lying lands fronting on Lake Ellesmere, portion being subject to floods. Transferred to Hawke's Bay District, 5th November.
J. Roddick. Nimrod, Otaio, Waimate, Waihao, Stonyhurst, Pigeon Bay	..	..	..	..	..	..	..	..	..	11,159 2,068	13 19	0 10 1 0	470 11 5 103 3 8	..	..	..	..	324	37	7/10/1	127 2 0	..	..	..	..	..	..	..	12 7 8	313 6 1	Open mountainous pastoral country with deep bush gullies; elevation 1,500ft. to 3,880ft., and undulating hills with deep gorges. Transferred to Hawke's Bay District, 18th December.
J. Adam. Lowry Peaks, Hawkins, Rolleston, Mairaki, Grey	..	..	..	..	..	..	..	..	..	5,391 ‡23,418 146	22 1 5	0 6·4 0 2·4 1 7·6	144 10 8 235 8 4 11 19 2	18	66	7 6	24 15 0	..	..	..	..	..	..	..	..	..	..	..	43 8 7	544 5 0	Hilly pastoral country, and subdivision of Domett Reserve. ‡ Dry plain, the greater portion covered with manuka scrub, being the balance of Midland Block 61.
E. H. Farnie. Cheviot	..	..	..	..	..	..	..	..	..	1,726	31	1 2·3	102 18 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14 0 0	336 5 6	Rolling downs and hilly pastoral country. Left the service 19th September, rejoined 15th November.
R. C. Taylor. Lowry Peaks, Cheviot	..	..	..	..	..	..	..	..	..	§8,027	38	1 5·3	581 8 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	§ Hurunui Block, Cheviot. Flat and rolling downs. Field-work executed 1893–94, at a cost of £514 8s. 5d. Mapped by Mr. Farnie, cost £67.
Contract Surveyors.																															
Messrs. Meason and Marchant. Pareora, Otaio	..	..	..	..	..	..	..	..	..	974	24	1 6	73 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	73 1 1	Subdivision of acquired land for settlement. Parts of the Rosebrook and Brookfield Estates.
G. Slater. Christchurch	..	..	..	..	..	..	..	..	..	8	1	17 6	7 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Park Reserve. Low swampy piece of land. Cost of survey to be paid by the Avon Road Board.
Totals	..	..	..	..	..	..	..	..	..	104,857	464	0 9·7	4,236 19 0	216	341	18 9·6	235 6 11	365	56	7/9/3	141 17 0	..	..	..	..	19	6 18 7	131 13 4	397 13 7	3,477 1 10	

TABLE No. 10.—RETURN of FIELD-WORK executed by the STAFF and CONTRACT SURVEYORS, from 1st April, 1894, to 31st March, 1895—*continued*.

LAND DISTRICT OF OTAGO.

Surveyor and District.	Topographical Survey with Triangulation.			Minor Triangulation.			Topographical Survey for Selection under "The Land Act, 1892." Small Grazing-runs.			Rural and Suburban.				Town Section Survey.				Native Land Court Survey.				Gold-mining Survey.				Roads, Railways, and Water-races.			Other Work.	Total Cost of Surveyor and Party from 1st April, 1894, to 31st March, 1895.	Remarks
	Acres.	Cost per Acre.	Total Cost.	Acres.	Cost per Acre.	Total Cost.	Acres.	Cost per Acre.	Total Cost.	Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Acres.	No. of Allotment.	Cost per Allotment.	Total Cost.	Acres.	No. of Secs. or Divs.	Cost per Acre.	Total Cost.	Acres.	No. of Sections.	Cost per Acre.	Total Cost.	Miles.	Cost per Mile.	Total Cost.	Cost.		
Staff Surveyors.		d.	£ s. d.		d.	£ s. d.		d.	£ s. d.			s. d.	£ s. d.	A. R. P.		£ s. d.	£ s. d.			s. d.	£ s. d.	A. R. P.		s. d.	£ s. d.	M. ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
J. Langmuir. Tautuku Bush, Maungatua, Glenkenich, Teviot, and Tuapeka East and West	13,200	2·7	149 10 0	..	..	..	31,210	1	130 0 10	3,904	20	1/7¼	312 19 11	5 1 32	1	3 19 0	3 19 0	..	..	..	..	484 0 0	11	3/7·3	87 8 3	*5½ 0	12 5 0	67 7 8	45 19 4	707 3 9	Triangulation in Tautuku Bush. The area under "Rural and Suburban" was mostly in difficult bush country. Cadet assisting. * Clutha standard survey.
E. H. Wilmot. Tautuku Bush and Woodland	23,000	1⅛	131 17 4	6,500	⅔	18 0 0	..	..	..	4,527	28	1/8½	294 12 6	118 0 0	14	1 16 5	25 10 0	..	..	..	..	6 0 0	1	10/6	3 3 0	6 36	14 16 0	95 9 3	140 13 0	759 12 1	Triangulation in Tautuku Bush. "Rural and Suburban" area situated in the Woodland District. No cadet.
D. M. Calder. Naseby, Upper Taieri, Rock and Pillar, Maniototo, Kyeburn, and Gimmerburn	..	..	..	..	..	..	29,050	2	250 0 0	9,454	129	-/10	393 6 7	508 0 0	70	1 7 8	96 15 10	..	..	..	..	171 0 0	5	5/1	43 9 0	..	..	..	127 7 0	870 4 10	Small grazing-runs, all in open country; boundaries all traversed. No cadet.
W. McCurdie. Tautuku	..	..	..	..	..	..	..	..	..	3,600	27	2/10½	518 19 4	..	..	..	..	..	..	..	..	..	..	..	..	23¼ 0	8 15 9	204 6 8	22 6 0	711 19 0	All dense bush; area difficult of access; wet, and expensive to work. No cadet.
W. T. Neill. Rock and Pillar, and Upper Harbour	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9¾ 0	14 3 7	139 4 1	25 16 0	250 15 1	Survey of Otago Central Railway and Port Chalmers Road.
George Mackenzie. Mid Wakatipu ..	..	..	..	..	..	..	..	..	..	450	1	1/-	22 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 0 0	32 10 0	Queenstown commonage.
Temporary Surveyor.																														
John Edie. Catlin's	..	..	..	..	..	..	..	..	..	3,821	28	2/3	429 8 9	..	..	..	..	..	..	..	..	..	..	..	..	2¼ 0	10 0 0	22 10 0	..	526 8 8	Bush country; inaccessible; very wet and expensive to work.
Contract Surveyor.																														
G. M. Barr. Taieri Native Reserve ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	200	6	2/8½	27 1 7	..	..	..	..	..	..	..	..	27 1 7	Taieri Native Reserve.
Fee System.																														
L. D. Macgeorge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	237 1 31	9	5/5	64 5 6	..	..	..	..	62 7 0	Mining surveys.
L. O. Beal, Jun.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 0 16	2	6/8	8 0 0	..	..	..	..	49 7 6	Mining surveys.
Means and totals	36,200	1¾	281 7 4	6,500	⅔	18 0 0	60,260	1½	380 0 10	25,756	233	1/6⅜	1,971 17 1	631 1 32	85	0 4 0	126 4 10	200	6	2/8½	27 1 7	922 2 7	28	4/5½	206 5 9	47⅕ 0	11 4 1	528 17 8	372 1 4	3,997 9 6	

LAND DISTRICT OF SOUTHLAND

John Hay, District Surveyor. Forest Hill and Hokonui	..	..	..	..	..	..	..	..	..	10,044	47	1/8	837 0 0	..	..	..	..	..	..	..	..	..	..	..	..	1	12 0 0	12 0 0	5 5 8	857 18 2	Forest country.
A. Hodgkinson, Assistant Surveyor. Waikawa	..	..	..	..	..	..	..	..	..	7,734	40	1/6	580 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	749 6 0	Forest country.
H. R. Dundas, Assistant Surveyor. Waikawa	..	..	..	..	..	..	..	..	..	200	1	2/6	25 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	151 0 0	740 10 0	Includes survey of sawmill area, paid for out of fees lodged by applicant. Forest country.
H. Treseder, Assistant Surveyor. Waiau	..	..	..	..	..	..	..	..	..	3,469	17	1/9½	314 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	731 2 0	Hilly forest country.
F. R. Duncan, Assistant Surveyor. Otara and Waikawa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	15 0 0	60 0 0	777 0 0	860 2 4	Forest country.
N. L. Falkiner, Assistant Surveyor. Waikawa	..	..	..	..	..	..	..	..	..	3,839	38	2/3	431 17 9	..	..	..	..	..	..	..	..	..	..	..	..	3·75	16 0 0	60 0 0	..	762 15 1	Part open and part hilly country.
D. McPherson, Assistant Surveyor. Invercargill	..	..	..	..	..	..	..	..	..	2,150	22	1/6½	168 2 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	113 10 0	Flat forest country.
F. Wither, C.E., Road Engineer. Otara, Waikawa, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	16 0 0	192 0 0	241 7 0	433 7 0	Forest country. Engineering survey.
C. B. Turner, Road Surveyor. Lillburn, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13·5	16 7 9	221 3 0	..	221 3 0	Engineering survey of Lillburn roads. Mostly open country.
T. S. Miller, Authorised Surveyor. Longwood, &c.	..	..	..	..	..	..	..	..	..	1,359	11	2/2	147 15 6	..	..	..	..	..	..	..	..	207 0 0	7	12/6	129 5 0	..	..	..	4 4 0	157 5 10	Includes saw-mill areas, fees for which were paid by applicants.
W. Sharp, Authorised Surveyor. Wairio District	..	..	..	..	..	..	..	..	..	560	1	1/	28 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28 0 0	Open land, fees lodged by applicants.
J. Blaikie, Authorised Surveyor. Hokonui District	..	..	..	..	..	..	..	..	..	319	1	1/10½	30 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	58 13 9	Forest land.
J. W. Spence	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	231 17 0	
Means and totals	..	..	..	..	..	..	..	..	..	29,674	178	1/8¾	2,561 15 9	..	..	..	..	..	..	..	..	207 0 0	7	12/6	129 5 0	34·25	15 18 0	545 13 0	1,178 16 8	5,945 10 2	

SUMMARY.

RETURN of SURVEYS executed and the AVERAGE COST, from 1st April, 1894, to 31st March, 1895.

Land District.	Topographical Survey.		Minor Triangulation.		Topographical Survey for Selection under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Mining Survey.			Roads, Railways, and Water-races.	
	Acres.	Cost per Acre.	Acres.	Cost per Acre.	Acres.	Cost per Acre.	Acres.	No. of Sections.	Cost per Acre.	Acres.	No. of Allotments.	Cost per Allotment.	Acres.	No. of Secs or Divs.	Cost per Acre.	Acres.	No. of Sections.	Cost per Acre.	Miles.	Cost per Mile.
HEAD OFFICE.		d.		d.		d.			s.			s.			s.			s.		£
Auckland	..	..	62,920	0·65	..	..	116,667	725	1·65	39	19	38·83	39,492	43	0·48	3,150	67	6·01	226·92	11·04
Hawke's Bay	..	..	84,000	1·04	22,200	6·88	42,481	23	0·6	..	..	..	93,661	16	0·29	..	..	..	4	17
Taranaki	5,000	6	195,006	1·5	..	..	30,908	255	2·06	101·75	14	65·5	385	2	0·52	..	..	..	50·5	27·03
Wellington	..	..	..	..	49,437	6	152,584	904	1·85	133·75	310	21·33	76,702	10	0·45	..	..	..	136·99	13·45
Nelson	..	..	..	..	..	..	157,208	153	0·58	..	..	..	1,797	34	2·16	600	19	7·94	..	..
Marlborough	3,000	2	..	..	..	..	46,345	175	1·2	19	5	22·2	4,669	132	4	..	..	..	14·4	7·75
Westland	59,195	2·4	..	..	..	..	10,135	68	2·51	..	..	..	..	..	..	80·25	5	23·36	8·94	16·47
Canterbury	..	..	..	..	..	..	104,857	464	0·81	216	341	13·8	365	56	7·77	..	..	..	19	6·93
Otago	36,200	1·75	6,500	0·66	60,260	1·5	25,756	233	1·53	631·5	85	4·0	200	6	2·7	922·5	28	4·38	47·2	11·2
Southland	..	..	..	..	..	..	29,674	178	1·72	..	..	..	..	..	..	207	7	12·5	34·25	15·93
Means and totals ..	103,395	2·38	348,426	1·23	131,897	4·11	716,615	3,178	1·27	1,141	774	25·23	217,271	299	0·49	4959·75	126	6·5	542·2	13·65

By Authority: SAMUEL COSTALL, Government Printer, Wellington.—1895.