1898.

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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(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, 4th June, 1898.

I have the honour to submit herewith the annual reports on the operations of the Lands and Survey Department for the twelve months ending the 31st March, 1898.

I have, &c.,

S. PERCY SMITH,

Secretary of Crown Lands and Surveyor-General.

The Hon. John McKenzie, Minister of Lands.

LANDS.

DURING the past period no alterations have been made in the statutory laws under which the Crown lands are administered, nor have any regulations been made affecting Crown lands generally, except an alteration in those dealing with forests on ordinary Crown lands and in State forests. (See *New Zealand Gazette*, 6th January, 1898.)

The summary given below will show at a glance the various land transactions that have taken place during the past period, fuller details of which are given in the tables appended hereto. This table shows the gross transactions for the year, the forfeitures, lapses, &c., being referred to later on. One of its features is the considerable number of headings under which the dealings are shown, each one illustrating some special feature in the system of selection or tenure, which, to the general reader, are somewhat confusing. In reality the tenures have not much diversity, and can be shown under a few headings, as is done in a second table, but, for statistical purposes, are in this table separated.

NUMBER of NEW SELECTORS and AREA taken up from 1st April, 1897, to 31st March, 1898, and Total Amount of Money received during the Year.

Nature and Tenure of Lands selected.	Selectors.	Area. A. R. P.	Number of Purchasers or Selectors.	Area. A. R. P.	Cash received on Past and Current Transactions. £ s. d.
Town lands sold for cash ..	104	72 3 29	264	22,398 3 11	17,367 5 0
Suburban lands sold for cash	39	96 3 9			
Rural lands sold for cash ..	121	22,229 0 13			
Deferred payments			..	..	24,150 1 6
Perpetual lease (includes perpetual leases made freehold, £51,371 9s. 9d.)			2	651 1 0	71,966 14 0
Occupation with right of purchase			380	81,414 0 10	12,152 2 8
Lease in perpetuity			299	76,953 0 4	16,912 12 3
Agricultural lease			5	257 3 15	115 6 6
Village settlement, cash			2	1 1 33	17 17 6
" deferred payment			..	..	527 17 4
" perpetual lease (includes village perpetual leases made freehold, £108 19s. 4d.)			..	..	1,059 13 10
" occupation with right of purchase ..			2	1 3 24	11 10 4
" lease in perpetuity			87	1,386 1 35	1,258 12 4
Village-homestead special settlement			7	24 2 38	2,171 18 4
Special-settlement associations			5	442 0 0	8,253 15 2
Improved-farm special settlements (lease in perpetuity and occupation with right of purchase)			77	9,006 2 25	711 2 4
Occupation leases, Mining Act			23	1,284 3 20	227 16 3
Small grazing-runs			52	141,033 1 14	21,667 12 5
Pastoral runs			138	1,990,414 0 16	78,011 19 0
Miscellaneous leases and licenses			327	75,017 0 36	30,759 9 4
Cheviot Estate—					
Cash lands			8	125 3 20	838 12 0
Lease in perpetuity			6	105 2 12	6,455 19 9
Village-homestead special settlements (lease in perpetuity)			2	16 3 3	825 3 11
Grazing-farms			15	811 0 9	6,355 1 7
Pastoral runs			..	..	358 15 6
Miscellaneous			10	262 2 21	436 15 3
Land for Settlements Acts—					
Lease in perpetuity			294	40,879 2 18	26,334 14 3
Lease in perpetuity, village settlement			5	39 3 14	340 7 9
Special-settlement associations (lease in perpetuity) ..			..	..	167 4 10
Small grazing-runs			4	7,613 3 23	385 12 8
Miscellaneous			44	919 0 22	529 2 11
Totals			2,058	2,451,062 0 23	330,370 16 6

It will be noticed from the above table that the total results do not differ very materially from those of the previous year, though there are differences in particular items. In the lands thrown open for free selection under the optional system of Part III. of "The Land Act, 1892," the "occupation with right of purchase" preponderates this year over selections under the "lease in perpetuity" system; whereas previously the number of selectors have been nearly the same. Under the obsolete systems of deferred payment and perpetual lease (which, however, are kept alive to a limited extent by section 114 of the Act) the transactions are, with the exception of two new selections under the clause quoted, confined to the completion of payments under previous Acts. Thus, under deferred payments there were 296 selections, covering an area of 41,683 acres 1 rood 11 perches, completed and made freehold during the year, and 205 cases of perpetual lease of an area of 71,293 acres 2 roods 1 perch also made freehold, the payments in the latter case amounting to £51,371 9s. 9d. Both of these tenures will probably run out within a few years, owing largely to the facility of obtaining loans under a freehold system, towards which the Advances to Settlers Act has assisted somewhat. The number of deferred payment selectors still on the books of the department at 31st March last was 1,433, holding 202,761 acres; perpetual lease, 2,078 selectors, holding 543,534 acres. These figures exclude village holdings. Under the optional system the following selections have been made:—

	No.	Area.
Cash	65 ...	6,680 acres.
Occupation with right of purchase	380 ...	81,414 "
Lease in perpetuity	299 ...	76,953 "

This shows a preference for that system which allows of the acquisition of the freehold, notwithstanding that the rent in such cases (until the tenth year, after which the freehold may be acquired) is 5 per cent., as against 4 per cent. under the lease in perpetuity system. The main reason probably is, amongst others, that money may be more freely raised on a tenure where there is a right of purchase.

The selections made under a few special clauses of the Act have been as follows:—

—	Under Section 114.		Under Section 115.		Under Section 117.		Under Section 13, of Act of 1895.	
	Number.	Area.	Number.	Area.	Number.	Area.	Number.	Area.
		Acres.		Acres.		Acres.		Acres.
Lease in perpetuity	10	794	31	7,005	..	..	..	..
Occupation with right of purchase ..	1	150	..	..	..	..	..	..
Perpetual lease	5	67	..	..	..	..	..	..
Small grazing-runs	..	..	3	1,590	..	..	..	..
Cash	..	..	3	465	12	186	..	..
Village-homestead: Lease in perpetuity ..	..	..	..	..	..	..	2	158

NOTE.—The above figures are also included in the general tables.

For purposes of comparison, the figures in the first table may be brought together under a few headings, as below, which, however, exclude miscellaneous and temporary leases, endowments, &c., but include the Cheviot and the Land for Settlements Estates:—

Tenure.	1896.		1897.		1898.	
	Number.	Area.	Number.	Area.	Number.	Area.
		Acres.		Acres.		Acres.
Cash	492	26,584	392	28,489	274	22,526
Deferred payment	6	455	..	..	..	..
Perpetual lease	7	1,427	19	9,106	2	651
Occupation with right of purchase	434	84,970	281	59,652	382	81,416
Lease in perpetuity	1,461	199,098	966	139,571	782	128,855
Pastoral runs	188	2,156,378	156	1,256,706	209	2,139,872
Occupation and agricultural leases, Mining Acts	72	2,967	50	2,830	28	1,542
	2,660	2,471,879	1,864	1,496,354	1,677	2,374,862

In comparing the actual number of selectors during the last year with those of the preceding one there is found to be a slight decrease; thus selections under all headings for 1897 were 2,173, for 1898 they were 2,058. The decline last year was principally under the head of cash purchasers and lease in perpetuity selectors; whilst, on the other hand, those who selected with a right of purchase are in excess of those of 1897, as are the purchasers of pastoral leases. If from the total number of selectors and purchasers (2,058) are deducted those who took up town, suburban, pastoral, and miscellaneous leases, but including small grazing-run holders, we shall get 1,396 selectors who took up lands subject to conditions of improvement and residence, and who presumably may be looked on as so many persons intending to permanently settle on the lands. Against this number (which is five more than for the previous year) the forfeitures and surrenders under the above systems, amounting to 658, might be placed; but this would not show what may be termed the balance of new settlers, for nearly the whole of the forfeitures, &c., refer to transactions entered into in previous years. The practical test in this matter is the answer to the question whether more land is being brought under cultivation, and are the people spreading out into the virgin lands year by year. Any one who takes the trouble to visit the out-districts will at once see that large areas are constantly being newly occupied, and that roads are being formed in parts of the country that a few years since were unknown. The extension of settlement towards the central parts of the North Island has been phenomenal within the last few years.

The average-sized farm taken up last year, excluding town, suburban, village lots, pastoral, and miscellaneous, was 190 acres; the average for 1897 being 138 acres, and for 1896 162 acres. In cases under the optional clauses of the Act, where the selector himself determines the area of his selection within the limits allowed by law, the average-sized farm was 222 acres; the average for 1897 being 220 acres.

The following is a summary of the lands of all descriptions taken up for the last ten years:—

Year.	Number of Selectors or Purchasers.	Area taken up during the Year.	Territorial Revenue.	Total Revenue collected.	Number of Crown Tenants on the Books.
		Acres.	£	£	
1888–89	2,529	2,313,611	310,061	Not given.	Not given.
1889–90	2,653	4,155,472	304,842	322,885	12,164
1890–91	2,420	2,154,138	352,417	364,938	11,995
1891–92	2,519	1,453,082	320,483	324,470	12,735
1892–93	3,071	1,663,339	274,399	310,523	14,261
1893–94	2,876	1,393,918	282,067	347,343	15,081
1894–95	2,547	1,015,577	338,166	375,879	15,326
1895–96	2,865	2,662,344	291,673	345,331	15,683
1896–97	2,173	1,600,695	272,954	360,993	15,527
1897–98	2,058	2,451,062	263,296	359,086	16,365

The number of Crown tenants is a constantly varying number, owing to the termination of some of the tenures included—such as pastoral leases, perpetual leases, and deferred payment, and the cash selections under the Act of 1892—which run out by purchase, or completion of the conditions under which they are held. In addition, there are the forfeitures and surrenders under a variety of headings.

The amount of land thrown open for selection or purchase is less than that for the previous year by about half a million acres, the decrease being principally in pastoral lands. The figures given below include ordinary Crown lands, lands acquired under the Land for Settlements Acts, Cheviot Estate, forfeited and surrendered sections again thrown open for selection, &c., but exclude endowments. Most of this land was surveyed prior to being opened. The following are the areas:—

	Acres.
For Optional selection	178,760
Lease in perpetuity only	54,418
Village allotments	1,209
Cash lands (auction)	16,415
Other leases of Crown and reserves	49,485
Small grazing-runs	135,066
Pastoral runs	887,770
	1,323,123

Excepting in the estates acquired under the Land for Settlements Act, the bulk of this land is of second-class quality, for, as pointed out in previous reports, the first-class land remaining in the hands of the Government is small in quantity, scattered in many localities, and often difficult of access. The largest area in one block operated on last season was 38,300 acres in South Marlborough, which comprised lands resumed from pastoral leases by recommendation of the Classification Commissioners. The whole of this area was selected at once, most of it being let in small grazing-runs.

The lands preparing for selection are scattered in a great many different localities, and generally are in small blocks. Since the end of the year a large area has been thrown open and selected under the optional clauses of the Act in the Awarua Block, Wellington, in which part of the colony settlement has been advancing more rapidly than in others during the last few years; but the bulk of the Crown land there has now been disposed of. In southern Hawke's Bay, at Ngapaeruru, a large block is under survey and roading prior to being thrown open, whilst some of the lands acquired in the King-country are now being prepared so far as roads are concerned, with a view to opening them to selection; they are lands of fair quality, but broken.

It cannot be insisted on too strongly that the class of Crown lands remaining to be dealt with is, with few exceptions, only suited to occupation in considerable areas, and for pastoral purposes. It consists of broken forest-clad country which can never be ploughed, but much of it is nevertheless suitable for holdings of from 2,000 to 5,000 acres. From the nature of the country, and the frequently isolated positions of the blocks, the providing of roads necessary to give access to these lands is a costly and protracted process. For agricultural holdings in moderate areas, the estates acquired under the Land for Settlements Act must be looked to more and more.

The area of land granted to the Midland Railway Company at the date of last report was 191,155 acres, and no change has taken place since. Until the reservation connected with this railway is removed, no permanent settlement goes on within its limits.

Forfeitures and Surrenders.

The forfeitures during the past season are somewhat greater than for the preceding one; the figures for 1897 being 493, and those for 1898, 533. The total area forfeited was 234,986 acres, of which 146,606 acres were comprised in thirteen pastoral runs. The largest number of forfeitures were in the special settlement associations, on ordinary Crown lands; 138 sections, covering an area of 27,190 acres, having been so dealt with. The next highest numbers were in the improved-farm sections, where 114 selections were forfeited, covering an area of 9,566 acres. Under the optional system of selection there were altogether 107 sections forfeited, with an area of 27,844 acres. Included in the above figures are two forfeitures, 34 acres, in the Cheviot Estate, and sixty-three forfeitures, 3,664 acres, in the Land for Settlements estates. The number of surrenders was 171, covering an area of 544,285 acres, of which thirty-three pastoral runs, with an area of 502,285 acres, formed the major part in area. The rentals of these forfeited and surrendered sections amount, in round numbers, to something over £4,000 per annum. Lands thus forfeited or surrendered are again thrown open for selection as soon as possible, and are very generally reselected within a short time, so that, as a matter of fact, many of these forfeitures are much on the same footing as transfers. The reasons for forfeiture are noncompliance on the part of the selectors with the conditions under which the lands were taken up. Every consideration is given to individual cases by the Land Boards before forfeiture takes place, and due leniency is exercised in cases where the settler shows a real intention of occupying his selection. It is to be remarked on the subject of forfeitures that, under the Act of 1892, the conditions, a breach of which renders selections liable to forfeiture, are more onerous than under the previous Acts. For instance, under the older Acts, residence could be dispensed with in many cases if double improvements were made, which is not the case under the Act of 1892. Moreover, there are now a larger number of tenures that require improvement as well as residence as part of the conditions, which is illustrated by the following figures: In 1878 there were five; in 1888, eight; and in 1898, fourteen, classes or tenures of holdings which were liable to forfeiture. The inspections, also, are more strict, so that fewer lapses are passed over. Compliance with the conditions in some parts is rendered difficult by the great expanse of settlement beyond the limits of roads.

Details of transactions under these headings will be found in the Appendix.

Improved-Farm Settlements.

On the 31st March last forty-five settlements had been laid out, comprising an area of 73,655 acres, most of which are situated in the Wellington and Taranaki Districts. The area of bush felled was 13,576 acres, and the area in grass was 15,934 acres (some of the settlements are situated in partly open country). The total amount advanced to settlers at that date was: For houses, £4,511; for bush-felling, &c., and other work, £41,741; whilst the total value of the improvements —including the above sums—was £64,988. The number of fresh selections during the year was 78, and the forfeitures and surrenders amounted to 164, so that at the 31st March there were 526 selectors still in occupation, who, together with their families, numbering 1,615 persons, were residing on the lands.

In the Appendix will be found reports dealing with the settlements in detail, from which it will be gathered that the success attending this method of settlement is very varied, according to circumstances; some of them are doing well, others are not holding their own. Owing to the scarcity of lands which are accessible, and near parts of the country where the settlers can obtain employment, some of the selectors are unable to carry on so soon as any diminution in the road-works or advances for felling takes place. There is also a difficulty experienced in providing the stock necessary to keep down the grass when sown. Outside of any employment which can be obtained in the neighbourhood, the settlers must look to dairying and stock-raising for their support. Notwithstanding the want of success in a few of the settlements, it will be observed from the Commissioners' reports that several of them are doing fairly well, and promise to be of a permanent character. There can be little question that many of the settlers now living on these lands would be wandering about looking for work had it not been for this system of settlement. Many a man amongst these settlers, for the first time in his life, sees before him a chance of making a permanent home for his family. With energy and experience there is no reason why a large measure of success should not attend their efforts.

The total amount of rent received for the year was £708.

Village-homestead, etc., Settlements.

The new selections under this heading during the year numbered 101, the area being 1,485 acres, giving an average to each settler of 14 acres 2 roods 33 perches, and an average rental of 2s. 4¼d. per acre. The forfeitures and surrenders numbered sixty-two, which leaves a total number of 1,567 settlers under this system, of whom 1,097 are living on their selections, and holding 35,454 acres. The total number of persons residing in these settlements is 4,894. The amount actually received for rent and interest during the year was £4,877, whilst there are 265 settlers in arrear, owing £2,045, most of whom are in the Auckland District. The total payments by settlers for rent and interest since the commencement of this system amounts to £31,873, whilst the amount advanced for bush-felling, grassing, houses, &c., has been £25,932, of which £2,462 has been returned, and the total value of improvements on the land amounts to £115,834. The attached report by Mr. J. E. March speaks very favourably of the progress made by the village settlers at Cheviot.

Special Settlement Associations.

The new selections under this heading amount to five only, who took up 442 acres; whilst the forfeitures amounted to 140, and surrenders to thirty-two, with a total area of 33,898 acres, nearly all of which are in Wellington and Taranaki, where the greater number of these settlements are situated. At the 31st March last there were 978 selectors under the various systems of deferred-payment, perpetual, and lease in perpetuity remaining, who held 175,561 acres. Of these, 127 were required by law to reside, and 389 were actually in residence on the lands. There has been a decrease in the holders of land under this system since last year—viz., from 1,204 to 978—which is due to forfeitures, surrenders, and purchases, &c. In nearly all cases the forfeited and surrendered sections have been again offered for selection, and a considerable number of them again taken up, generally on one of the optional systems. In many cases the adjacent selectors have thus been able to add to their farms, whilst new settlers have come in and taken up the land in larger blocks. A large proportion of the country where these settlements exist is only suitable for holdings in larger areas than the special settlement regulations allow of. The mistake originally made by the associations was their choice of blocks in districts where access was difficult, and the nature of the country too broken for farms averaging only 200 acres in size. In some measure this was due to the want of suitable lands.

Pastoral and Small Grazing-runs.

Taking both the above tenures together there were 209 runs, containing 2,139,871 acres, taken up during the year at a rental of £11,905. The greatest number (forty) of pastoral runs taken up was in Westland, but the total area is very small indeed, only 3,482 acres; but this is the only tenure under which lands covered by the Midland Railway reservation can be advantageously dealt with, and at the best it is an unsatisfactory method of dealing with the lands. The greatest area taken up is in the Nelson District, where the old leases under local Acts had expired, and the land came in for re-leasing during last and the previous years. Advantage was taken of the falling-in of these leases to readjust boundaries on better fencing lines. Satisfactory arrangements have also been made in regard to country which had hitherto remained unlet, and which had become a breeding ground for rabbits. In the other districts the transactions consisted generally in the re-letting of old runs that had fallen in, been forfeited, or surrendered.

The total area under pastoral licenses on the 31st March last was 11,171,183 acres, held by 870 licensees; and 1,110,639 acres under small grazing-run leases, held by 607 lessees, which figures include the Cheviot and other estates.

State Forests and Plantations.

At the date of last report the total quantity of land reserved for forest, plantations, scenic purposes, &c., all of which come under the head of forests, was 1,172,750 acres. Since then an area of 4,640 acres has been added, and 1,768 acres removed from reservation for settlement purposes, leaving an area still under reservation of 1,175,622 acres. In the State forests the fires have not been so destructive this last year as in the previous one, but on the ordinary Crown lands, and on private properties situated in bush districts, they have raged with unprecedented force, causing a vast amount of damage to settlers in the destruction of houses, fences, bridges, and stock. It has frequently occurred in recent years that the destruction of forests by unintentional fires amounts to more than could be replaced by planting in a century. The risk of loss by fires increases from year to year as settlement advances into the heart of the forests, whilst the area replanted by the Government and private individuals is infinitesimal in comparison. The losses by fire were so heavy that it became necessary for Government to step in and assist a large number of settlers to renew their burnt pastures by providing seed, which has been done to the extent of over £3,000, as per report attached. The districts where the greatest destruction of forests have taken place are in Wairarapa and Rangitikei in Wellington, in Taranaki, and in the Oxford Forest in Canterbury. Most of the burnt and scorched timber in the Auckland District has been disposed of, £8,324 worth having been sold during this last year within the State forests, and a nearly equal amount from ordinary Crown lands. The payments, however, do not all come in at once.

The operations connected with the forest plantations are shown in report attached. At present they consist of the following:—

	Area Reserved. Acres.
State Forest Nursery and Plantation Reserve, Eweburn, Otago ...	1,233
" " Tapanui, Otago	22
" Dusky Hill, Tapanui, Otago	845
Plantation, Kaingaroa Plains, Rangitaiki, Auckland	50
" " Galatea Road, Auckland	15
" Whakarewarewa, Rotorua, Auckland	21
" Tarukenga, Rotorua, Auckland	15
" Mamaku, Rotorua, Auckland	6
" Wai-o-tapu, Rotorua, Auckland	18
" Seaward Forest, Southland	304
Nursery and Plantation Reserve, Rotorua, Auckland	847

Last year's drought has affected the planting operations considerably throughout the colony, but a fair measure of success has resulted so far. The object of the nurseries is to provide trees for more extensive planting in the treeless parts of the colony. In Inland Otago it is specially needed, but many other parts would benefit greatly by extending the forest-clad areas, more especially with a view of retaining the rainfall in the soil, and of allowing of a more gradual flow away by the rivers. In the Auckland District the two plantations on the Kaingaroa Plains are intended to test the capabilities of this large pumice area for the growth of timber. It is well-known that the native forests grow well on this class of soil, and in former times much land that is now growing nothing but fern and tussock-grass was under forest. Mr. Mathews reports that owing to the drought of last season no very favourable results have yet been obtained, but efforts should still be made in the same direction, especially in planting trees which will serve as shelter from the cold winds of that region, behind which more valuable trees may be raised. In connection with the Rangitaiki Plantation experiments have been made in the sowing of various grasses, some of which are doing well, whilst others have completely failed. An extension of these experiments, more especially with those sorts that are doing best, will serve to demonstrate whether it is possible to grow grasses on these, at present, useless plains; whilst the tree-planting will show whether it is possible eventually to mitigate the cold winds prevalent there. That the pumice soils will grow native trees requires no illustration; whether such soils can be made to grow other trees, and at a reasonable cost, is what the experiments are intended to prove.

The drought in the South has affected the nurseries in Otago to a considerable extent; but, nevertheless, the young trees have made fair progress. At Eweburn, the total rainfall for the twelve months was only 9·23 inches, but the water-supply from a spring, conveyed through the nursery by pipes, was sufficient to save the young trees. Twenty acres in addition is about to be enclosed for further extension.

At Tapanui, twenty-two acres have been enclosed and tile-drained, whilst three acres have been trenched as a seed-bed, and part of it sown with forest-tree seeds, as per Mr. Mathews's report attached. Large batches of these seedlings were unfortunately attacked during the dry weather by the fungus *Phytophthora omnivera*.

The Dusky Plantation-ground, twelve miles from Tapanui, has been enclosed (845 acres) and roughly formed roads made through it, drains opened, and about thirty acres sown with turnips preparatory to planting.

During the year the attention of the Commissioners of Crown Lands has been drawn to the necessity of recommending for reservation areas lying within the main watersheds, and which are now covered with forest, with a view to preserving the forests as "sponges" to retain the rainfall, and thus allow of its gradual flow down the rivers, instead of in the form of floods; for this, no doubt, is the end toward which the settlement operations are tending at the present day. Connected with this subject is, of course, the desirability of preserving the banks of many of the rivers for scenic purposes, and the timber near them for commercial use hereafter. The total revenue credited to State Forests Account last year was £10,995 13s. 1d., and the expenditure, £5,078 8s.

Reserves, Parks, Sanctuaries for Native Fauna, etc.

The following figures summarise the reserves made for public purposes during the year:—

	A.	R.	P.
Recreation	953	2	26
Primary and secondary education	7,483	3	28
School-sites	401	1	24
Forest reserves and plantations	4,640	3	33
Preservation of Native fauna and flora, historical and scenic purposes	1,584	3	34
For the use of aboriginal natives	7,012	0	7
Sanatorium, Rotorua	285	2	0
Agricultural and pastoral show-grounds	73	1	30
Miscellaneous	1,421	0	6
	23,856	3	28

The principal items in the above table are the forest reservation of 3,900 acres in the Rewa district, Wellington, and the large area reserved for aboriginal natives, the latter including lands set aside in the Marlborough District for landless Natives of the Middle Island.

In the Tongariro National Park a bridle road has been made, leading up by easy grades from near the picturesque Otukou Native village, close to Lake Roto-a-Ira, up to the Kete-tahi hot-springs on the side of Tongariro Mountain, which will enable visitors to ride to these springs, the great healing properties of which in certain cases are well known. Moreover, from Kete-tahi to the top of Tongariro, an easy climb over the lava of an hour's duration will take the visitor to the top of the mountain, and enable him to see the number of craters in that locality. The four red deer turned out at the foot of the mountains have been constantly seen, but it is not known whether they have increased or not. It is proposed during the coming season to erect a hut near the Kete-tahi Springs for the use of visitors, and probably extend the bridle road so that the ascent of the mountain may be facilitated. The National Park Board has so far never met. The area of the park, as vested in the Crown by Act, is 62,300 acres, but the Native title has not yet been extinguished over the whole.

The exchange of land authorised by "The Reserves Disposal and Exchange Act, 1895," under which the Public Trustee was to relinquish about 5,500 acres covering the Patua Ranges, ten miles south of New Plymouth, for Crown lands of an equal value elsewhere, has been so far accomplished that the necessary documents to complete the transaction are preparing. The land given in exchange by the Crown consisted of 4,871 acres in the Mangapapa Block, Waitotara Valley. The Patua Ranges will thus become a public park or domain for the inhabitants of New Zealand. It is to be hoped that every effort will be made to preserve the native forests on this picturesque range, and that all interference with the fauna and flora will be prevented.

The Little Barrier Island—or Hauturu—was handed over to the charge of the Auckland Institute in December, 1896, with a view to the preservation of the native flora and fauna. The Government subsidises the Institute to an amount of £200 a year, and has also provided a sum of £250 for a caretaker's house. The secretary to the Auckland Institute, Mr. T. F. Cheeseman, F.L.S., has been good enough to furnish a report on the proceedings of the Institute with respect to the island, which will be found in the Appendix. This report speaks hopefully of the eventual preservation of a considerable number of species of native birds no longer to be found on the mainland.

The other principal reserve for the preservation of the native fauna is Resolution and the adjacent islands in Dusky Sound. Extracts from a report by Mr. R. Henry, as furnished to the Commissioner of Crown Lands, Dunedin, will be found in the Appendix, in which he gives, amongst other things, a good deal of information interesting to naturalists as to the habits, &c., of some of the rarer birds encountered in that part of the colony. The birds which have been introduced from time to time from the mainland on to the island appear to be doing well. Mr. Henry mentions a fact which, so far as is known, does not appear to have been noticed before, to the effect that part of Breaksea Sound was frozen over with a thin coating of ice during last winter.

An Act was passed last session, authorising the acquisition of Kapiti Island, in Cook Strait, to be put to the same use as Resolution and the Little Barrier Islands—namely, the preservation of the native fauna and flora; but, although the preliminary steps have been taken, the island is not yet Crown land.

"The Mining Districts Land Occupation Act, 1894."

Few transactions take place under this Act: the selections last year amounted to 1,284 acres, in 23 sections, principally in Otago. The total area held under this system on the 31st March last was 6,860 acres, in 136 holdings. The lands are situated within the mining districts, and are occupied by miners, who are able to put in part of their time at cultivating. Under this heading may be included the agricultural leases within goldfields. The total number held on the 31st March being 26, comprising 1,233 acres.

Settlement Conditions.

The inspection of properties held under conditions of improvement and residence is a work that increases from year to year, which is, of course, due to the retention by the Crown of the freehold, the lands being let subject to conditions of residence and improvement, this being the prevailing feature of the present Acts dealing with lands. On summarising the appended reports of the Commissioners, it will be seen that in most of the selections compliance with the conditions of lease is very general; and in many cases the value of improvements far exceed the requirements of law. Whilst this statement is true as a rule, it is found that

the association settlers are more backward than the generality, the causes of which have been pointed out in previous reports. No doubt the impossibility of providing access by roads within a short time to blocks selected beyond the limits of settlement has something to do with this; but the principal factor is the want of capital, either in experience or money, in those who formed the associations originally, and the speculative ideas of some of the members. The department now employs seventeen Rangers in the work of inspection, who have made during the year a great number of inspections, besides performing other duties, such as special reports on applications, on fires, timber, &c. In dealing with the estates acquired under the Lands for Settlements Acts, the inspection has to be more minute and careful, as the interests involved are much greater than in ordinary Crown lands.

The following figures, as supplied by the Commissioners, give some idea of the result of inspections:—

No. inspected.	Area inspected.	Improvements required by law.	Improvements actually made.	Settlers in default.
4,911	871,090 acres.	£198,478	£537,921	806

Thermal Springs, Sanatoria, etc.

At Rotorua, Mr. R. H. Reaney has continued to supervise the Government works in and around that town in connection with the Sanatorium, &c. At the Sanatorium itself, the grounds have been kept in repair and improved, and a considerable length of paths and drives re-formed, the tennis green improved, new seats, &c., provided, whilst the bath-houses have been repaired and new waiting-rooms built in connection with the Postmaster's Bath. The water-supply of the town has been overhauled and extended, but the growing needs of the township will shortly make a further extension necessary.

A wharf is in process of building, to allow of easy landing from the lake, 396 ft. having been completed, leaving 118 ft. more, of which part is finished. This wharf will be used for steam launches and the landing of timber, &c., for the use of the town. An office has also been built for the Road Surveyor and other officers of the department.

At Whakarewarewa, on the land acquired by the Government, nearly two miles of paths have been maintained in order, and a caretaker's cottage erected for the use of the custodian of the hot springs and geysers.

There has been less water in the Rotorua Lake this last season than previously observed since the Sanatorium was established; and this has affected the hot springs, as low water always does, by lowering the temperatures. But this is only a temporary matter, and will right itself when the water rises again.

Buildings continue to be erected in the township, which, now that railway communication with Auckland is open, attracts a good many visitors besides those who go there merely for the benefit of the healing waters.

During the year a contract was entered into with Mr. J. Saunders to supply a system of drainage for the town, the plans and specifications having been drawn out by Mr. R. Hay, C.E., who has the supervision of the work. The scheme will provide a system of drainage for all parts of the town already built on, with facilities for extension when required. The sewage matter will be elevated, and conveyed to filter-beds a mile away, and there be utilised. The motive-power is to be electricity, derived from the Taheke Falls, distant about thirteen miles from the town. The contract price—which does not include the filter-beds nor electric pumping-plant—was £6,826 16s., and about two-thirds of the work had been completed on the 31st March. Messrs. Hay and Reaney's reports will be found in the Appendix.

During the year seventeen fresh selectors took up 544 acres under the Thermal-Springs Act, the total number now being 183 tenants, holding 5,273 acres.

At Hanmer Plains, Canterbury, is situated the other Thermal establishment under Government control. There has been a considerable increase in the number of visitors, and the place is attracting attention from all parts of the colony as a health resort and pleasant place of recreation, so much so, that the accommodation at the baths has become too limited for the requirements.

During the year under review a Sanatorium building has been erected close to the baths for the accommodation of those using them for healing purposes. It has accommodation for sixteen or eighteen persons, of two classes, at 43s., 40s., and 20s. a week, and conveniences are supplied for conveying invalids from this building to the baths. The place has generally been full ever since it was opened. Mr. and Mrs. McDonald, who are in charge, keep the establishment in good order, and give satisfaction to the visitors.

Private enterprise has also erected a comfortable building close to the baths, where as many as orty guests can be accommodated at moderate charges. There are two other establishments within a short distance of the springs, where good accommodation can also be obtained. Between them, these three establishments can accommodate about one hundred and twenty guests.

The Sanatorium at Hanmer is now a very pretty place, with its plantations, walks, flower gardens, bowling green, tennis green, and the fine mountain scenery to be observed in the neighbourhood. Some additional planting is done each year, and this last season over three housand trees and shrubs were set.

A doctor is subsidised by the Government to make periodical visits to the establishment; whilst Miss Edith Cook conducts the operation of massage on any one who may wish it, for reasonable fees. A report on Hanmer, by Mr. J. Rogers, will be found in the Appendix on Thermal Springs.

The following table shows the growth of Rotorua and Hanmer, so far as the number of baths taken are concerned, for the last few years :—

Place.	1894.		1895.		1896.		1897.		1898.	
	Number of Baths.	Fees.	Number of Baths.	Fees.	Number of Baths.	Fees.	Number of Baths.	Fees.	Number of Baths.	Fees.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Rotorua	17,083	313 4 6	23,196	483 11 3	28,906	502 17 0	33,158	631 0 0	46,668	747 0 0
Hanmer	6,923	217 18 5	6,306	202 17 6	7,781	240 4 8	9,627	290 4 9	11,436	354 4 7

At Mount Cook the "Hermitage" still continues to be a favourite resort for tourists on account of the fine alpine scenery to be found there, in close proximity to the highest mountain in Australasia. There were 105 visitors during the season, most of whom took advantage of the services of the guide—Mr. J. Clark—to visit places of interest near, such as the Ball Hut, the Tasman and Hochstetter Glaciers, &c. The road from Pukaki to the Hermitage has been improved during the year, and is used twice a week in summer by the coach service under contract with the Postal Department; but the two days' journey from Fairlie Railway-station by the present round-about road is longer than a great many tourists care to undertake. Several tracks have been formed to enable visitors to reach the glaciers, and a hut built on the Malte Brun Range. Some planting has also been done round the house. The expenditure in connection with the Hermitage last year amounted to £845, and the receipts to £536.

In Appendix No. 7 will be found a report from C. R. Vickerman, of the Public Works Department, giving particulars of the improvements effected at Te Aroha. At this popular place of resort, which is under the control of the local body, a fine new bath-house has been erected, 98 ft. in length by 28 ft. in width, which contains twenty-three rooms, nineteen of which are bath-rooms, all of which are furnished with the best porcelain baths. Two large reservoirs have also been constructed, to contain hot water as a supply to the bath-houses, their united capacity being 26,000 gallons. This popular resort is now well equipped, and will continue to attract more and more visitors as time goes on.

Cheviot Estate.

The new transactions within the estate were few in number; as a matter of fact the lands are practically all dealt with, excepting some few areas which come in from time to time. A sale of town lots in the Town of Mackenzie took place, a few only being purchased; but fifteen grazing farms of an area of 811 acres were all disposed of, as were three small sections on lease in perpetuity (85 acres), together with five pastoral licenses for temporary occupation, comprising 238 acres.

The Ranger reports to the Commissioner that the requirements of the leases were being satisfactorily carried out. The continued drought that has been experienced had affected both the crops and the pastures, and was much felt by some of the settlers. The dairy factory has been in operation during the year, and has afforded a market for the surplus milk of the settlers. The number of lessees and freeholders is 310.

The whole of the roads on the estate, about 120 miles, and the shipping-service, has now been handed over to the local body.

The following figures show the state of the Cheviot Account on the 31st March last, in continuation of last year's statement :—

Balance from previous year	£265,429
Road construction, surveys, &c.	3,274
Landing-service, administration, and contingencies...	1,267
One year's interest to the 18th April, 1898	8,866
	£278,836
From freeholds, &c., disposed of	£860
Rents paid and accrued to the 30th June, 1898	14,502
Rents paid in advance	8
Interest	231
Shipping and port charges	806
Balance to next year	262,429
	£278,836

It will be seen from the above that the rents are returning a percentage on the balance (£262,429) amounting to 5½ per cent.

The settlers in arrear on the 31st March numbered twelve, owing £235 16s. 8d., whilst the forfeitures were two, comprising 34 acres, at an annual rental of £13 4s.

Land for Settlements Acts.

The total number of estates acquired under the above Acts to the 31st March last was forty-nine, of an aggregate area of 154,623 acres. Of these, two estates, Rangiatea, 4,004 acres, and Pa-waho, 51 acres 3 roods 18 perches, besides a small 20-acre block near Omihi, had not, at that date, yet been offered for selection.

During the year the following estates have been dealt with:—

Land District, and Name of Estate.	Area of Estate.	Number of Selectors.	Area unlet on 31st March, 1898.	Annual Rental.
	A. R. P.		A. R. P.	£ s. d.
Auckland—				
Okauia	5,920 0 0	2	3,463 2 0	19 16 0
Hawke's Bay—				
Pouparae	337 3 4	9	...	405 8 0
Tomoana	111 3 38	13	...	135 2 0
Wellington—				
Paparangi	322 3 32	19	85 3 11	194 17 2
Canterbury—				
Horsley Downs	3,982 3 35	25	...	1,072 3 0
Albury	19,539 1 24	76	114 1 0	3,447 4 7
Rural Section 36469 (R.S. 1862) Cannington	20 0 0	1	...	3 7 4
Marawiti	2,028 2 33	13	...	748 15 10
Hekeao	2,254 2 11	9	40 0 0	614 2 0
Otago—				
Makareao Extension	2,535 3 0	4	...	296 15 4
Momona	218 2 36	15	...	210 3 0
Tokarahi	11,051 2 9	78	19 3 7	4,098 10 6
Southland—				
Otahu	6,044 0 29	3	4,525 3 4	75 14 10
Beaumont	4,322 3 20	2	3,682 1 30	129 1 4
	58,691 1 31	269	11,931 2 12	11,451 0 11

The largest areas remaining unselected, as will be seen, are in Okauia, Otahu, and Beaumont. With reference to these the Commissioners anticipate that they will be selected during the coming spring and summer. In addition to the above selections, parts of the estates offered in previous years have been taken up, the total number of selectors being 347. The forfeitures this last year numbered 87, and the arrears amounted to £1,363 3s., which is largely owing to the severe drought of the past season. The improvements effected on the estates amounts to £94,789, whilst there were 2,252 people living on the estates, and occupying 653 houses. Reference should be made to the Appendix hereto for the Commissioners' reports on each estate acquired since the inception of the scheme; full numerical particulars of the same are also given in the detailed table accompanying the Inspector's report on the Land for Settlements Acts. From these it will be observed that very considerable progress has been made in the cases where the properties had been inspected.

The following figures will show that the estates are paying interest on the amount invested in them:—

The total cost of 49 estates purchased to the 31st March, 1898, was ...	£668,531
The cost of roads, surveys, administration, and all other expenses ...	37,197
	£705,728
The lands disposed of are let at an annual rental of	£34,292
The lands unlet (exclusive of roads and reserves) are valued at a rental of	1,718
	£36,010

Included in the total of £705,728 is the cost of the estates not yet offered for selection. If this amount (£15,873) is deducted, a sum of £689,891 is left, on which the rentals bring in a return of 4·97 per cent. If all the lands that have been offered were let, the return on the sum total of expenditure would be a little over 5 per cent., whilst the rentals are actually bringing in a return on the total sum of 4·86 per cent. It is understood that the annual interest payable on the money borrowed and invested in the estates, as at the 30th June, 1898, is £23,440 9s. 10d., as against a rental of £34,292, for which the lands are let.

The actual sum received from the estates during the twelve months was £27,757 2s. 5d.; the arrears amounting to, at the 31st March, £1,363 3s. But it should be noticed that as many of the estates have been opened since the 30th June, 1897, only half-a-year's rent in those cases has been received.

Native Townships Act.

Under the above Act the town laid off at Pipiriki has been offered for sale, and 59 lots, varying in size from a quarter of an acre in the town proper to 30 acres in the suburbs, were disposed of for an annual rental of £147 14s. The total expenses of survey and administration amounted to £372 13s. 6d., which are a charge on the rents, repayable in five years by yearly deductions.

The sale of the Town of Tokaanu, situated at the south end of Lake Taupo, has been delayed through questions concerning the sufficiency of the Native allotments reserved there; but this matter was settled at a sitting of the Native Land Court held in March last, and the town was to be offered to the public in June of this year. (It has since been offered for sale, when a number of town and suburban sections were let on lease, of an annual value of £179 1s.)

Towns have also been laid out at Waipiro, near Waiapu, and another at Harataunga or Kennedy's Bay, Auckland; both will come in for leasing during the coming spring. Arrangements have also been made to lay out a small town at Potaka on the Hunterville–Tokaanu Road.

The terms on which these Native townships are disposed of are leases for twenty-one years, with right of renewal at the expiry of that date on a revaluation of rental, and they are subject to ordinary sanitary conditions, &c. The regulations will be found in the *New Zealand Gazette*, 1896, page 275.

Territorial and other Revenue.

The Auditor of Land Revenue, Mr. W. G. Runcie, furnishes the following particulars as to revenue collected by the department during the year: The estimated territorial revenue was £250,000, and the actual amount received was £263,296 2s. 3d., being an excess of £13,296 2s. 3d. The above figures represent the actual territorial revenue, but the money collected by the Receivers for rents, &c., on endowments, estates, and other items amounted to £359,086 13s. 9d., as detailed below:—

	£	s.	d.
Territorial revenue	263,296	2	3
Government loans to local bodies (interest on money borrowed on lands for roads)	10,742	1	1
Land for Settlements Account	27,667	0	10
Cheviot Estate	16,277	0	7
State forests	10,995	13	1
Endowments	15,666	11	3
North Island Main Trunk Railway Account...	5,174	6	7
Thermal springs	901	3	3
Lake Ellesmere and Forsyth Account	1,642	5	8
Lands and Survey vote	3,744	12	5
Crown grant fees	1,109	13	2
Miscellaneous	1,870	3	7
	£359,086	13	9

The above amount is £1,906 15s. less than that collected in the previous year. Through the decrease in suitable and accessible Crown lands now available for offer to the public, it is only to be expected that the territorial revenue must decrease from year to year. This, taken in conjunction with the gradual extinction of payments under the deferred payments and perpetual leases, will in a short time probably make a considerable shrinkage in the revenue. The decrease for the past period amounted to £9,657 11s. 6d., while the estimated decrease for the ensuing year is somewhat larger.

Comparative Statement of the Receipts on Account of Territorial Revenue for the Years ending the 31st March, 1896–97 and 1897–98.

Land District.	1896–97.			1897–98.			Increase, 1897–98.			Decrease, 1897–98.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Auckland	29,723	17	6	30,889	19	2	1,166	1	8	...		
Taranaki	23,911	12	3	21,407	12	5	...			2,503	19	10
Hawke's Bay	17,100	14	4	14,512	16	1	...			2,587	18	3
Wellington	52,751	0	4	49,284	8	4	...			3,466	12	0
Marlborough	9,399	4	4	13,689	16	7	4,290	12	3	...		
Nelson	14,454	15	1	15,134	11	4	679	16	3	...		
Westland	1,199	4	9	1,159	18	1	...			39	6	8
Canterbury	48,999	8	6	47,503	4	6	...			1,496	4	0
Otago...	61,333	19	10	55,286	13	10	...			6,047	6	0
Southland	14,079	16	10	14,427	1	11	347	5	1	...		
	272,953	13	9	263,296	2	3	6,483	15	3	16,141	6	9
	263,296	2	3	...			...			6,483	15	3
Net decrease ...	9,657	11	6	...			...			9,657	11	6

The cash balance at the credit of the Receivers' Deposit Accounts on the 31st March amounted to £6,031 5s. 9d., being about the usual amount, whilst the balances to the credit of the Local Bodies Account was £29,220 3s. 6d., which represents "thirds" and "fourths," either not applied for by the local bodies, or transactions passing through the department. In the case of some of the local bodies the amounts are so small that they are left to accumulate until of sufficient amount to make their expenditure beneficial. The total sum paid to local bodies out of "thirds" and "fourths" last year was £41,361 18s. 2d.; ten years ago it was £18,159.

Against the total amount of revenue collected by the department, £359,086, may be placed the total cost of the Lands and Survey Department, amounting to £128,568, in which sum is included the cost of administration of the lands, surveys, forests, lands for settlement (the estates handed over), Cheviot Estate, endowments, thermal-springs, miscellaneous, and, in addition, a considerable portion of the administration expenses connected with the roads of the colony.

The number of selectors on the books of the department on the 31st March last was 16,365.

Arrears.

The following table illustrates the total number and amount of arrears due to the Crown at the date specified for the last ten years; they include the arrears under all headings:—

		£
31st March, 1889	3,862 selectors were 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
" 1896	1,673 "	15,708
" 1897	1,464 "	12,807
" 1898	1,546 "	14,437

A noticeable decrease in the number and amount of arrears is apparent during the last three years. In 1890 (the year of largest arrears) the average sum owing by selectors was £14 each; in 1898 it was £9 5s. 3d. each. The arrears for last year amount to 3·8 per cent. on the total amount of revenue receivable, or 4·4 per cent. on that actually received. Of these arrears, the principal items are:—

		£	s.	d.
120	Deferred-payment selectors, owing	940	3	10
333	Perpetual-lease " "	2,132	2	6
161	Occupation with right of purchase, "	1,041	8	7
207	Lease in perpetuity " "	1,920	0	0
178	Village-homestead special settlers, "	1,841	19	6
137	Special-settlement associations, "	1,251	18	1
125	Miscellaneous, "	1,482	13	7
47	Lease-in-perpetuity (Land for Settlements), owing	1,279	1	5

SURVEYS.

The following table summarises the transactions of the department, so far as surveys are concerned, for the twelve months ending the 31st March, 1898:—

	Acres.	Average Cost per Acre.	Total Cost. £	s.	d.
Major triangulation	512,000	0·22d.	478	15	9
Minor triangulation and topography	1,081,148	0·60d.	2,720	19	10
Topographical surveys prior to selection	29,864	3·72d.	462	16	7
Rural and suburban section surveys (1,616 sections)	491,000	1·01s.	24,913	14	3
Town section surveys (1,337 sections), cost per section	1,926	17·13s.	1,145	14	3
Native Land Court surveys (175 divisions)	266,824*	5·56d.	6,185	19	2
Mining surveys (571 sections)	31,751	5·31s.	8,429	8	11
Roads (716·23 miles), per mile	...	£12·99	9,303	12	6
Miscellaneous surveys, inspections, &c.	...	...	12,307	11	2
Total cost of the above field-work for the year			£65,948	12	5

The total cost of surveys, as shown above, is about £46,292 less than for the previous period, which is accounted for by the decrease in the number of mining surveys made, those for the previous year having cost £56,579, as against £8,429 this year.

Trigonometrical and Topographical Surveys.

The 512,000 acres of major triangulation was executed by Messrs. Cussen and Spencer on the Cape Colville Peninsula, and was undertaken especially in the interests of the large number of mining surveys lately made there, the opportunity being taken to incorporate some isolated portions of minor triangulation previously existing, and to bring them all into uniformity with the general system. In the centre of the North Island, Mr. Lowe has extended his work of the previous season for the purpose of completing a connection with the Auckland work, but as the maps, &c., are not yet complete, the results do not appear in this year's returns. Work is also in hand in the western part of the Nelson District for triangulating the country between Tasman's Bay and the West Coast, in order to connect surveys going on there. In Marlborough a considerable area at the heads of the Awatere and Waihopai Rivers has been finished, the work having been undertaken primarily to

*Out of this total, 9,245 acres were surveyed for landless Natives, Middle Island.

furnish data on which to adjust the run-boundaries in that country. Mr. Carkeek's topographical maps of this work are particularly good. The coming season will see an extension of the Marlborough triangulation over the Seaward Kaikouras, and thus finish the principal work of this nature in that district; whilst in Taranaki the north-west part of the district will be taken in hand as soon as possible.

Settlement Surveys.

The output of section-work exceeded somewhat that of last year; it naturally varies from year to year a good deal. The average size of section laid out was 304 acres, and the cost 1s.·01 per acre, which is less than usual on account of the increased average size of the sections surveyed. The estates acquired under the Land for Settlements Acts formed a part of the year's work, and as these are situated in open easy-country they tend to lower the average cost of survey per acre; and, moreover, some areas of considerable size in Canterbury, cut up into a few divisions, also tend in the same direction. The lands dealt with during the year have generally been in small blocks, widely separated, and mostly in forest country, so that the small cost of 1s.·01 per acre is creditable to the surveyors employed. The reports of the Chief Surveyors furnish information as to the principal localities where this class of survey has been in progress.

Included in the Southland returns is an area of 9,245 acres surveyed at Stewart Island for landless Natives of the South Island, and further surveys for the same purpose have been in progress during the year in the country west of the Waiau River.

The operations for the ensuing season will partake of much the same character as that just elapsed. Blocks will be prepared for settlement wherever the access is sufficiently good to render the lands attractive. The surveys of land recently acquired in the so-called "King-country" will be put in hand, with a view of opening up some very fair country for settlement; and a considerable area in southern Hawke's Bay will be completed, ready for settlement. The surveys of further portions of the bush country of inland Taranaki will be ready during the year. In Wellington several blocks of land are in hand, and should be sufficiently advanced to allow of offering them to the public during the year. In Nelson and Marlborough several scattered blocks will come in for survey; and in the latter district the Scarborough Estate, acquired under the Land for Settlements Acts, will also be subdivided. In Canterbury, Otago, and Southland several scattered blocks will be prepared for settlement, amongst them any lands acquired under the Land for Settlements Acts.

Native Land Court Surveys.

The area prepared for the Court was 266,824 acres, in 175 divisions, which represents, however, only the area surveyed by the staff surveyors, or by authorised private surveyors where the cost has been advanced by Government, and the bulk of the area so surveyed consists of subdivisions of blocks which had previously passed the Court.

Mining Surveys.

A very large decrease has taken place in the number of mining surveys during the year. The figures for 1897 were 2,706 sections, containing 206,829 acres; whilst those for 1898 are 571 sections, with an area of 31,751 acres. The decrease is due to the lesser amount of claims applied for in the Thames Goldfield. The cost of these surveys is deposited by the miners, in the first instance.

Road Surveys.

A somewhat greater mileage of roads has been surveyed (716 miles as against 569 for 1897). This class of survey comprises roads taken in exercise of the road-rights under Crown grants, and other roads not included in the settlement operations. It includes some surveys of railway-lines, made in order to secure the title thereto, and also other roads laid out with full engineering data, prior to construction. In addition to the above items, surveys of 105½ miles of water-races have been made in Canterbury.

Miscellaneous Work.

Under this head is included all the miscellaneous work performed by the surveyors which cannot be tabulated under other headings, such as inspection of surveys, standard surveys of towns, assistance rendered by the Survey staff in the inspection of improvements, inspection of road-works, and innumerable small items connected with the working of the department, the total cost being £12,307.

Standard Chain.

During the additions made to the Government Buildings, Wellington, the standard chain for the colony was destroyed. It therefore became necessary to lay down another, which has been done. The position is on the south side of the buildings, where a solid concrete foundation exists, and which furnishes a convenient and permanent base. The standard brass bar, by Elliott, of London, 48 in. in length, was used by very carefully marking off from it a length of 6 ft. on a Baltic pine bar. From this a similar length on a measuring bar, also of Baltic pine, was marked off; this bar having two steel points, one of them adjustable. This latter was used as the measuring apparatus, the terminals of each 6 ft. being marked on slate let into the concrete. The mean result of three measurements made by three sets of observers was taken.

Board of Examiners for Surveyors.

During the year seven Board meetings were held. Forty-seven applications for certificates, and for permission to sit for examination, were disposed of. Two examinations have been held, and twenty-four different candidates have been examined. Six of these, however, took part in both examinations, having only been partially successful in the first. The following are the names

of candidates who have passed or have had new certificates granted to them: Under section 9 (1): (*a*) J. R. Strachan, W. F. Robinson, T. Lilliecrona; (*b*) W. S. Charlsworth, J. R. Morgan, C. H. Morison; (*c*) J. Chisholm. Under section 21 (1): (*a*) W. D. Wilkins; (*b*) J. W. Johnston; (*c*) D. M. Wilson, J. H. Jennings, J. S. Browning, T. Oldfield, T. W. Kenny, G. A. Jackson.

The date mentioned in section 21 (2) of the regulations (*i.e.*, 1st March, 1898), and after which no application for a certificate or for permission to sit for examination under subsection (*c*) could be granted, having passed, it is now necessary for any applicant for examination to have previously served a regular indentureship or qualified at a recognised university, and had eighteen months' actual practice. Holders of an authorisation under "The Land Act, 1877," can, of course, exchange for the Board's certificate; and licensed surveyors of Australia and Tasmania can obtain a certificate after six months' practice in New Zealand, and on satisfying the Board as to their familiarity with the survey regulations.

Road Construction.

Under the appropriations chargeable on the Public Work Fund, the separate items under the control of the Minister of Lands numbered 1,037, representing so many different roads and bridges, &c., in various parts of the colony, a larger number of separate works than has ever appeared on the appropriations before. These items represent a sum of £297,521 appropriated for roads, bridges, land-purchase surveys, and other works, out of which £263,956 was expended. In addition, £10,868 for the Mines Department and £6,175 under the Land for Settlements Acts have been expended during the financial year, making a total expenditure on roads and bridges of £280,999. Out of the total above, £55,585 has been spent by local bodies under agreement with the Government.

The roadworks were distributed as follows:—

District.	Constructed	Widened and improved.	Maintained.	Cost.		
	Miles.	Miles.	Miles.	£	s.	d.
Auckland	223	205	1,272	70,285	0	0
Hawke's Bay	61	6	155	19,175	0	0
Taranaki	91	27	254	38,622	0	0
Wellington	165	72	686	63,146	0	0
Nelson	24	18	120	13,180	0	0
Marlborough	61	2	69	12,743	0	0
Westland	28	42	190	13,455	0	0
Canterbury	21	28	50	9,358	0	0
Otago	72	57	52	23,656	0	0
Southland	69	29	9	13,923	0	0
Totals—Dray-roads	448	383	1,875	...		
„ Bridle-roads	367	103	982	...		
Grand totals	815	486	2,857	£277,543	0	0

There are included in the above cost the engineering survey of 486 miles of new roads, and the construction of ninety-three bridges, each over 30 ft. span.

The work done for the Mines Department is also included, and consists of the maintenance of forty-eight miles of road, the construction of forty-three miles, and the erection of four bridges, costing £10,868.

The amount spent on Native surveys was £3,456.

The year's work is considerably greater than last season. In roads constructed the excess is 316 miles; in roads maintained it is 813 miles. Of bridges over 30 ft. span thirteen more were built. Engineering surveys of new roads is, however, 100 miles less than 1896–97.

The great bulk of the works conducted by the department have been on the co-operative contract system, reports on the working of which will be found in the appendix, where also will be seen extracts from the reports of the officers in charge dealing with most of the items on the appropriations, a few of the more important of which may be noticed here. The average wage earned last year was 6s. 4d. by a mean number of 1,519 men.

In Auckland, the Great North Road, extending from Auckland through the northern peninsula, has been improved and maintained for a considerable portion of its length by the department. There are parts of this road which are not yet available for wheeled traffic; the great want is that of metal, which is difficult to procure. The main road, south of Auckland, has also had some needed repairs effected, but a great deal requires to be done to make it a really good road.

The road leading from Opanake Railway Terminus to Hokianga, running through the new settlements on the plateau, is constructed thoughout, a distance of thirty-one miles, and on the completion of some bridge-work and repairs to the older constructed portion will be open for wheeled traffic.

South of Auckland, the Tuakau–Raglan Road still requires some eight miles of construction, besides bridges, including one over the Waikato River, to open it for wheeled traffic, about sixteen miles having been made during the year. This road runs through the heart of fairly good country, most of which has been taken up during recent years.

In the Rotorua District, under Mr. Reaney's supervision, a great length of main roads has been maintained, largely in the interest of the tourist traffic, the most important being the Rotorua–Napier Road, as far as Runanga, from which place to Pohue is under the control of the Chief Surveyor, Napier. The Rotorua–Te Teko Road is now open for wheeled traffic as far as the Tarawera River, where a bridge has yet to be built. A continuation of this road from Te Teko to Opotiki—part of which is constructed—is very necessary to allow of direct communication between the railway-station at Rotorua and the settlements in the eastern part of the Bay of Plenty. The new road from Wai-o-tapu to Wairakei, which will take the place of the present main road from Rotorua to Taupo, has been constructed throughout, and tenders have been accepted for a bridge over the Waikato River. On completion of this, the road will be available for coaches, and will form a far more attractive route than the present road *viâ* Ate-a-muri.

Another very important road starting from Rotorua is that which leads through the Urewera country, past Lake Waikare-moana, and thence onwards to Gisborne. It is sure to become a stock-driving and tourist route when opened. At the western end two miles and a quarter only have been actually completed this year, but beyond this the forest has been cleared, and contracts are in hand to within a few miles of Mataatua, thirty-five miles from Galatea. It is still being pushed on by co-operative labour, both Pakeha and Maori. At the eastern end the road is now open from Gisborne for about ten miles and a half beyond the Hangaroa River, and at the same time three miles and three-quarters have been finished from Waikare-moana eastward, whilst from the same point (Aniwaniwa) westward contracts are in hand to the Mokau River, five miles from Aniwaniwa.

In the Auckland central district, under Mr. Hursthouse's supervision, the principal work in hand has been the main road leading from Awakino to Te Kuiti Railway-station. The road is now open for carts from Awakino Heads for nineteen miles and a half, or to the upper crossing of the Awakino; and four miles and three-quarters are also open through the Pae-mako Settlement further on. This road opens up a large extent of country of good quality, which would be settled were the road opened through and the Native titles all extinguished.

Another important road in this district is the Ohura (Stratford–Ongaruhe) Road. At its northern end it is now open for drays for twenty-four miles, to the Ohura River, which still remains to be bridged, though the timber for that purpose is nearly all cut. During the year two miles and a half have been formed beyond the Ohura, and about four miles and a half cleared. The southern end of this road is under the supervision of Mr. G. F. Robinson, who reports that the road is open for coach traffic from Stratford to Whangamomona Village—forty-two miles—whilst a further distance of five miles has been constructed, but is not available till further bridges are erected. The length remaining to be completed on this main road is about thirty-one miles, of which part is already cleared, and about five miles of which is also available as a bridle-road. The total distance through from Stratford to the railway-line at Kawakawa, Ongaruhe Valley, is 111 miles. Its completion will be a great opening up of the country and allow of coach traffic between the railway systems of Auckland and Taranaki, on the extension of the railway to Kawakawa. On the Stratford end of this road nine miles and a half are metalled, and contracts are in progress for a further two miles.

A branch from the Ohura Road, in the Taranaki District, is in course of formation to connect with the navigable part of the Tangarakau River at Putikituna. This river is now being improved so as to afford access by water by way of that river and the Wanganui to the interior country.

The damages caused to the roads in Hawke's Bay by the floods of April, 1897, have necessitated large expenditure, but they have not yet been fully repaired. The road from Napier to Wairoa has been opened for carriage traffic as far as the Mohaka River on the northern end, and to eight miles and three-quarters beyond the Tongoio Pa, near the Arapawanui River, on the Napier end.

Plans for a new bridge over the Mohaka River on the Napier–Taupo Road, to replace that destroyed by the flood, have been made by the Public Works Department, and tenders will be invited as soon as possible. In the meantime the Titiokura Hill will be improved by some deviation to give a better grade, and the rock-excavation at the approach to the bridge will be done.

The new road from Gisborne to Nuhaka has been advanced about six miles, and some improvements made at the hot springs there.

In the Wellington West District Mr. G. T. Murray has extended the metalling of the Pipiriki–Wai-o-uru Road, but more is required to cover the worst parts of the road. This line has become a great tourist route in connection with the Wanganui River and the Lake District of the North Island. Another important main road is the Ohingaiti–Tokaanu Road, which was much damaged by the floods of 1897. Metalling has been extended between Taihape and Mangaonoho in the worst places, and where the heaviest traffic exists; but in view of the large amount of land recently taken up in this district, to which this road is the main access, much more will have to be done to make the road effective. On a branch road from the main line, near Mangaweka, a low-level bridge over the Rangitikei River has been designed and built by Mr. Murray. The idea is to allow the floods to pass over the bridge. So far it has proved successful, and no damage has been done by the timber coming down the river. The total cost was £369. A similar bridge has been built over the Ohau River. The results in both cases will be looked forward to with interest.

In the rest of the Wellington District, which is under Captain Turner's supervision, a large amount of work has been performed on a great number of roads, intended to give access to lands taken up during the last few years. This part of the country suffered very much from the Easter flood of 1897, and it has taken a large amount of money to repair the damages to roads and bridges which then occurred. The Alfredton–Weber Road is perhaps the most important work that has suffered through the floods. The removal of the heavy slips has been such a continued source of expense that the completion to Weber as a coach-road has been much delayed. Contracts are now on hand, which, on completion, will open this line through to a junction with the Weber Road.

In Marlborough, the most important work in hand has been the construction of the road south from Kaikoura, towards the Conway River, about thirteen miles and a half of dray-road having been completed. It is anticipated that this road, besides giving access to the lands recently selected south of Kaikoura, will eventually form a main line connecting Kaikoura with Cheviot, and will probably take a good deal of the traffic that at present passes by the Kaikoura–Waiau Road, the grades being much better.

In Nelson and Westland the main road, Belgrove to Reefton and Westport, has been maintained, and numerous bridges repaired and renewed. A large bridge over the Buller, from designs by Mr. Hay, of the Public Works Department, is contracted for, and two other bridges over dangerous streams are in course of erection. This road suffered very much in the floods of March, 1897, and the necessary repairs have cost a considerable sum. The main south road in Westland has also been extended southward, so as to open up some country for settlement.

On the Hokitika–Christchurch Road the floods before referred to did great damage, which has been put right during the year; but a succession of floods caused considerable additional damage, necessitating constant attention to keep the road open, a work which is very necessary, as this is the only overland means of communication between Canterbury and Westland. Expensive deviations will still have to be made in consequence of the destruction caused by these floods.

In Canterbury the road from Pukaki to Mount Cook has been much improved, and travelling rendered easier for the numerous tourists that now visit the "Hermitage." In the neighbourhood of Mount Cook several tracks have been made, and a hut built on the Malte Brun Range, at about 5,500 ft. above sea-level, all of which works aid materially in allowing visitors to see the magnificent mountain and glacier scenery in the neighbourhood.

In Otago, besides numerous extensions of district roads, the main line from Catlin's to Waipawa has been improved and repaired. This is an important road, as it leads through districts lately settled; and, although metalling will be expensive, it must be done in order to carry the produce of the district to the railway and a market.

The Waiau River to Preservation Sound Track has been in hand during the past year, in Southland, and over forty miles of 10 ft. track is now available for foot traffic; it leads through much broken country, but will be a boon to the miners at Preservation Sound when finished. Works have also been going on at Milford Sound in continuing the widening of the road to give access to the Sutherland Falls, but much remains to be done before this road is available for wheeled traffic.

The following return shows the number of co-operative labourers employed by the department, and it gives the average for each district for the month and the year:—

District.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Aver.
Auckland ..	521	437	376	367	333	352	353	407	399	283	301	305	370
Hawke's Bay	57	62	60	91	143	144	107	104	110	110	110	126	102
Taranaki ..	260	273	281	287	285	268	226	238	238	189	161	192	241
Wellington	537	554	530	506	522	512	499	579	487	445	451	480	508
Marlborough	..	31	57	73	110	123	110	91	66	38	63	67	69
Nelson ..	..	..	..	..	..	..	21	34	25	18	16	26	12
Westland ..	44	82	69	58	36	38	39	34	30	22	19	26	41
Canterbury	..	..	..	1	3	..	..	..	16	30	25	10	7
Otago ..	99	90	105	159	167	140	89	101	114	74	85	117	112
Southland ..	47	57	61	80	88	93	60	23	18	37	54	67	57
	1,565	1,586	1,539	1,622	1,687	1,670	1,504	1,611	1,503	1,246	1,285	1,416	1,519

Average for the year, 1,519.

HEAD OFFICE.

MAPS, ETC.

Mr. F. W. FLANAGAN, Chief Draughtsman, reports:—

During the year ending the 31st March, 1898, the current duties of the office have been carried out satisfactorily, while the out-turn of departmental and extra-departmental work has been greater than in any previous year. The requisitions of other departments are increasing, and from their nature will probably become permanent work for the lithographic branch, and in a lesser degree for the draughtsmen, whose services are frequently required revising and drawing. All extra-departmental requests have, however, been complied with without delaying the departmental work proper.

Of the mile-to-the-inch series of maps of survey districts the following have been finally completed and published, viz.: Mount Cerberus, Kopuaranga, Tararua, Aohanga, Waimea, Motueka, Ngakawau, Totaranui, and Aorere (all drawn in the district survey offices), and Waikouaiti, Rock and Pillar, Strath Taieri, Toetoes, and Totara (drawn in the Head Office). The last-mentioned map was reproduced on the 40-chain scale.

Of new editions of mile-to-the-inch maps containing corrections and additions, the following have been published, viz.: Survey Districts of Egmont, Ngaire, Mabel, Invercargill, Oteramika, and Centre Hill.

Maps of the Survey Districts of Waipori, Southbridge, Ellesmere, Cobden, French Pass, Benger, Mokihinui, Pakawau, Maungatapu, Ngakawau, and Kaiteriteri have been put to stone, and will be published shortly. Mile-to-the-inch maps of the survey districts extending north from Palmerston in the Wellington Land District, and between the Rangitata and Waitaki Rivers in Canterbury, are frequently inquired for. Data for the compilation of these maps should be supplied as soon as possible.

Amongst miscellaneous maps published may be mentioned the northern portion of Waitaki County; Reefton Mining District, showing claims with alphabetical and numerical lists of names; Wanganui River and traffic routes leading thereto; Kapiti Island; Kermadec Islands; circumpolar stars; summit of Tongariro; Landsborough and Clarke country; portion of Fiord County, Western Otago; Resolution Island; and Townships of Apiti, Pipiriki, Raupo, Raetihi, Taihape, Pukearuhe, Eltham, Seddonville, Waiau, Millerton, Reefton, Gore, Clyde, Alexandra, and City of Christchurch.

The renewal of the 80-chain index county maps has been proceeded with intermittingly. New maps of Waitaki and Selwyn Counties are in hand, the former being well advanced towards completion. The county maps of Pahiatua, Wairarapa North, and Wairarapa South—completed last year—have been copied on transparent paper, and will be photo-lithographed in six sheets. These sheets will serve as preliminary maps of twenty-six survey districts until the standard mile-to-the-inch maps have been published.

A new map of the colony, constructed according to the rectangular tangential system of projection designed by Colonel Sir Henry James, R.E., is being proceeded with uninterruptedly. The projection has been completed by Mr. Grant, who will also compute and assist in plotting the trig. points on which the topography is constructed. The scale of the map is eight miles to an inch, to be reduced by photography to ten miles to an inch, that being the uniform scale of the maps of the world issued by the War Office. Mr. Wilson, an expert and rapid draughtsman, has been intrusted with the drawing of the map.

A map specially designed for use in the public schools is to be commenced as soon as the outline of the map of the colony just referred to has been completed.

The following are the principal subjects printed off for other departments, viz.: Monthly time-table maps in three printings, diagrams, and process pictures for Railway Department; process reproductions of photographs for report on Tasmanian light railways; illustrations and maps for Public Works Statement; architectural and engineering drawings for Public Works Statement; geological map in five printings, diagrams, and process pictures for "Mining Record," for Mines Department; examination-papers, charts, and diagrams for Marine Department; statistical diagrams in four printings for Registrar-General; examination-papers for Education Department; policy forms and cheques for Government Insurance Department; designs for creameries, diagrams in four printings, process illustrations, and statistics for Agriculture and Stock Department; diagrams and map of telegraph and telephone routes in three printings for Telegraph Department. The computing (where necessary), compiling, and drawing required for the subjects printed for the Telegraph, Stock, and Registrar-General's Departments were performed by the draughtsmen in the Head Office.

The preparation of land-sale maps has been proceeded with as in previous years. One hundred and eighty-six maps have been lithographed and issued to the district offices, fifty-eight being for Auckland, seven for Hawke's Bay, ten for Taranaki, twenty-two for Wellington, two for Nelson, fourteen for Marlborough, twenty-eight for Canterbury, twenty-five for Otago, and twenty for Southland. One hundred thousand one hundred copies of these have been printed. As usual, photographic reductions of the larger blocks and settlements have been made for administration reports, &c., and compilation of index county maps. Pamphlets and maps containing particulars in detail of the disposal of the estates purchased under the Land for Settlements Act have been prepared and the distribution largely assisted by the Head Office. The following are the estates, viz.: Horsley Downs, Paparangi, Hekeao, Pawaho, Otahu, Beaumont, Okauia, Te Moana, Pouparae, Albury, Marawiti, Momona, and Tokorahi.

The "Tourist Guides" impose a great deal of work in editing and revising, drawing maps, and preparing indifferent photographs for reproduction. There are seventeen of these guides, containing descriptions of the tourists' routes of the colony furnished mainly by the Chief Surveyors. About two hundred maps and three hundred pictures will be required to complete this work. The first edition will be ready for issue before the commencement of the next tourist season.

For the encouragement of tourist traffic the following publications have been sent to the Agent-General, viz.: "The World's Sanatorium," "Waikaremoana," "Resources of New Zealand," "Thermal Springs of New Zealand," "Fiordland," "Wonderland," "and Grand Tour" pamphlet, and framed photographs were sent to the Brisbane Exhibition.

For the purposes of the Native Land Acts eighteen schedules and five plans have been prepared.

For the Public Works Department four plans and schedules have been examined.

For Proclamations under the Public Works Act fifty schedules and fifty-two plans have been examined and recorded.

Thirteen plans of towns for Governor's approval have been examined.

For the Local Bills Committee of the House of Representatives thirteen schedules have been revised.

Forty-six descriptions of boundaries and thirty-eight maps have been prepared for subjects relating to the Land Act and Land for Settlements Act.

Eighteen schedules and eighteen maps have been prepared for Proclamations under the Loans to Local Bodies Act.

Seventy-nine descriptions of boundaries of registration districts, drainage districts, mining districts, road districts, and boroughs have been written and recorded.

Numerous tracings, computations, designs, plans on deeds and warrants, have been made Additional information has been recorded on index county maps on its receipt from the distric offices.

A notable feature of the year has been the removal of the whole of the lithographic plant into the new offices. The removal was commenced on the 24th September and completed on the 8th November, thus occupying a little over six weeks. Arrangements were made, however, by

which there was little or no stoppage of the work during that time. The new arrangements will prove quite satisfactory when the hydraulic lift has been erected and heating apparatus provided. The machines are now driven by steam-power, and can be run at differential speeds. The printing-power will be increased shortly by the addition of a new machine, quad. crown size, to print from stone 32 in. by 42 in., built by Furnival and Co., England.

The out-turn of the litho. machines and presses has been greater than that of any previous year. The number of subjects dealt with has been 1,447, or 433 more than last year. The number of impressions pulled amounted to 1,375,641, or 277,138 more than last year. Of the total impressions taken, the machines are to be credited with 1,306,581 and the hand presses 69,060.

The out-turn of work from the photographic gallery has been very large, the number of plates taken being 1,114, or 226 more than last year, and the number of silver prints 648 for the year. This result is very creditable to Mr. Ross and his assistant.

No trial has been given to the photo-trichromatic or three-colour work referred to in last year's report, for, although the colour-filters have been obtained from England, there has not been spare time for experimenting.

Twenty-three wash-drawings of scenery have been made.

For tinting, etching, sets-off, corrections, touching up, &c., nearly four hundred lithographic stones have been prepared.

Two hundred and fifty photographs have been improved by Mr. Sturtevant for reproduction as process pictures.

Details of the photographing and lithographic printing and plan-mounting done during the year are appended.

I owe thanks to the staff for cheerful assistance in disposing of the work.

LITHOGRAPHIC PRINTING and PHOTOGRAPHING.

Department.	Number of Separate Printings.	Printing.		Photographing.			
		Number of Impressions taken.					
		By Machine.	By Hand.	Number of Plates.	Number of Silver Prints.	Number of Bromides.	Number of Bromide Enlargements.
Survey	1,025	818,475	53,272	862	416	...	10
Public Works	156	39,601	6,383	54	3	...	...
Railway	57	161,680	4,250	...	...	60	...
Mines	86	132,275	1,229	112	...	...	...
Marine	35	6,150	2,095	...	...	...	...
Customs	2	500	1	...	...	...	...
Postal	20	17,000	240	13	...	...	...
Telegraph	7	8,700	160	12	...	...	...
Registrar-General ...	19	47,000	6	4	...	...	...
Premier	11	3,750	300	1	200	...	6
Government Insurance ...	4	500	4	...	...	...	...
Agriculture and Stock ...	16	66,000	14	42	29	...	...
Treasury	2	1,800	...	...	...	...	...
Education	3	900	6	8	...	...	...
Meteorological	3	2,250	100	2	...	...	...
Colonial Secretary ...	1	...	1,000	...	...	..	...
Government Printer ...	...	...	...	4	...	...	...
Totals ...	1,447	1,306,581	69,060	1,114	648	60	16

Abstract of lithographs printed during the twelve months:—

Head Office	899,811
Auckland Office	4,500
Westland Office	12
Otago Office	4,000
Total	908,323

Number of subjects taken in hand and printed off, 987.

Number of plate-transfers pulled, 51.

Number of maps, tracings, and photographs mounted, 965.

CORRESPONDENCE, ETC.

Mr. SHORT, the Chief Clerk, reports as follows:—

During the year 17,200 letters and telegrams were received and 14,300 despatched.

The following Proclamations, Orders in Council, and warrants were prepared and issued, namely:—

In respect to Land Administration under the various Land Acts: Warrants opening land under Part III., 53; warrants of sales by auction of land, 35; Proclamations setting apart village-homestead lands, 10; Proclamation withdrawing village-homestead lands, 1; Orders in Council

fixing terms and conditions for village-homestead lands, 10; Orders in Council modifying terms and conditions of village-homestead lands, 5; Proclamations setting apart small grazing-runs, 10; warrants temporarily reserving lands, 19; warrants permanently reserving lands, 9; warrants amending descriptions of reserves, 2; Proclamations reserving educational endowments, 2; miscellaneous Proclamations, 14; miscellaneous Orders in Council, 3; miscellaneous warrants, 3.

Land for Settlements Acts: Proclamation setting apart land as small grazing-runs, 1; warrants setting apart land for lease in perpetuity, 5.

Cemeteries Act: Warrants appointing trustees, 32; Order in Council delegating Governor's powers under, 1.

Public Domains Act: Orders in Council bringing reserves under, 23; Orders in Council delegating Governor's powers, 60; Order in Council revoking delegation of powers, 1.

Public Reserves Acts: Order in Council authorising exchange for other land, 1; warrants changing the purpose of reserves, 11; Orders in Council vesting reserves in local bodies, 24.

"The Native Townships Act, 1895": Proclamations setting apart land for townships, 2; warrants appointing members of Land Boards, 10; warrants appointing rangers, 3.

In respect to roads, bridges, and towns the following instruments were prepared:—

Proclamations—		
"The Public Works Act, 1894": Taking land for roads	22	
"The Land Act, 1892": Opening and closing roads	54	
Government Loans to Local Bodies Act: Proclaiming loan areas ...	13	
Land for Settlements Acts: Closing roads, &c.	3	
	—	92
Orders in Council—		
"The Public Works Act, 1894": Declaring road county road, taking Native lands for road, &c.	11	
Land Act: Resuming land for public purposes	2	
Cheviot Estate Disposition Act: Defining harbour	2	
Counties Act (sections 257 and 258)	1	
	—	16
Warrant under Public Works Act—		
Control of roads: Authorising construction and control of bridges		4
Notices—		
Public Works Act: Intention to take land for roads	2	
Governor's warrants: Authorising taking and laying off roads through Native lands	15	
Surveyor-General's warrants...	4	
	—	21
Commission (*re* bridges and roads)—		
Maintenance of Tamaki bridge: H. W. Brabant, S.M.		
Auckland, maintenance of part Great South road (two commissions): H. W. Brabant and T. Jackson, S.M.		
By-laws—		
Regulating traffic on Government roads		1
Warrants prepared for the Governor's approval of names and plans of townships		26

In addition to the foregoing there were a great many returns and statements of various matters prepared. Special forms and instructions were prepared and sent out in connection with Bush Fires Relief, and special forms for Audit Reports were also drafted and printed.

Accounts.

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

The number of vouchers authorised for payment, credit, or refund during the year was—

		£	s.	d.
5,706	charged to Lands and Survey vote, covering gross expenditure of ...	129,424	8	2
269	charged to Lands and Survey, Miscellaneous vote, covering gross expenditure of	5,534	18	2
359	charged to State Forests vote, covering gross expenditure of	5,114	15	3
19	charged to Cheviot Estate Expenses vote, covering gross expenditure of ...	3,787	12	2
103	charged to Land for Settlements Expenses vote, covering gross expenditure of	*1,759	3	2
10	charged to Immigration vote, covering gross expenditure of	494	15	5
9,511	charged to Settlement Roads, Bridges, and Other Works vote, covering gross expenditure of	243,304	17	5
663	charged to Government Loans to Local Bodies Account, covering gross expenditure of	18,769	11	8
80	charged to Cheviot Estate Account, covering gross expenditure of ...	12,869	15	10
679	charged to Land for Settlements Account, covering gross expenditure of ...	*156,826	8	5
56	charged to Unauthorised Account, Consolidated Fund, covering gross expenditure of	886	8	8
49	charged to Civil Service Act, and General, covering gross expenditure of...	1,670	10	0
89	charged to Receivers' Deposit Accounts, covering gross refund of ...	4,659	15	2
111	charged to Refunds of Revenue, covering gross refund of	2,147	14	0
15	charged to Refunds of Contractors' Deposits, covering gross refund of ...	171	3	6
17,719		£587,421	17	0

* Includes Land for Settlements Department charges.

Details of the *net* expenditure will be found in the various tables on other pages. In addition, 121 credit vouchers for work done by the department, 541 applications for imprest advances, and about 1,200 letters, memoranda, returns, &c., have been dealt with or prepared.

Two hundred and twenty-eight agreements (prepared in triplicate) have been issued, representing grants to local bodies of £53,950 1s. 7d.; and the payments under agreements amounted to £55,585 18s. 7d., including payments under agreements of previous years.

A statement (71 pages) of the expenditure, liabilities, &c., in respect of each of the 1,112 separate appropriations, and a full statement from the commencement of the position of the Government Loans to Local Bodies Account has been issued, within the department, quarterly, and the various authority and expenditure registers have been balanced as between themselves.

A large amount of work has been performed during the year in preparing returns for departmental information, compilation of reports, statements and tables for the last annual report, supplying information daily as to the condition of road and other accounts, preparation of Consolidated Fund, Public Works Fund, and other estimates under the direction of the head of the department, and general supervision of the accounts of the district offices, though press of other important work has prevented this supervision being carried out in a thorough and systematic manner.

The comparative statement below shows to some extent how the yearly increase of work in the department affects this branch:—

Year.	Number of Vouchers.	Gross Amount authorised for Payment, Credit, &c.	Number of Appropriations.	Number of Grants to Local Bodies prepared.	Amount granted to Local Bodies.	Payments to Local Bodies under Agreements.
		£			£	£
1890–91	9,810	152,775	210	80	17,782	Not compiled.
1891–92 (9 months)	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
1895–96	15,422	578,778	682	203	33,761	42,813
1896–97	15,689	711,660	932	248	59,712	32,419
1897–98	17,719	587,422	1,112	228	53,950	55,586

Audit.

Mr. Runcie, Auditor of Land Revenue, reports as follows:—

Attached herewith I forward you a comparative statement of receipts of revenue for the financial years 1896–97 and 1897–98. The cash balances at credit in the Bank of New Zealand and Receiver-General's Deposit Account belonging to the various Receivers' ordinary deposit accounts on the 31st March last were as follow:—

	£	s.	d.
Auckland	742	7	6
New Plymouth	70	18	0
Napier	86	18	6
Gisborne	33	14	4
Wellington	1,447	1	11
Blenheim	163	7	8
Nelson	675	4	2
Sub-offices—Ahaura	9	9	0
Reefton	49	19	0
Westport	104	2	3
Hokitika	26	17	6
Christchurch	810	10	4
Dunedin	902	0	10
Invercargill	908	14	9
	£6,031	5	9

The cash balances at credit in the Bank of New Zealand and Receiver-General's Deposit Account of "thirds" and "fourths" due local bodies in the under-mentioned land districts were,—

	£	s.	d.
Auckland	3,490	5	0
Taranaki	5,332	8	8
Hawke's Bay	3,558	15	9
Gisborne	33	14	4
Wellington	10,936	13	9
Marlborough	153	8	5
Nelson	931	10	4
Westland	28	14	3
Canterbury	1,129	13	6
Otago	2,429	15	7
Southland	1,195	3	11
	£29,220	3	6

Since I last addressed you on the subject of "thirds" and "fourths" the sum at credit has decreased in round numbers by £5,000, which mainly occurs in the Wellington District. The local authorities are, I believe, responsible for the large credit in their not being prepared to expend the money as fast as it accrues.

The office-work of this branch is steadily increasing every year. The cards now represent nearly sixteen thousand accounts, which, if the rents are paid punctually, have to be dealt with twice a year, besides the examination and audit of cash-books and statements and furnishing returns and information for the Head Office.

During the year 1,157 queries were sent out in connection therewith, and corrections and alterations to nearly a corresponding number made in the cash-books, &c. Ordinary correspondence sent and received, 842; refund vouchers examined and certified to, 65.

I inspected the following Receivers' offices during the year in the order named: Auckland, New Plymouth, Hawera, Wellington, Nelson, Westport, Reefton, Hokitika, Christchurch, Blenheim, Napier, Gisborne, Invercargill, and Dunedin, and there examined and checked the books and struck balances of their transactions to time of visit, copies of which I furnished you with my report upon each office.

At your request I examined in the district land offices at Napier, Invercargill, and Dunedin some old and new accounts selected indiscriminately to enable an opinion to be formed as to the correctness or otherwise of the work being done in these offices, and of which I have forwarded to you reports on 256 cases.

A system of working suitable for all the Receivers' offices has been adopted, and at the present time the books and accounts are all kept on the same style, so the removal of an officer from one district to another will cause no inconvenience to the department from want of knowledge.

APPENDICES.

APPENDIX No. 1.—ADMINISTRATION.

EXTRACTS FROM THE REPORTS OF THE COMMISSIONERS OF CROWN LANDS ON SETTLEMENT OPERATIONS DURING THE TWELVE MONTHS ENDED THE 31ST MARCH, 1898.

AUCKLAND.

In reporting upon the progress of settlement in this district I desire to call attention to the general summary of transactions following this opening paragraph, which shows that the year has been a fairly progressive one from a settlement point of view, as there are seventy selectors in excess of last year who took up land under the occupation-with-right-of-purchase and lease-in-perpetuity tenures, the area so selected being 15,363 acres more than the previous year. The revenue has also come well up to the estimate, and is some £5,553 in excess of that of last year.

SUMMARY OF LAND TRANSACTIONS DURING THE YEAR 1897–98.

Class of Selection.	Transactions during the Year.		Area held on 31st March, 1898.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£
Cash—					
Town	22	22 2 38			
Suburban	17	67 3 15			
Rural	58	6,262 2 30			
Total cash	97	6,353 1 3	...	...	5,570 17 6
Deferred payment	...	...	220	25,214 3 10	1,368 10 7
Perpetual lease	...	...	688	168,421 3 30	4,086 6 0
Perpetual lease, freehold ...	27	13,584 0 1	...	...	5,744 6 4
Occupation, right of purchase	186	31,993 0 16	967	178,914 2 16	2,447 17 0
Lease in perpetuity ...	75	16,355 3 9	511	98,108 3 10	1,421 19 11
Lease in perpetuity under Land for Settlements Act	3	1,131 1 0	63	7,795 2 19	1,211 19 5
Mining districts occupation ...	2	200 0 0	23	1,188 0 1	10 4 0
Agricultural leases ...	...	...	7	625 2 27	...
Village - homestead special settlement	...	...	167	6,793 0 25	*294 5 1
Special settlement associations—					
Deferred payment ...	...	...	8	906 3 3	132 1 8
Perpetual lease ...	...	...	2	200 0 0	...
Lease in perpetuity ...	...	...	121	27,446 3 0	27 10 0
Improved-farm settlements ...	2	261 0 0	45	5,064 0 0	38 9 7
Homesteads	...	...	26	2,859 0 13	...
Small grazing-runs	...	...	14	68,849 0 0	388 6 3
Pastoral runs	1	50,300 0 0	13	141,954 0 27	291 19 8
Miscellaneous leases ...	‡38	3,409 1 29	63	5,673 2 6	†791 18 3
Timber sold	233 trees	19,995,005 ft.	...	...	15,774 1 9
Thermal springs	17	544 3 32	183	5,273 1 38	884 6 4
Other sources	...	...	...	...	1,551 8 0
Total areas, &c. ...	448	124,132 3 10	3,121	745,289 1 25	42,036 7 4
„ timber ...	233 trees	19,995,005 sup. ft.		...	...

* Including £73 12s. 6d. repayment of advances. † Including £2 2s. miscellaneous leases under Land for Settlements Act. ‡ Includes three selectors (298 acres 2 roods 3 perches) of land under Land for Settlements Acts. Survey-fees not included in above received during year, £554 1s. 9d.

It will be noticed from the above summary that the area of cash land-sales is almost exactly the same as last year. The total receipts under that heading, adding in the perpetual leases made freehold, amount to £11,315, or about £380 more than the receipts of 1896–97.

Deferred-payment Lands.—The number of selectors and area held under this system has still further decreased. There are now only 220 selectors, holding 25,214 acres. Twenty selectors, holding 2,001 acres, have acquired the freehold during the past year, and one selection has been forfeited. Of the 220 selectors now on the books, some eighty-six are in arrears with their payments, to the amount of £569.

Perpetual Lease.—The number of these lessees has decreased to 688, holding 168,421 acres, owing to twenty-seven selectors having been allowed to acquire the freehold during the year; they held an area of 13,584 acres; five lessees, holding 1,392 acres, exchanged into lease in perpetuity; whilst three selections, of 869 acres, were forfeited for non-fulfilment of settlement conditions, and two selectors were allowed to surrender. The selectors in arrear with their rents number 203, owing £1,090.

Occupation with Right of Purchase has evidently been the favourite mode of selection, as the selectors under this tenure number 186, absorbing an area of 31,993 acres, a considerable advance on the previous year. The surrenders allowed by the Land Board are twelve in number, for an area of 1,370 acres, whilst the forfeitures have been six in number, and the exchanges two in number, for 609 acres. The total number of selectors now on the books is 966, holding 178,805 acres. Of this number some 108 are in arrears with their rent, to the amount of £561.

Lease in Perpetuity.—The selectors under this heading also show an increase upon the previous year. They are seventy-five in number, selecting 16,355 acres, or 5,754 acres more than last year. The forfeitures have been nine in number, the area affected being 1,362 acres. There are now a total of 511 selectors, holding 98,108 acres, of which number seventy-eight are in arrears with their rent, to the amount of £349.

Agricultural-lease Lands (within Goldfields).—There are only seven selectors still holding land under this tenure, and they hold a total area of 625 acres.

Lease in perpetuity.—The total number of lessees holding areas of purchased estates amounts to sixty-three, and the total area held by them is 7,795 acres, in the two estates of Opouriao and Okauia. The number of selections during the year was three, amounting to 1,131 acres. I have dealt further with these estates in my report under "The Land for Settlements Act."

Lands under Land for Settlements Act.

Opouriao Estate, Whakatane.—This estate was inspected by the Ranger in May of last year. He reports that at the time of his visit the population was 115 souls, and that the selectors had all complied with the conditions of residence, cropping and improvements; that they are all well pleased with their prospects, and, with few exceptions, ought to do very well on the land. The settlers possess 582 head of cattle, 126 horses, and 4,300 sheep. The acreage in maize was 928 acres, in root-crop 56 acres, in potatoes 30 acres, in oats 35 acres, and in garden and orchard 25 acres. In February last the settlement was visited by an extraordinary and severe frost, which cut off a large proportion of the maize-crops, and did other damage to this year's crop.

Okauia Estate is situated near Matamata, consisting of 5,920 acres. It was taken over in March, 1898, and was opened for settlement in the same month. Only two selections, of 851 acres, have been as yet taken up. No doubt the severe drought of the past summer has contributed to prevent selectors from taking up land, but I expect that during the coming spring most of it will be disposed of.

Rangiatea Estate (near Te Aroha).—This estate of 4,004 acres has only just been acquired. It has been subdivided into suitable areas, and will be opened for settlement in June next, when there is every likelihood that most of it will be applied for so soon as the date of opening is notified.

Lands held on Lease under Thermal Springs Act.—The total number of lessees for this class of land is 183, holding 5,273 acres. During the year seventeen selectors leased 544 acres. There are, however, forty-four selectors in arrear with their rents, and owing £291.

"*Mining Districts Land Occupation Act, 1894.*"—Only two selections, for 200 acres, have been made during the past year, the total number of selectors under this heading being twenty-three, holding 1,188 acres.

Village-homestead Special Settlements.—There are only 167 selectors now on our books, holding a total area of 6,793 acres. It is a very difficult matter to give an opinion as to this class of settlement in the Auckland District, because, from their positions, located as they are in forest districts, far away from centres of population, they are almost entirely dependent on pastoral farming; agricultural farming being out of the question. Such being the case, it is evident that very few of them can make a living on the areas they hold, and it would require generally about 250 to 300 acres in a bush district for a family to make a fair living. I feel, therefore, that the settlers are considerably handicapped by being confined to such very limited areas.

Special Settlements.—The Auckland Settlement, on the Hokianga–Kaihu Road, has not made much progress, and, as the selectors are exempt from residence until August, 1899, it is hardly fair yet to pronounce judgment as to its success. Out of the twenty-eight selectors still holding their sections only eleven are resident, and these are cultivating some 2,214 acres, and appear to be holding their own. Sixteen of the original settlers have complied with the improvement conditions, and twelve have not effected the required amount.

The Marlborough Association: Of the twenty-five original selectors nine only are resident, holding 1,912 acres. Of the remaining sixteen, five are neither resident nor have made any improvements, five others are deficient in the improvements necessary, and the remaining six have barely effected the necessary improvements, and are non-resident. During the past year good roads have been formed throughout the settlement; but I am afraid the distance from market, and other circumstances, such as the total absence of creameries, will lead to a partial abandonment of this special settlement.

The Avoca Settlement: Very little progress has been made during the year. Out of twenty-four selectors only five are resident, and these are making the requisite improvements. The remainder are doing very little indeed. The five resident selectors have made improvements to the value of £356, out of a total value of £832 credited to the whole of the selectors. Three years have now elapsed since the settlement was formed, and, being forest land, the lessees have exemption until next year. The want of roads has heavily handicapped these men, and I am afraid £1,000 is

required to give them even decent access, as the rivers require bridging; at present most of the sections are not accessible by roads.

The Gordon and Tuakau Special Settlements have now practically passed out of the special-settlement stage, and their success is assured.

Papamoa Nos. 1 and 2 Special Settlements: I have little to report upon these settlements. The No. 1 settlement has eleven nominal holders of 1,200 acres, but, though none are exempt from residence, only three are residing on the land, and these only hold 295 acres. As for the No. 2 settlement, out of fourteen selectors, holding 2,503 acres, only one is resident, on 150 acres. In both the settlements more or less improvements have been done by most of the selectors, but the general verdict is that the men cannot make a living on the sections at present, and many are asking the Land Board for permission to reside for a time elsewhere, in order that they may be able to obtain employment.

Inspection by Rangers.—The inspection of sections has been vigorously prosecuted in order that reports as to the carrying-out of the settlement conditions may be regularly considered by the Land Board. A total of seven hundred inspections has been made by Messrs. Bayley, H. S. Wilson, and J. Maxwell. The total area so inspected has been 120,195 acres. The value of the improvements required by law on this area was £14,449 10s. The value actually effected was found to be £44,252 18s. The total number reported as defaulters was 159—viz., ninety-one for non-fulfilment of improvement conditions and sixty-eight for non-residence. The Rangers report that the past season has been a very disastrous one for settlers. The exceptionally cold driving winds in the spring, followed by an almost total absence of rain in many parts, and in Whakatane County by heavy frost in the middle of Februäry, will make it a very difficult matter for many settlers to make both ends meet, and to tide over the coming winter.

Forests.—I am glad to say that, owing to the careful supervision of Mr. Ranger Wilson and his assistants, the State forests in the Whangarei and Hobson Counties have not suffered from fire so much as I had anticipated. The sales from scorched and green timber have amounted to £16,566, of which amount £8,324 has been from State forests, the balance being from Crown lands, &c. During the year the whole remaining dead and scorched kauri timber in the Puhipuhi State Forest has been branded and estimated, and it is ready to be placed on the market as soon as the railway-line to Waiotu is open for traffic.

Expenditure of "Thirds" and "Fourths" by Local Bodies.—One hundred schedules of proposed works and expenditure have been submitted for Land Board's approval, amounting to £3,568.

Office, General.—There are now no less than 3,160 selectors on the books for this district; the average area of holdings being comparatively small, involves a heavy amount of book-keeping. The Book-keeper and his assistants have dealt with 2,739 vouchers, involving a total amount of £62,402 1s. 8d., of which amount the Lands and Survey proper contributed 857 vouchers, for £25,988; roads, 1,162 vouchers, for £11,709; grants to local bodies, 106 vouchers, for £10,757; gold-mining, 484 vouchers, for £11,029; the balance being miscellaneous. The amounts received as credits for services performed for other bodies or departments amount to £4,123. The imprest advances made to me amount to £28,949, involving the drawing of 1,635 cheques. The letters actually received and daily recorded in the messenger's book amount to 16,916; parcels, 2,401; telegrams, 1,520: and the same delivered and despatched—letters, 20,354; parcels, 5,081; telegrams, 1,121. The transfers granted by the Land Board number 112, whilst the licenses granted under "Timber Floatage Act, 1884," number nine, and the renewals thirty-two.

Lands for Future Settlement and Disposal.—The seemingly large area of 764,792 acres open for selection at present date represents land of every quality. A good deal of it is very inferior, but it is being gradually taken up because it is open, and can be selected at any time. The lands in the Tokatoka Swamp are being selected as fast as opened, and I am glad to say the drainage operations are quite successful; and as soon as the kahikatea forest, covering a large portion of the drained area, has been realised upon and removed, so soon will the area be open for settlement. The Mangakahia lands, also mentioned in my last year's report, are open for selection this month. Some 4,000 acres of the Opuatia Block has been opened for selection, and all applied for, whilst another 12,000 acres in the same block has been subdivided into sections and is ready for opening. No less an area than 252,000 acres has recently been acquired by the Crown in the Kawhia County. Most of it is good land, and fit for settlement. Immediate steps are now being taken to road this area, and get at least half of it ready for settlement. In another two years there ought to be a very large influx of settlers into this country.

GERHARD MUELLER,
Commissioner of Crown Lands.

HAWKE'S BAY.

The total area of land opened for sale or selection during the year was 7,443 acres, classified as follows: Under the optional system, 7,369 acres; lease by auction and application, 74 acres.

Summary of Selections.—The total area taken up during the year was 20,201 acres, by thirty-two selectors, lease in perpetuity being the favourite tenure. We have now 714 tenants on our books, an increase of eleven over last year, representing an annual rental of £13,062 15s.

Cash Sales.—Only one sale has been made, this being a section of 77¾ acres, situated in the Tiratu Block, near Dannevirke.

Deferred Payments.—Nine licensees have acquired their freeholds over 824 acres, leaving twenty-six selectors now on our books, holding 6,123 acres.

Perpetual Leases.—Twenty-three selectors have acquired their freeholds over 9,391 acres, and two have forfeited, leaving 126 selectors on our books, holding 59,514 acres.

Occupation with Right of Purchase.—Ten selectors have taken up land under this tenure over an area of 2,943 acres, situated in the Norsewood, Tahoraiti, and Nuhaka North districts. Three

selectors have forfeited their land, and there are now seventy-one selectors on our books, holding 26,659 acres.

Lease in Perpetuity.—Fourteen selectors have taken up 9,809 acres, chiefly in the Tahoraiti, Norsewood, and Nuhaka North districts, and three sections, of 2,833 acres, have been forfeited, there being now 118 selectors, holding 67,661 acres, on our books.

Lands under Land for Settlements Act.

There are five settlements in Hawke's Bay under the Land for Settlements Acts—viz., Raureka, Elsthorpe, Waimarie, Pouparae, and Tomoana—with ninety-six selectors, holding a total area of 11,047 acres 2 roods 32 perches, at an annual rental of £3,823 12s. Pouparae and Tomoana have been taken up during the past year.

Raureka.—This settlement is situated near Hastings, and is in a flourishing condition. It was opened for selection in May, 1896. There are twenty settlers, holding 416 acres and 38 perches at an annual rental of £543 2s. Improvements to the value of £1,639 10s. have been effected, and all the selectors are residing in the settlement. 111 acres are under crop, which consists of potatoes, mangolds, oats, barley, and rape. The remainder of the settlement, with the exception of a few orchards and gardens, is in grass. 425 chains of fencing have been erected, and the stock in the settlement numbers 1,866 sheep, thirty-three cows, thirty-two horses, and twelve pigs. In the early part of the year the settlement suffered from the flood, which caused so much destruction in the district, and all the crops were lost, and in some cases many chains of fencing were destroyed.

Elsthorpe.—This estate was opened for selection in June, 1896, and good progress has been made since then. There are now thirty-seven selectors, holding 9,543 acres 1 rood, at an annual rental of £2,304 3s., while the value of improvements effected is £4,184 10s. There are 182½ acres in crop, comprising potatoes, oats, barley, and turnips, and the remainder, with the exception of a few acres round the homesteads in garden and orchard, is in grass. Thirty-two miles of fencing has been erected, and twenty-three dwellings have been put up, while nearly all the selectors reside on their land or on sections adjoining.

Waimarie is a settlement in the Poverty Bay district, near Gisborne. It was opened for selection in September, 1896, and has made good progress. There are seventeen selectors, holding 400 acres 2 roods 19 perches, at an annual rental of £435 17s. Improvements to the value of £1,066 19s. have been made, twelve houses have been erected, and eleven settlers are residing. The others will do so on completion of the buildings. 114 acres are in maize and potato crop, while the remainder, which the exception of some small gardens, is in grass. Five miles and three-quarters of fencing have been erected, and the stock consists of forty-two cows, thirty-three horses, and 151 sheep. One section has been forfeited during the past year, and has not yet been relet.

Pouparae is a settlement in the Poverty Bay district, near Gisborne. It was opened for sale in April last, and has been taken up by nine selectors, holding 336 acres 1 rood 12 perches, at an annual rental of £405 8s. The value of improvements effected by them is £472 17s. 6d., and the area under crop is 44½ acres, comprising maize and potatoes, while the remainder of the settlement is in grass. Two miles and a half of fencing has been erected, and eight buildings put up. Four selectors are residing. The stock consists of fifty-six cows, fourteen horses, and 240 sheep. Considering the short time that some of the selectors have been in occupation the progress is very satisfactory.

Tomoana is a settlement near Hastings, which was opened for selection in March of this year. It was taken up by thirteen selectors, holding 110 acres and 3 perches, at an annual rental of £135 2s. There were no less than 460 applications for the sections, due to the proximity of the land to the Tomoana Freezing-works and Hastings. Selectors are arranging for fencing and building, and the settlement should soon make good progress.

Village Settlements.—Two selectors have taken up 60 acres under lease in perpetuity in the Motu and Tiniroto Villages. Three have acquired the freehold of their deferred-payment licenses, and three tenants under the lease-in-perpetuity system have forfeited their holdings of 12¾ acres.

Village-homestead Special Settlements.—We have two settlements—viz., Woodville and Puketitiri. In the former there are twenty-seven selectors residing with their families, ten of whom are original selectors, and improvements to the value of £5,240 have been effected, the total advances to the settlers remaining unpaid being £507. This is a most flourishing settlement, the tenants having comfortable homes, with good gardens, orchards, &c. At Puketitiri there are four settlers, holding 90 acres, the advances remaining unpaid being £40, while improvements to the value of £617 have been made.

Village Settlements (under section 169 of "Land Act, 1892").—Under this heading are included sections in the villages of Buckley, Norsewood, Tiniroto, Patutahi, Havelock, Weber, Whetukura, and Motu, the total area being 185 acres, occupied by thirty-three selectors, who have effected improvements to the value of £1,017.

Special-Settlement Associations.—We have four of these settlements—viz., Waipawa, Dannevirke, Liberal, and Ruahine. The Waipawa and Dannevirke were first taken up in 1886, and fifty-two out of the original fifty-eight selectors have now acquired their freehold. The Liberal Settlement, which was formed in 1891, only comprises two sections now, as twelve of the fourteen original selectors have surrendered their holdings, while the remaining two tenants have transferred their interest to other settlers. In the Ruahine Settlement, formed in 1893, nine of the twelve selectors are residing, and are making fair progress. Access to the settlement is bad, but on completion of the roadworks now in hand the settlers will have good road-communication, and the settlement should then flourish.

Small Grazing-runs.—One run, containing 5,800 acres, of an annual rental of £60, has been

taken up during the year—it is situated in the Mohaka district; and one run has been subdivided: thus making an addition of two selectors.

Pastoral Runs.—One run, of 18,866 acres, has been forfeited, leaving sixteen selectors on our books, holding 123,359 acres, with an annual rental of £625.

Miscellaneous Leases, &c.—Two mining leases have been granted, with a total area of 313 acres, at an annual rental of £39. They are situated at Maharahara, on the slopes of the Ruahine Range. In addition, two temporary occupation licenses have also been issued.

Revenue.—The total revenue this year has been £18,507 12s. 6d.,* as against £21,363 5s. 5d. last year. It is £1,000 under the estimate, but this was due to the delay in acquiring the freeholds of three perpetual leases until a week after the termination of the twelve-monthly period. With the large blocks which I hope to bring into the market during the present year our revenue should be increased.

Arrears.—Seventeen selectors were in arrears, to the amount of £82 7s. 2d., but in all cases an extension of time has been granted, and the selectors will pay when the time expires, and already half of the amount has been paid. Considering that we have 714 tenants on our books, the small amount of unpaid rent is satisfactory and creditable to them.

Improvements.—One hundred and forty-one inspections have been made by the Crown Lands Rangers, covering an area of 105,129 acres. The total value of improvements effected is £90,079 8s., as against £16,726 required by the Land Acts, thus showing that improvements to the amount of £73,353 have been made in excess of what was necessary. Thirteen selectors are behindhand in their improvements, but not to any extent, while eight require to reside on their selections.

Lands available for Settlement.—At present we have 400,947 acres available for settlement, a large portion of this being broken forest country, which cannot be taken up until opened by roads. The gradual extension of our road system is, however, making the back country more accessible. I hope during the year to have 40,000 acres of the Ngapaeruru and other blocks opened for selection, as there is a large demand for land suitable for selection. This will be seen when it is stated that during the past year we had 2,316 applications for sixty-one sections opened for sale, thus showing that there is a good demand for suitable country.

General.—The past twelve months have been hard ones for the settlers generally in the Hawke's Bay District. At the commencement we had the Easter floods, which swept away houses, fencing, stock, and destroyed crops, &c., and caused damage to the estimated value of £100,000; and about Christmas large bush-fires started, and raged for over three months in the southern portion of the district, causing destruction to homesteads, crops, stock, bridges, &c., to the estimated value of £22,000. They also destroyed a large quantity of valuable timber, which, being situated in country easy of access, is a serious loss.

ERIC C. GOLD-SMITH,
Commissioner of Crown Lands.

TARANAKI.

The land transactions for the year ended 31st March, 1898, are shown at a glance in the subjoined summary:—

Class of Selection.	Transactions during the Year.		Area held at 31st March, 1898.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£ s. d.
Cash	43	59 0 29	...	...	1,007 19 0
Deferred payment	...	...	184	20,570 1 24	1,728 1 2
Deferred payment made freehold	58	9,290 0 34	...	...	5,306 9 0
Perpetual lease	...	...	210	54,072 2 18	2,661 0 2
Perpetual lease made freehold	36	7,486 0 0	...	...	7,291 15 0
Occupation, right of purchase	31	7,650 3 0	116	29,409 1 25	1,599 16 10
Lease in perpetuity	31	8,189 2 30	145	41,680 1 32	1,713 1 11
Lease in perpetuity, exchanged from other tenures	2	960 0 0			
Village settlements—					
Deferred payment made freehold	1	31 3 17	...	...	240 4 7
Occupation, right of purchase	1	0 3 0	17	13 2 0	5 11 3
Lease in perpetuity	...	...	9	68 0 8	7 5 1
Special settlement	...	...	154	29,654 1 7	863 3 7
Improved-farm settlement	15	885 0 20	169	12,656 1 29	176 1 11
Small grazing-runs	...	...	14	14,043 0 0	174 15 2
Miscellaneous licenses	6	51 0 24	88	968 3 7	211 12 11
Survey-fees	...	...	...	...	42 6 8
Lease, &c., fees	...	...	...	...	318 11 0
Totals	224	34,604 2 34	1,106	203,136 3 30	23,347 15 3
Endowments	3	53 2 31	15	7,301 2 14	667 10 2
Gross totals	227	34,658 1 25	1,121	210,438 2 4	24,015 5 5

* This includes £313 12s. 5d. received on account of endowments.

Lands offered and disposed of during Year.—Those lands offered on the optional system comprised 9,692 acres of the Patua Block, on the north-western slopes of Mount Egmont, about half of which was disposed of; also 6,316 acres of scattered and forfeited sections; 3,190 acres of the Taumatamahoe Block, situate about fifty miles from Stratford, near main road to Auckland, none of which has as yet been applied for, but for which there are now inquiries; and 3,600 acres of forfeited sections in the Terrace End Special Settlement, near Strathmore, of which only one section of 400 acres remains unselected. The sections in the last-named block were grouped into areas of from 400 to 600 acres. The lands offered for cash comprised sections in the townships of Eltham, Stratford, and Waitara, the villages of Pukearuhe, Matapouri, Makaka, and Purangi, and three rural allotments of small areas. Of 640 sections offered at auction for cash, ninety-four were sold, mostly at upset prices. Some of the sales will appear in next year's returns, the balances of purchase-money not having been paid during the year. One section of 1 acre 3 roods, being a closed road, was sold under section 117 of the Act of 1892, for £17 10s. The amount received on incomplete cash-sales was £113 8s. Three persons did not complete their purchases, and forfeited their deposits, to the amount of £3 10s.

Deferred-payment Lands.—The number of freeholds this year is fifty-eight, against sixty-eight last year, with a proportionate decrease in area. There was no forfeitures or surrenders. The annual loss to revenue by the acquisition of freeholds is £670 13s. 5d.

Perpetual-lease Lands.—There are recorded thirty-six conversions to freehold, as against thirty-eight last year, the loss per annum in rentals being £363 12s. 4d. Two selectors converted their titles to lease in perpetuity, the annual rental under the former tenure being £76 12s. Only one selector forfeited his holding.

Occupation with Right of Purchase.—This system shows more than double the number of selections as against the figures given for last year, the area taken up being about 2,171 acres more. In one block opened in September, 1897, twenty-three out of twenty-seven sections were selected under this tenure. There were no forfeitures, and but two surrenders.

Lease in Perpetuity.—There were ten holdings in excess of last year's selections taken up this year, and a proportionate increase in area. Two perpetual-lease selectors converted their holdings to this tenure during the year, the annual rental payable under the new leases being £61 5s. 8d. Six surrenders and two forfeitures are recorded.

Village-settlement Lands on Optional System.—There is practically no demand here for small sections under this heading, and the number of dealings with the lands is very small. Three settlements have been opened in this district, two of which, with the exception of one section, are all held. In the remaining settlement only a few sections have been sold for cash.

Special Settlements.—On the 31st March, 1897, the number of selectors holding under this system was 252, of whom fifty-four were resident on their sections. No new settlements were taken up during the year. Forfeitures, for non-compliance with conditions of improvement or non-payment of rent, and by surrender, have reduced the number holding under lease-in-perpetuity tenure to 154; the area held to 29,654 acres 1 rood 7 perches, and the annual rental payable to £1,336 16s. 10d. The area originally taken up was 73,947 acres, by 376 selectors; and the decline in this system in this district is caused by persons having some six years ago taken up membership in the associations for purely speculative purposes, and through the land selected being in most instances fit only for occupation in large areas. This is proved by the fact that out of eleven sections of grouped areas opened on the 2nd March last only one now remains unselected. The want of access by road is another drawback, most of the blocks having been picked out in the heart of forest country, and considerably in advance of ordinary settlement. The money borrowed upon their security has had to be spent on roads to give access to them, leaving very little for roading the blocks themselves. There were sixty-seven forfeitures and thirty surrenders, most of them being of sections insufficient for occupation in small areas.

Miscellaneous Leases.—These comprise in most instances yearly tenancies of town lands, which have not been sold at public auction.

Revenue.—This was £1,516 less than that collected last year, but £5,220 in excess of the estimate, caused by a greater number of sections being made freehold than was anticipated. The estimate of revenue for this class must necessarily be of a purely speculative nature. The ordinary deferred-payment freeholds contributed £5,306 9s., and the village-settlement system on deferred payment brought in £240 4s. 7d. by the acquisition of the freehold of the remaining section held under that system on the 31st March, 1897. The revenue from lands disposed of under the optional system was about £651 in excess of last year's receipts, and that from special-settlement lands shows an increase of £330. I do not, however, anticipate any further increase in rentals from special-settlement lands for next year, as all the settlements on the books are already rent-paying. The improved-farm settlements will, I hope, show a better return next year, as more settlers will be liable for rent on the 1st January, 1899. The amount—£101 13s. 9d.—shown as "Miscellaneous" includes royalty on gravel taken from Crown lands, £50 15s. 6d.; the sale of lithos, tracings, &c., recoveries to Survey vote, making up the balance. The sales for cash, and the selections during the year under the various lease systems, realised £1,396 11s. 2d.

Arrears.—At the close of the 1897 financial year there were ninety selectors owing £721 3s. 7d., principally in the perpetual-lease and lease-in-perpetuity systems. This year there are 106 selectors owing £949 15s. 5d., there being slight decreases in the number of deferred-payment and perpetual-lease selectors, and an increase correspondingly with new selections on the optional system, with the special and improved-farm selectors that have come on the books as rent-paying.

Lands reserved, alienated, &c.—The reserves made were for the usual purposes, as provided by the Land Act, such as primary education, forest preservation, school-sites, &c. The lands alienated under Acts comprised for the most part some Native reserves in the Ngatimaru district, which were vested in the Public Trustee.

Selectors on the Books.—The total number at the close of the last year was 1,311. Of that number, ninety-five were converted to freeholds, while eighty-five new selections were taken up

during the year. The total number of surrenders and forfeitures during the year was 180, which will be found to leave 1,121 selectors on the books at the 31st March, 1898, the decrease being caused by the great number of forfeitures in special settlements and improved-farm settlements in cases where it is evident the persons taking up the lands never intended to occupy and improve them.

Endowment Lands.—Under this heading the sale of two allotments, comprising 17 perches, of education reserves in the Borough of New Plymouth was effected, they being narrow strips of land left by a street having been taken through the original sections, and now purchased by adjoining owners, the sale realising £10. The Mokoia Domain Reserve, by virtue of an Enabling Act passed in the session of 1896, was converted into an endowment for an experimental dairy school, and was handed over to my control by the Mokoia Domain Board in July last, the sum of £397 7s. 3d. being paid over as representing the balance of accumulated funds arising from the lease of the land. This property, which consists of 53 acres 2 roods 14 perches, brings in a net rental of £38 10s. 9d. per annum.

Ranger's Inspections.—The reports of the Crown Lands Ranger furnished to the Land Board from time to time still continue to disclose, so far as concerns lands selected under ordinary conditions, a very satisfactory state of things. Of the 425 properties visited, ninety-nine were comprised in the Whenuakura and Moeawatea Special Settlements, Omona and Taurakawa Survey Districts, upon which it was found that only three persons had effected improvements, to the value of £17 5s. These settlements are broken country, fit only for occupation in large areas; the three settlers named have fairly good sections, and have probably been induced to retain them on that account. This leaves only thirty-eight defaulters out of 326, or a little more than one-tenth of the number visited, most of which are defaulters on the first year's inspection. Forty-four inspections were made for the purpose of ascertaining how the conditions of personal residence under the Act of 1892 were being complied with, the result being that thirty-one were found resident, leaving thirteen defaulters, who have been dealt with by the Land Board on the merits of each particular case. The number of residents on the total inspections was 149, and the number of non-residents 231. Most of these were, however, cases where residence is not yet necessary, the remainder being under the Land Act of 1885, having effected double improvements in lieu of residence.

Payments to Local Bodies.—Thirty-seven proposals for the expenditure of "thirds" and "fourths" were dealt with during the year, covering the sum of £4,933 15s. 7d., of which £1,305 13s. 1d. was for payment of interest on loans.

Probable Future of Crown Lands.—The area open for sale or selection on 31st March, 1898, was 63,136 acres, of which some 32,000 acres are broken second-class lands opened in October, 1896, as small grazing-runs; none of them have, however, been applied for. There were also 4,000 acres of second-class land, balance of Patua Block, Cape and Egmont Survey Districts; 7,780 acres first- and second-class land, Taumatamahoe Block, Ngatimaru and Pouatu Survey Districts, adjacent to main road, Stratford to Auckland; 3,300 acres second-class land, Upper Waitara Survey District; 4,200 acres second-class land, Ngatimaru Survey District, parts of Milsom and Tanner Special Settlements; 1,200 acres second-class land, Ngatimaru Survey District, part Oxford Special Settlement. The remaining 10,636 acres are made up of scattered sections, varying in size from 200 to 1,700 acres, second class, some of which have been open since the Act of 1892 came into operation, they being difficult of access and of a broken quality.

The following blocks are being prepared for Proclamation: 2,048 acres second class, Blocks I., V., Mahoe, Whangamomona Valley; 3,548 acres first and second class, Blocks XIV., XV., Pouatu, Kohuratahi Valley to Tangarakau River; 10,592 acres second class, Blocks V., VI., IX., X., Pouatu, west side of the Whangamomona Improved-farm Settlement, towards Waitara River; 10,268 acres first and second class, Blocks VIII., XII., XVI., Waitara, and V., IX., XIII., Upper Waitara, west of Urenui River; 11,071 acres second class, Blocks XII., XVI., Opaku, and IX., X., XIII., Kapara, to north-west of boundary-line between Wellington and Taranaki Land Districts, between nine and eighteen miles inland of Momahaki and Waverley Railway-stations; 9,000 acres second class, Mimi and Upper Waitara, being portion of the large block of land lying between the settlement adjacent to the Mokau (main) Road and the head-waters of the Waitara River. Most of the foregoing blocks comprise rough country, but in them are twenty-eight sections, ranging from 200 to 400 acres, which may find a ready sale if they can be opened up by roads within a reasonable time.

During the year three blocks of land (one in Wellington District) were visited with the Native Reserves Agent, inspected, valued, and reported on in connection with the proposed exchange provided for in section 5 of "The Reserves Disposal and Exchange Act, 1895," and section 10 of "The Reserves and Crown Lands Disposal and Enabling Act, 1896"; but as yet the matter has not been finally settled.

I would again, as in former years, urge the more speedy acquisition of Native lands in this district for settlement purposes.

Office-work.—The letters dealt with numbered 11,796, inward and outward; applications for land received, 232; seventy-four reports to the Government Advances Superintendent; 1,229 cheques drawn, 1,418 vouchers, eighty-three transfers, &c.; two subdivisions under the Amendment Act of 1895; 1,733 receipts issued; 384 provisional titles prepared; 398 cards forwarded to Auditor; 1,700 notices of payments due issued; the necessary calculations made for the notification of 120 sections for selection; and eight tracings for photo-lithography were prepared.

JOHN STRAUCHON,
Commissioner of Crown Lands.

WELLINGTON.

Lands offered and disposed of during the Year.—The summary of land transactions for 1897–98 is as under:—

System.	Transactions during the Year.		Area under Lease at 31st March, 1898.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£ s. d.
Cash, rural	3	709 0 0	...	...	...
„ suburban	12	5 3 23	...	...	...
„ town	5	4 3 12	...	...	...
	20	719 2 35	...	...	974 8 11
Deferred-payment holders	...	...	*5	801 2 0	1,463 15 5
Deferred payment made freehold	21	3,373 0 14	49	13,323 2 5	2,439 17 3
Perpetual-lease holders	2	651 1 0	289	116,937 3 0	5,821 6 0
Perpetual lease made freehold	97	37,217 0 36	...	...	29,319 5 8
Occupation with right of purchase	97	27,553 2 28	394	112,537 1 3	5,427 0 10
Lease in perpetuity	41	10,614 3 28	296	85,306 0 18	2,848 2 5
Conversion to lease in perpetuity	1	92 3 29	...	...	...
Village settlement—					
Deferred payment	...	...	7	14 0 28	0 17 6
Ditto made freehold	1	6 0 0	...	...	
Perpetual lease	...	...	5	38 1 27	3 11 9
Perpetual lease made freehold	1	7 2 14	...	...	13 5 7
Lease in perpetuity	25	469 3 5	272	4,846 1 34	†709 7 7 ‡99 2 5
Conversions to village settlement, lease in perpetuity	9	125 3 34	...	...	...
Village-homestead special settlement	1	1 3 12	126	1,529 0 34	†320 3 10 ‡211 19 11
Special settlement, deferred payment	...	...	101	9,944 1 19	1,610 11 6
Special settlement, deferred payment made freehold	48	4,836 0 7	...	...	
Farm homestead, perpetual lease	...	...	...	...	17 17 6
Farm homestead, lease in perpetuity	4	392 0 0	521	96,907 3 5	5,277 11 11
Improved farm	67	6,863 2 0	§92	9,110 1 36	356 0 10
Small grazing-run	1	1,430 0 0	77	75,564 1 22	2,391 10 11
Pastoral runs	1	24,486 0 0	23	65,277 0 0	300 5 2
Miscellaneous leases and licenses	15	217 3 16	58	2,153 0 19	753 4 10 *4 15 0
Land for settlement lease in perpetuity	19	212 1 30	19	212 1 30	142 2 1
Native townships	27	190 1 34	27	190 1 34	74 7 0
State forests	...	...	...	...	2,008 19 9
Other sources	...	...	...	...	1,677 6 10
Total	498	119,462 1 2	2,361	594,694 1 34	64,471 13 5

* Endowments. † Rent. ‡ Interest. § Not including 73 selections ballotted for but not registered.

NOTE.—Excluding freeholds under deferred payment and perpetual lease and conversions, the new transactions are reduced to 320, and the area selected to 73,803 acres 1 rood 28 perches, the annual rental payable being £31,671 4s. 7d.

The principal blocks of Crown lands thrown open for disposal and selection during the year are as follows :—

Date.	Name of Block.	District.	Area offered.	Number of Sections selected.	Area disposed of up to 31st March, 1898.
		Surveyed.	Acres.		Acres.
Feb. 28, 1898 ...	Paparangi ...	... Belmont ...	310	19	212
		Unsurveyed.			
March 23, 1898...	Awarua 2c No. 1	Pukeokahu ... Ohinewairua	10,900	14	6,647
March 23, 1898...	Awarua 4c No. 2	Tiriraukawa Hautapu ...	5,788	4	918
		Totals ...	16,998	37	7,777

A large number of sections in the Wanganui United East and West, Clifton No. 1, Waimarino, Hunterville Nos. 1, 2, and 3, Sommerville, Palmerston North Knights of Labour, Marton Nos. 1 and 2, Salisbury and Delaware, Onslow, Hall, Palmerston North Forest Reserve, Pohangina and Umutoi, Rising Sun, Masterton Reform, Pahiatua Nos. 1, 2, 3, and 4, Christchurch, Woodville and Kaikoura, Waiwera, Awarua, and Rewa Blocks have been reopened for selection, comprising an area of about 29,047 acres, of which about 17,857 acres were selected during the year. A sale of twenty-four town and village sections in Pongaroa and Rakaunui took place, resulting in seventeen being sold. One lot of totara timber, of an area of 160 acres, in the Eketahuna Forest Reserve, was offered by auction, and realised £2,560. The leases of ninety-one sections in the Native township of Pipiriki were offered by auction and tender, sixty-four of which have been taken up. The Eketahuna Native Reserve, comprising an area of 898 acres, and subdivided into two sections, was offered and disposed of for cash, at the request of the Native owners.

Pipiriki: As stated in my last annual report, the Government negotiated with the Native owners, and concluded the necessary arrangements for the opening of this township in terms of "The Native Townships Act, 1895." The township was thrown open at public auction for lease on the 27th July last, when a very satisfactory sale was effected; the balance of the sections have since been reopened for selection. It is anticipated that with the progress of settlement in the adjacent country, and the additional advantage of a splendid steam-service connecting the township and Wanganui, this place will become one of some importance, particularly as an attractive and healthful resort for tourists and holiday-makers. I may mention that the Township of Tokaanu, which was also acquired through the instrumentality of the Surveyor-General, will be opened in a similar manner on the 17th June, 1898, with the object of affording business people and health-seekers an opportunity of obtaining business and residential sites in the vicinity of the most important thermal-springs locality in the Wellington District, and the best centre for tourists and others who wish to visit the volcanic region of Tongariro and Ruapehu.

The total number of formal applications for land received and dealt with during the year is as follows :—

System.	Number of Applications received.	Number approved.
Cash	7	3
Occupation with right of purchase	315	97
Lease in perpetuity	154	45
Lands for settlement, lease in perpetuity	39	19
Village-homestead special settlements	1	1
Village homestead, lease in perpetuity	27	25
Perpetual lease	2	2
Small grazing-run	11	1
Improved farms	67	67
Miscellaneous leases	16	16
Total	639	276

On the 31st March, 1898, the lands that were open for disposal comprised 45,589 acres of surveyed and 71,123 acres of unsurveyed lands, making a total open of 116,712 acres. The area of Crown lands, exclusive of gazetted and non-gazetted forest reserves, and including lands open for selection, is approximately 845,000 acres, the bulk of which, except the very high-lying country, is under forest.

The Crown lands that are now being prepared for disposal are—

Class.	Area.	Block.	Locality.
	Acres.		
First	1,492	Awarua 3D No. 2 ...	Near Taihape.
"	5,389	Awarua 3A No. 2A ...	Near Taihape.
"	3,720	Awarua 4A No. 38, and 4A No. 2	Near Taihape.
"	10,800	Rangiwaea ...	Between Wangaehu and Turakina Rivers.
Second	26,700	Tauakira	Near Athens, Wanganui River.
"	610	Mangapapa ...	East of Waitotara River.
"	20,000	Retaruke	On Wanganui River.
"	10,000	Kaiparoro ...	West of Eketahuna.
"	13,900	Kaitangata ...	West of Carterton.
"	15,000	Te Mare	West of Mauriceville.
"	6,200	Dannevirke Centennial	North-east of Alfredton.
First and second ...	13,000	...	Forfeited sections throughout district.
Total... ...	126,811		

Cash Lands.—Under this system three persons purchased an area of 709 acres of rural lands, one of these selections being an addition of 20 acres to a previous holding, the other two being ordinary selections under Part III. of "The Land Act, 1892." Seventeen town and suburban sections, aggregating 10 acres 2 roods 35 perches, were also sold at auction.

Deferred-payment Lands.—There are now only fifty-four selections, comprising 14,125 acres and 5 perches, on the books, the yearly instalments being £4,124 16s. 10d. Twenty-one selectors purchased freeholds during the year, representing an area of 3,373 acres and 14 perches. There were no forfeitures, and only two persons were in arrear with their payments at the end of the financial year, the amount being £16 17s. 11d.

Perpetual-lease Lands.—Two selections were made during the year, comprising an area of 651 acres 1 rood, the annual rental being £34 14s. 10d. 639 acres were lands previously held under perpetual-lease conditions of "The Land Act, 1885," which had been surrendered for the purpose of being revalued and offered again for sale under that Act, and the other section was a small additional area selected in terms of section 114 of "The Land Act, 1892." There are now 289 persons, holding an area of 116,937 acres 3 roods, still on the books, the annual rental being £6,116 13s. 5d. The freehold titles acquired during the year were ninety-seven, comprising an area of 37,217 acres and 36 perches, the amount received on account of them being £29,332 11s. 3d. Five forfeitures took place, representing an area of 2,445 acres, and an annual rental of £99 14s. 4d. Twelve lessees were in arrear £162 2s. 7d. One exchange to lease-in-perpetuity conditions was effected, of an area of 92 acres 3 roods 29 perches, on which was paid an annual rental of £5 16s. 2d.

Occupation with Right of Purchase.—Under this system an area of 27,553 acres 2 roods 28 perches was selected by ninety-seven persons. The forfeitures comprised twenty-three selections, of an area of 4,926 acres, and there was also one surrender of 100 acres, the combined annual rental being £318 2s. 10d. Twelve selectors were in arrear £163 11s.

Lease in Perpetuity.—Forty-one persons selected 10,614 acres 3 roods 28 perches during the year, the annual rental payable thereon being £472 17s. 4d. Only one exchange from other systems was effected, of an area of 92 acres 3 roods 29 perches, and an annual rental of £4 13s. The selectors in arrear were fifteen, with payments amounting to £167 7s. 2d. There were fourteen forfeitures, the annual rental being £166 9s. 6d.

Land under Land for Settlements Act.

The only estate in this district acquired under the Lands for Settlement Act is Paparangi. It comprises what was formerly Mr. Drake's farm, close to Johnsonville, and is intended for the use of workmen or small farmers in the vicinity of Wellington. After careful survey and roading, thirty-nine sections, comprising 298 acres 1 rood 1 perch, of the estate were offered for selection on the 2nd February, 1898, and nineteen holdings, aggregating an area of 212 acres 1 rood 30 perches, were taken up by the 31st March last, the annual rental being £194 17s. 2d., and it is anticipated that the great bulk of the other twenty sections, comprising 85 acres 3 roods 11 perches, will shortly be applied for. I am satisfied that all the sections would have been readily taken up had the train arrangements been more convenient for artisans and others whose business takes them to the city.

Village-settlement Lands under Lease in Perpetuity.—The new selections under this heading comprised twenty-five, the area being 469 acres 3 roods 5 perches, and the annual rental £48 15s. 4d. The forfeitures numbered seventeen, comprising an area of 202 acres 1 rood 38 perches, on which was paid an annual rental of £23 1s. 10d.; also one surrender, of an area of 23 acres and 14 perches, the annual rental being £2 15s. 6d. Nine conversions from village-homestead special settlement on perpetual lease, of 125 acres 3 roods 34 perches, took place during the year. The arrears due by thirty-one persons amounted to £57 8s. 4d.

Village-homestead Special Settlements.—One person selected 1 acre 3 roods 12 perches during the year, in terms of section 13 of "The Land Act Amendment Act, 1895," the total number on the books being 126 selectors, holding 1,529 acres and 34 perches, the annual rental thereon, including interest on advances, amounting to £258 16s. 4d. There were five forfeitures, of 44 acres 3 roods 13 perches, during the year, and nine conversions were effected to village-homestead lease in perpetuity, as stated under that heading. Seventeen lessees were in arrear £49 2s. 7d.

Special-settlement Associations.—(*a.*) Land selected on deferred-payment system under special-settlement regulations of the 5th December, 1885: Under this heading 101 selectors hold 9,944 acres 1 rood 19 perches, of whom forty-seven are residing on the land. Forty-eight freehold titles were acquired during the year for 4,836 acres and 7 perches, and five licensees were in arrear to the amount of £13 18s. 1d. (*b.*) Farm-homestead association on perpetual lease under the regulations of the 25th December, 1891, and special-settlement association under sections 162, &c., of "The Land Act, 1892": Four selections, of 392 acres, were made during the year, making a total area now on the books of 96,907 acres 3 roods 5 perches, held by 521 selectors, of whom 220 are residing on their holdings. There were sixty-three forfeitures and one surrender, of 11,421 acres 1 rood 4 perches in all. Eighty-seven selectors were in arrear with their payments £881 4s. 9d.

Small Grazing-runs.—Under this heading one selection, of 1,430 acres, was made, the annual rental being £8 18s. 10d., the total area now on books being 75,564 acres 1 rood 22 perches, held by seventy-seven selectors, of whom six were in arrear £79 13s. 8d.

Selections under "The Native Townships Act, 1895": A sale was held during the year of ninety-one leases in the Township of Pipiriki, comprising an area of 255 acres, under the provisions of "The Native Townships Act, 1895," resulting in twenty-seven persons selecting fifty-nine sections, aggregating 190 acres 1 rood 34 perches, on which an annual rental of £147 14s. is payable. The remaining thirty-two sections, comprising 65 acres, are now open for selection.

Revenue.—The total revenue collected during the year was £64,266 18s. 5d. This included £1,468 10s. 5d. from endowment lands. The estimate for the year was £48,250, which amount was exceeded by £16,016 18s. 5d. This, as was the case in the preceding year, is principally due to a very large amount received on account of perpetual leases made freehold, which realised nearly £10,000 above the estimate.

Arrears.—There has been a satisfactory decrease in the number and amount of payments in arrear as compared with those of the previous year. On the 31st March two hundred selectors owed £1,649 6s. 10d., a decrease on last year's return of seventy-seven selectors, and £1,036 17s. 6d. This decrease would probably have been much greater but for the disastrous bush-fires which occurred during January and February last, and which necessitated extensions of time to pay being granted to every selector who had suffered by the fires and applied for relief.

Bush-fires.—Owing to the very limited rainfall last summer, bush-fires were prevalent throughout the Wellington Land District, and spread with amazing rapidity and facility over a large extent of country which had long been occupied. Throughout the west coast districts of Rangitikei, Otamakapua, Apiti, Rangiwahia, and Pohangina a considerable amount of damage resulted. Many of the settlers about Kaitawa, Birmingham, Apiti, Rangiwahia, &c., suffered loss, not only of houses and outbuildings, but also of very considerable portions of their fencing, grass, and grass-seed. There is no doubt that the fires proved beneficial in many instances, by burning up logs and stumps which were cumbering the land; but the shortage in feed for stock was most disastrous to many of the settlers, whose dairying and other operations were brought to a standstill. In the Forty-mile Bush district the most grievous damage was done. The fires, which originated on the western side of the Tararua Range, swept through the whole of the Mangahao district, destroying homesteads, fencing, and seriously lessening the feed for stock. They spread onwards through the Mangatainoka, Tiraumea, Mangaone, Makuri, and Coonoor districts. About Scarborough and Pahiatua numerous buildings and other solid improvements were burned down. Many of the settlers suffered also loss of sheep, and to a slight extent of cattle, which they were unable to save from the fire. Under your instructions, the Surveyors and Rangers in this district investigated and reported as to the extent and damage caused by the fires, and I also rode over most of the country affected. Full detailed reports and particulars were furnished to you, and you took in hand the distribution of grass-seed to those settlers requiring it. So serious was the loss in numerous instances that public subscriptions were invited to relieve the most urgent cases of distress.

Easter Floods, 1897.—In addition to the destructive bush-fires, unprecedented floods occurred in this district last Easter twelvemonths, the principal damage being done on the west coast. The Rangitikei, Pohangina, Manawatu, and other rivers rose higher than ever before known within the memory of the oldest settlers, causing great damage to stock, buildings, and household effects. The low-lying land adjacent to the rivers suffered severely from the floods, being washed away, scoured out, or silted up. I may mention that the rainfall in the Kaimanawa Ranges was quite phenomenal. Great damage was done to all kinds of public works, the rivers in many places extending from high terrace to high terrace, carrying with them wrecks of bridges, homesteads, and forest. On the subsidence of the floods the inundated country, covered with silt and driftwood, presented a scene of woful desolation. I visited the localities afterwards with Captain Turner, Road Surveyor, who has estimated the total damage done to roads and bridges in his district alone at £5,343 15s. I reported in detail with regard to this disastrous calamity on the 12th November last, and need not refer further to the matter here.

Forest Conservation.—During the coming year I propose to obtain fuller reports from the various field officers with respect to areas of remaining Crown forests throughout this district, with a view—(1) to utilising as far as practicable all the remaining accessible milling-timber; and (2) to conserving on the mountains and higher lands large areas of forest, with the object of the preservation of scenery, flora, and fauna, the prevention of more disastrous floods, and the maintenance of the water-supply of the whole country. To give effect to these proposals it would

appear necessary that there should be a large extension of the existing forest-reserves on the Tararua and Rimutaka Ranges. The Crown lands upon the Haurangi Ranges, in South Wairarapa, should also be reserved, as well as all available high-lying forest and scrub on the Ruahine and Kaimanawas. These will require to be thoroughly explored before being more particularly defined. The forest on Ruapehu, with the adjacent volcanic peaks of Ngauruhoe and Tongariro, and the ranges about Lakes Rotoaira and Taupo, which are probably unsurpassed for beauty and interest, should be permanently reserved. This would include all the forest southward and westward of the mountain to the Main North Island Trunk Railway as far as Waimarino Plains, and throughout those plains and the Maori lands to the northward, when the necessary power to do so has been obtained. I have in view also the conservation of other areas of forest throughout the Wellington District, but, owing to the alienation of the more accessible forest Crown lands, it is now too late to make adequate provision to carry out the very important and desirable objects indicated.

The area of reserves already set aside, gazetted and ungazetted, for forest conservation generally, exclusive of that for purely domain or scenery-preservation purposes, is as follows: Gazetted, 111,749 acres; ungazetted, 173,982 acres; total, 285,731 acres. As soon as the necessary investigations can be effected, complete and definite proposals to give effect, as far as practicable, to the foregoing views will be made in accordance with your instructions and the wishes of the Government.

Condition and Progress of Settlements.—Mr. Ranger Lundius's reports show that the Horowhenua and Levin Village Settlements were in a fairly prosperous condition, and that comfortable cottages are numerous. The villagers not only cultivate their lots—growing vegetables, &c., for sale—but are able to find employment at the local sawmills and on adjacent farms. The Hunterville, Ngamatea, Mangaweka, and Rakautoru Settlements comprise well-improved holdings, and good progress is being made. The villagers obtain employment in the vicinity of and on their holdings, and those in the two last-named settlements on co-operative works. The proposed sawmill at Mangaweka is looked forward to hopefully by settlers as likely to afford them more assured employment. The West Waitapu, Makohine, Te Rewa, and Karewarewa Settlements are progressing fairly well. The villagers work much of their time off their holdings for the adjacent farmers, and on co-operative works when accessible; the lots are generally too small, but the dairy industry will benefit some of these villagers. The Pukiore Village lots have been abandoned, and some of those at Pakihikura also; several of the settlers in the latter are making improvements, but have to go away to seek employment, the holdings being far too small. The Marshall Settlement, which comprises small holdings of second-rate land, remote from markets, is not in a satisfactory condition. The Welford and Mangamahu Villages are small, and handicapped by drawbacks which render successful settlement difficult of attainment. The Momahaki Settlement has not been sufficiently long established to enable an opinion to be formed as to its prospects; much depends upon the class of persons who hold the lots, and the efforts they make to comply with the conditions of their leases.

During the past year the Ranger made statutory inspections of the Horowhenua, Mangaweka, Rakautoru, Pakihikura, and Karewarewa Villages, and found that the settlers had generally complied very satisfactorily with the conditions of the Land Act.

The village settlements in the eastern part of the Wellington District, under Mr. Ranger Kavanagh's supervision, are fourteen in number, comprising 288 lots and 4,264 acres. Of the twenty-nine villagers in Pongaroa fifteen are residing, though residence is not yet compulsory, and satisfactory improvements have been effected. As the lots are too small, the holdings are being enlarged as opportunity offers. The settlers find employment on Government co-operative roadworks. At Rakaunui, ten out of the sixteen villagers are already residing; several holdings have been enlarged, and satisfactory improvements have been made; the settlers are mostly industrious, and find employment on roadworks, as well as on their holdings. Hastwell, Mangatainoka, and Mangaramarama Villages are well established; the settlers support themselves by dairying, road contracts, occasionally working on their lands, and at the sawmills. Nearly every settler has complied with the conditions of the Land Act. The flooding of the Mangaramarama Stream is a serious detriment to the latter settlement. The Makuri, Pa Creek, Mangaone, Upper Makuri, and Makairo Village Settlements are permanently established; nearly all the selectors have complied as to conditions of residence and improvements; when not occupied on their holdings they find employment in the district on bush- and road-works. The principal village settlements are those at Pahiatua, comprising seventy-nine villagers, whose holdings are generally well improved. Dairying, fruit and vegetable cultivation are the chief pursuits. Following upon the completion of the railway and roads, and of the work of settlement generally, the small settlers find it more difficult to obtain employment. The Tutaekara Village lots are too small to satisfy the requirements of villagers.

The conclusion to be drawn from a review of the reports is that the village settlements have proved to be a great boon, and where the conditions have been at all favourable they have been successful.

Farm-homestead Associations.—Given particulars as to the character of the country comprised in any of these settlements, the quality of soil, means of access, facilities for finding employment, contiguity or remoteness from markets, and it is possible to predict the ultimate success or otherwise thereof. The abandonment of holdings by unsuitable or faint-hearted persons has resulted in the introduction of a more enterprising and energetic class of settler upon the forfeited lands, to the great advantage of settlement, and consequently of the State. The establishment of dairies and creameries, sawmills, and the general progress of settlement following upon improved means of communication by rail, road, and steamer on the Wanganui River, are having a most beneficial effect upon, and have given additional impetus to, settlement. In the western district there

are twenty-two farm-homestead associations, embracing 317 selectors and an area of 58,300 acres. The portions of the following blocks still occupied under the farm-homestead-association system are reported as generally well improved and progressive: Waimarino, aided by Government co-operative works and central position; the Clifton settlers obtain work on roads and graze sheep and cattle, and attend to some extent to bacon-curing; the Wanganui United, where the prospects are good; the Salisbury, Marton Nos. 2 and 3, Pohangina, Palmerston North Knights of Labour, Palmerston North Forest Reserve, and Hunterville No. 3 Settlements have generally benefited by the co-operative roadworks, and have reasonably good horse-roads to their holdings. The under-mentioned farm-homestead settlements, however, are not in a satisfactory state: Clifton No. 2, Marton No. 3 (part) and No. 4, Umutoi, Onslow, Hunterville Nos. 1 and 2, Gladstone, and Malton; but there are several industrious settlers in these blocks who, in the face of great difficulties—absence of roads, and other necessary conveniences—are establishing homes in high inaccessible localities. The Sommerville settlers, also, have improved their holdings in a surprising manner, although all the roads on the block are not formed. The Land Board has from time to time expressed the opinion that settlers so circumstanced are entitled to special consideration. This feeling tends to delay the collection of rentals. There are eighteen farm-homestead-association settlements in the Pahiatua and Wairarapa districts, containing 204 members, occupying 38,607 acres.

Mr. Ranger Kavanagh's reports show that, as a whole, considerable progress has been achieved —that the settlers are industrious, and are struggling manfully to overcome the usual difficulties encountered in forest settlements. Most of them find their chief employment on their own holdings, though advantage is freely taken to secure co-operative contracts on Government roadworks.

Free-selection Holdings.—Under this heading Mr. Ranger Lundius furnishes favourable reports as the result of his inspections in the Waimarino, Awarua, Pohonuiatane, Apiti, and Pohangina districts. Selectors under Part III. of "The Land Act, 1892," have, as a rule, more capital, and frequently more experience, and consequently carry on the improvement of their holdings on a larger scale and in a more expeditious manner. Not only have they effected considerable improvements, but numbers have gone into permanent occupation of their holdings; and the present indications point to the realisation of prosperous and productive settlement at no distant period.

Mr. Kavanagh reports that the deferred-payment, perpetual-lease, and special-settlement blocks are all well improved, if not in a flourishing condition. Similar remarks are applicable to the settlements under the occupation-with-right-of-purchase and lease-in-perpetuity systems.

Speaking generally of the settlements throughout the eastern district, the improvement conditions appear to have been satisfactorily complied with. Many settlers who were in default have since complied. A disturbing feature observed in connection with the farm-homestead-association settlements is that a large proportion of the areas laid down in grass remain unfenced and unstocked, and consequently unproductive to the holders, who are not obliged to reside until the expiration of four years from the date of their lease, and who at present are generally non-resident.

The Rangers' duties are represented in part by the following:—

Number of inspections made during the year ended 31st March, 1898, by Mr. Lundius: Properties visited, 731. Area, 146,739 acres. Value of improvements—Required, £22,474; actually made, £50,903. Area required to be in grass, 3,635 acres; area in grass, 8,645 acres. Number of defaulters: In improvements, 196; for non-residence, 12: total, 208. Residence—Residing, 315; not residing, 416.

Number of inspections made during the year ended 31st March, 1898, by Mr. Kavanagh: Ordinary inspections: Act of 1885, 48; area, 11,566 acres and 16 perches; value of improvements required, £8,881; value of improvements actually made, £21,593. Act of 1892, 335; area, 50,306 acres 3 roods 7 perches; value of improvements required, £12,505; value of improvements actually made, £30,712. Possession and value (forfeited sections), 38; area, 7,814 acres and 6 perches. Total, 416 inspections; area, 69,686 acres 3 roods 29 perches; value of improvements required, £21,386; value of improvements actually made, £52,305. Number of defaulters: In impovements, 32. In all comprising: Ordinary inspections, 378; possession and value, including eighteen statutory valuations, 38; transfers, 21; special reports, 106: total inspections and reports, 543.

The Rangers performed a multitude of other duties, their time being specially taken up and their ordinary work much interrupted by investigations connected with the bush-fires.

All defaulters as to improvements and residence referred to in the Rangers' reports have been or are being dealt with by the Land Board. In most cases, as soon as the selectors are called upon to explain their non-compliance with the Act they take steps to fulfil the conditions, the Board usually agreeing to withhold action for a reasonable time to enable them to do so.

With regard to residence, the actual defaulters are few, the holders of lands under "The Land Act, 1885," having in most cases of non-residence complied with the conditions by doing double improvements, and the majority of selectors under "The Land Act, 1892," not being required to reside yet by the terms under which they hold their land.

Clerical Branch.—A very large increase has taken place in the correspondence during the year. The number of letters, &c., received and despatched was 53,142, or an average of about 177 per day, as against 46,245 last year, when the average was about 150, being an increase of 6,897. This statement includes circular notices *re* payments and improvements, &c., to selectors, Surveyors' and Rangers' reports, circulars, various returns, records received from other departments, &c. 928 vouchers, amounting to £25,742, were passed forward for payment, and 400 cheques were drawn on the Chief Surveyor's Imprest Account for wages, &c., representing a sum of £2,808 16s. 4d.

The number of selectors now on the books on settlement conditions amounts to 2,434, being an increase of seventy-two on last year's figures.

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

NELSON.

During the year the selections under ordinary settlement conditions, together with those of miscellaneous leases and licenses, have been 128 in number, comprising 16,916 acres, which is slightly in advance of the last two years. 15,782 acres 1 rood 14 perches of this have been taken up under the optional clauses of "The Land Act, 1892," with an average holding of 164 acres. In addition to the foregoing, thirty-seven occupation licenses, embracing 25,032 acres, under section 116, and two, containing 91,560 acres, under section 219, of "The Land Act, 1892," mostly within the Midland Railway Reservation, have been granted. As was pointed out in last year's report, it only needs the removal of this restriction, which affects the greater part of the district, for settlement to make rapid strides. As it is now, there is general complaint and discontent, both amongst the large number of squatters who have occupied and improved small patches of land in different parts without any right or title, and the very many who are waiting and anxious to take up land on ordinary settlement conditions. Four pastoral runs in the Amuri district, with a total area of 124,832 acres, were also disposed of, and the final settlement of the outstanding cases of five pastoral runs (released under the Pastoral Tenants Relief Act of 1894), embracing 549,377 acres, which is more particularly referred to later on, has been effected during the year, and the new licenses issued. Taking into account that new settlement is barred over three-fourths of the district by the Midland Railway Reservation, and that a large portion of the remainder is included within mining districts, the amount selected on settlement conditions during the year may be considered satisfactory. The total number of Crown tenants of all classes of land in the district at the present time is 1,660, who hold 1,145,826 acres 2 roods 2 perches, yielding a yearly rental of £17,204 7s. 9d.

Lands sold for Cash.—The 2,780 acres 2 roods 22 perches appearing in the returns is made up of fifteen selections under the optional system, with an average of 93 acres; five purchases under the Nelson Leasing Act, averaging 277 acres.

Deferred Payment.—One hundred and thirty-three tenants have this year acquired their freeholds, but the number still on the books is large, being 640, who hold 66,919 acres 3 roods 27 perches. On investigation of these cases, it would appear that freeholds will be made at the rate of one hundred per annum for the next three years, but in the ordinary course it will be twelve years hence before the last one is off the books. Only one selector out of the large number now in occupation is in arrear with his rent, and that to the insignificant amount of 18s. 8d. This is no doubt very largely due to the penalties which are conditions of the Nelson deferred-payment leases —viz., 10 per cent. fine if six months overdue, and an absolute and irrevocable forfeiture of the land if rent is not paid within twelve months of the due date. Exchanges during the year to lease in perpetuity were made of two leaseholds; in all, 339 acres.

Perpetual Leases.—The total area held under this tenure is 11,251 acres 2 roods 39 perches, by forty-one tenants. There appears to be no great desire on the part of the lessees here, as there is in some other parts of the colony, to turn them into freeholds, for there are only two instances of its having been done since the initiation of system.

Occupation with Right of Purchase.—Twenty-two selections have been made, of 4,412 acres 3 roods 16 perches, which increases the number of tenants at the present time to ninety-eight, with a total area of 18,446 acres 1 rood 16 perches.

Lease in Perpetuity.—The holdings under this tenure have been increased by twenty-four new selections and four exchanges from other tenures, making the total now held ninety-nine, with an area of 25,376 acres and 36 perches—almost precisely similar in number to the last-mentioned tenure, but embracing about 50 per cent. more area.

Mining District Land Occupation Act.—Selections under this tenure have been restricted to a stretch of country along the coast between Westport and Mokihinui, and within the Westport Harbour Endowment Block. At the present time thirty leases have been issued, with an average holding of 11 acres, but fourteen other applications for unsurveyed areas, with an aggregate area of 870 acres, have been provisionally approved by the Land Board. The obvious intention of the Act was to afford opportunity for miners and others to acquire small pieces of land within mining districts for the permanent home of themselves or families, on a twenty-one years' lease, with protection for improvements at the end of the term, in place of the heretofore precarious occupation license under the Mines Act, in which case the occupier was liable to be called upon to give up the land on short notice, without any right to compensation for any improvements that may have been made. It has so far been successful, for in many cases the applicants have already cleared the land and built comfortable houses; but it is to be regretted that there have not been wanting signs of an attempt on the part of one or two persons to obtain the land for speculative purposes, and with no intention of making it their home. The Land Board has recognised this, and intends dealing with these cases if later developments prove them not to have been made in good faith.

Village-homestead Special Settlement.—The Mokihinui Settlement is the only one in this district, and now consists of twenty holdings, of about 5 acres each, one section having been forfeited during the year. Good progress has been made since the last report. The value of improvements has increased at the rate of £1 per acre, and now stands at £1,279. Nine of the lessees reside with their families on their holdings, and six other sections are occupied by intending settlers. The transfers to these latter have been delayed from various causes on their part, but at the time of writing nearly all are effected. The resident settlers, with their families, number seventy-four, as against fifty-one last year.

Pastoral Licenses.—The following are the particulars of the licenses now held:—Twenty-three under twenty-one years' lease—778,483 acres; two under section 219 of "The Land Act, 1892"—91,560 acres; eighty-one under section 116 of "The Land Act, 1892"—119,012 acres: total licenses, 106—989,055 acres. Of the foregoing, fourteen, with an area of 222,178 acres, have been selected during the year, and final arrangements have been come to, and titles issued, for five consolidated runs under the Pastoral Tenants Relief Act of 1894, with a total area of 549,377 acres, which

embrace 285,351 acres more country than under the old lapsed and surrendered leases which were formerly held by the present tenants. The particulars of these latter cases are as follows:—

No.	Name.	Old Leases.	Annual Rent.	New Leases.	Annual Rent.
		Acres.	£ s. d.	Acres.	£ s. d.
16	St. James	93,231	801 18 2	199,000	450 0 0
17	St. Helens	87,437	1,604 17 0	145,000	600 0 0
18	Hopefield	7,286	215 6 6	39,548	150 0 0
19	Tarndale	70,243	655 1 0	160,000	300 0 0
22	Motupiko	5,829	72 10 0	5,829	30 0 0
	Total	264,026	3,349 12 8	549,377	1,530 0 0

In explanation of the greatly increased area in the new consolidated licenses, it may be explained that these runs formerly consisted of a large number of separate leases, in many instances disconnected, with varying conditions, and terminating at different periods. These leases, as may be expected, covered the best of the country, and at the same time hindered the occupation by other persons of the intervening and high back country, which was generally infested with rabbits. Under the new licenses the boundaries of the runs are made coterminous, each taking in all the high country adjacent to it, a large extent of which is barren mountain-tops; and the onus of "rabbiting" this extra country is now thrown on the tenants. An application for relief under the Pastoral Tenants Relief Act was made by the occupier of one other run; but, as he was dissatisfied with the terms offered by the Land Board, the run reverted to the Crown, and it has since been disposed of under the Land Act.

Residence and Improvements.—The inspections have not been so general as they should have been, the more distant selections especially, which are scattered throughout the district, not having been visited. Ninety-seven holdings have been visited by staff surveyors working in the localities, but I am unable to report as exhaustively as I could have wished on the manner in which the improvement conditions have been carried out generally. On the ninety-seven holdings inspected improvements to the value of £2,239 8s. 3d. have been effected on the 5,907 acres comprised in them, just treble the amount that the tenants were legally compelled to make. There were twenty-five defaulters among the number, sixteen for non-residence where it was a condition, and nine on account of no improvements having been effected.

Miscellaneous Leases and Licenses.—Exclusive of endowments, the number of holdings is 385, covering an area of 21,629 acres 2 roods 34 perches, with an annual rental of £1,210 19s. 9d. It includes the leases of subdivisions of reserves at Hanmer Plains.

Arrears.—Of the 1,660 tenants in the district, ninety-seven are in arrear, to the amount of £1,449 12s. 10d., and, as this amount exceeds that returned last year, it is necessary to explain that the administration of the Westport Colliery Reserve leases (Westport Town), 224 in number, with arrears amounting to considerably over £1,000, has been taken over, and the rents are now paid to the Receiver of Land Revenue, and accounted for by the Lands Department, instead of by the Warden's Office, as heretofore. I am pleased to state that these arrears have since been greatly reduced, and now stand at £600, and it is expected during the coming year to have this sum very considerably lessened. Then, £552 is owing on two mineral leases held by the Mokihinui Coal Company, now in course of liquidation, but action is being taken to, if possible, recover the amount. There is also £150 of outstanding arrears owing on three of the Haven Road Reserve leases at the Port, Nelson, and steps are now being taken for its recovery. It will thus be seen that nearly the whole of the arrears is owing by lessees of town lots, of whom there are forty, and a mining company in liquidation. The defaulters among the remaining 1,618 tenants owe the comparatively small sum of £147; and it is a noteworthy fact that only £49 15s. of arrears is owing by the 911 selectors of deferred-payment, perpetual-lease, occupation-with-right-of-purchase, and lease-in-perpetuity lands.

Coal-mines.—The particulars of the output and royalties received from the two mines at Coalbrookdale and Ngakawau are as follows:—

Mines.	Output.	Royalty, 6d. per Ton.	Less Dead-rent.	Royalty received.
Buller Coalfields Reserve—	Tons.	£ s. d.	£ s. d.	£ s. d.
Westport Coal Company ...	243,618	6,090 9 0	1,358 0 0	4,732 9 0

The Cardiff Mine, at Mokihinui, has also had a large output, but the royalties in this case are received by the Warden, as well as those of the Blackball and Brunner, in the Grey district.

Revenue.—The revenue received during the year from Crown lands was £15,884 7s. 3d.; from endowment lands, £7,673 7s. 7d.; and, in addition, £979 9s. 8d. on account of royalties on timber and sleepers cut in the extreme south end of the district, which was received by the Ranger at Hokitika and passed through the books of the Receiver there: making a grand total of £24,536 14s. 6d., which is about £3,000 in excess of what was received last year.

THOS. HUMPHRIES,
Commissioner of Crown Lands.

MARLBOROUGH.

The total area opened for selection during the year was 294,045 acres, under the following heads: Optional system, 5,473 acres; cash by auction, 10,334 acres; lease by auction and application, 351 acres; village homestead, 1 acre; pastoral runs, 242,395 acres; small grazing-runs, 35,096 acres; lease in perpetuity, 395 acres.

Summary of Land taken up.—The total area of land selected during the year was 54,581 acres, by seventy-five selectors.

Cash Sales.—The town section disposed of is situated in the Town of Kaikoura, and the rural purchases (three) were under the Marlborough Waste Lands Act—one under the optional system and two under the "squaring-up" clause—the total area disposed of under this head being 10,454 acres 3 roods 5 perches. The cash received was £6,410 12s. 8d.

Deferred Payments.—The number of holders has now been reduced to eleven, three having acquired the freehold of their holdings during the year. We have only some 651 acres under this head.

Perpetual Leases.—There have not been any transactions under this head during the year, the number of holdings and area held remaining the same as last year.

Occupation with Right of Purchase.—Under this head 3,364 acres were taken up, by seven selectors. With one exception, the area selected is situated in the Hundalee Block. The total area now held under this system amounts to 4,500 acres.

Lease in Perpetuity.—During the year 5,947 acres were taken up, by seventeen selectors, the annual rent for which is £125 4s. 2d. Nine holders also exchanged their leases for leases in perpetuity, the area being 5,048 acres. We have now 111 holders under this tenure, the area held being 55,933 acres, and the annual rent £1,136 7s. 2d.

Lands under Land for Settlements Act.

Blind River Estate.—One section of 318 acres, which had been previously forfeited, was again taken up. The number of houses on the holdings is fifteen, and the number of souls resident on the land ninety-seven. Additional improvements, valued at £1,388, have been effected during the year, comprising buildings, £666; fencing, £695; and land broken up, £159. 905 acres have been under crop this season, as against 550 acres cropped last year; but, owing to dry weather, and a frost in October, which injured the pea-crop, the return has been very small; indeed, since the winter of 1896 there has not been at any time sufficient rain to saturate the subsoil. Of the various crops, wheat was the best, averaging about 15 bushels per acre; oats were extremely light; and the onions, on which much labour was expended, were, on many of the holdings, a complete failure, and on others the best patches were very poor. On the grazing-farms the effect of the dry weather was worse than on the agricultural land. At the date of inspection there were only 2,995 sheep on the estate, as compared with 4,195 last year. The number of stock at present on the estate is as follows: Horses, 50; cattle, 44; sheep, 2,995; pigs, 22.

Omaka Estate.—Although the second year of occupation will not terminate until the 26th June, all the holdings on this estate are ring-fenced, and many of them subdivided. The number of houses is ten, and the number of souls resident is fifty-two. The married tenants have erected good roomy houses, and the single men comfortable huts. Owing to the exceptionally dry season and the nature of the land, the crops generally have been light, the oats especially being very poor. 1,135 acres are under cultivation, and the number of stock is as follows: Horses, 45; cattle, 52; sheep, 2,454.

Puhipuhi is a block of 320 acres in the Kaikoura district, and is at present included in a pastoral license.

Mining Districts Land Occupation.—There were only two selections under this head, the area taken up being 125 acres.

Village-homestead Lease in Perpetuity.—There was only one half-acre section taken up during the year.

Village-homestead Special Settlement.—There has been no change in this tenure during the year. One of these settlements is situated at Kaikoura and the other at Wakamarina, and the value of the improvements now on the land is £1,223 17s. 6d. Ten of the holders are resident and four non-resident. The whole of the settlement at Wakamarina has been laid down in pasture or cultivated, and also 117 acres out of the 180 acres at Kaikoura.

Small Grazing-runs.—This year 34,372 acres were disposed of to fourteen holders, the average holdings being 2,455 acres, and the annual rent £676 3s. 11d. Five holders exchanged their leases for leases in perpetuity, the area so exchanged being 2,878 acres. We have now seventy-two holders under this tenure, holding an area of 64,253 acres.

Pastoral Runs.—Eighteen runs, of an aggregate area of 216,135 acres, were taken up during the year, the annual rental being £1,054 5s. There were not any forfeitures, but the surrenders amounted to 2,571 acres and the expiries to 970 acres. 3,010 acres, held by four selectors, were exchanged for leases in perpetuity. The total area now held amounts to 757,433 acres, the average holdings being 10,235 acres.

Miscellaneous Leases.—These comprise one flax-cutting and eight miscellaneous licenses, the latter being chiefly licenses to occupy reserves from year to year.

Revenue.—The territorial revenue shows an increase of over £4,000 as compared with last year, the increase being in the items cash lands, leases in perpetuity, small grazing-runs, and pastoral runs.

Arrears.—Of the sixteen selectors in arrears, one is a small grazing-run lessee, owing £1 13s. 6d.; the other fifteen are selectors on the Blind River Estate. The area they hold is 4,427 acres, and the amount owing is £486 6s. 9d.

Reserves.—The area reserved for various purposes during the year amounted to 7,004 acres, of which 6,930 acres represent lands in Queen Charlotte Sound and Port Gore, which have been surveyed and set apart for landless Natives.

Number of Selectors on the Books.—These now amount to 429, being an increase of fifty-one over last year.

Lands selected under Sections 114, 115, and 117 of the Act.—There were not any selections under section 114. Under section 115 the area selected was 3,091 acres, under lease in perpetuity; and under section 117, 10 acres, for cash.

Rangers' Inspections.—This return shows that 237 properties were visited during the year, having an area of 90,227 acres. The value of improvements required was £27,257 12s. 3d., and the value of the improvements actually made £60,694 14s. 6d., the excess over the requirements being £33,437 2s. 3d. There were only two defaulters—one for non-residence, and the other for both non-residence and non-fulfilment of improvement conditions.

Land for Future Settlement.—The areas which I anticipate will be opened for selection during the coming year are as follows: 7,000 acres in Queen Charlotte Sound, under the optional system, and about 30,000 acres on the north bank of the Wairau River, 20,000 acres of which will be offered as small grazing-runs and the balance under the optional system. In the southern part of the district are situated the Kaitao and Puhipuhi Blocks, which will shortly be ready to be placed in the market. The former block contains about 10,000 acres, and the latter 20,000 acres. It is proposed to offer 20,000 acres as small grazing-runs, and the remainder under the optional system. These blocks, which are of very fair quality, will, it is expected, be readily disposed of. There is also a small grazing-run of 3,600 acres near the Clarence River, which will be offered as soon as it is ready, and a block of 4,000 acres near the Greenhills Station, which will be disposed of by auction for cash.

C. W. Adams,
Commissioner of Crown Lands.

WESTLAND.

Summary of Land taken up.—An area of 77,225 acres was open for selection under the various tenures during the past twelve months. Of this area, 392 acres have been taken up, leaving an available balance of 76,833 acres at the end of the year.

Cash.—The total area disposed of under this only amounts to 80 acres, the bulk of the selectors electing to acquire their holdings under other systems.

Deferred Payment.—The area occupied under this system remains as last year. A considerable reduction by conversion to freehold is anticipated during the coming year, and when readjustment of areas washed away by Teremakau River is completed the present arrears will be overtaken.

Occupation with Right of Purchase.—Only two selections have been made under this heading.

Lease in Perpetuity.—With the exception of one selection on the Poerua Estate, no land has been taken up on this tenure.

Land under Land for Settlements Act.

The Poerua Estate is the only one in this district that has been acquired under the Act, and it has been all taken up with the exception of one section, which is liable to a heavy overflow from a neighbouring creek. This settlement is assuming a prosperous appearance; large areas have been cleared of bush, grassed, and fenced. The estate carries considerable flocks, and there are no arrears of rental.

Pastoral Runs.—It will be noted from the tables that the area held under this heading amounts to some 511,000 acres, the bulk of which is bush country, and used for the rearing and fattening of cattle. A smaller portion is occupied by sheep, of which increasing numbers are being placed on the mountain pastures. Under the 219th section of the Land Act of 1892 forty selectors have taken up 3,482 acres during the year within the Midland Railway Reservation, this being the only way any land can even be temporarily acquired within that area. Inclusive of the above we have now 157 selectors, occupying 25,270 acres, on this tenure, the whole of whom are prepared to acquire their holdings under one of the more permanent systems as soon as the Midland Railway question is settled. Besides these, there are large numbers of applications for sawmilling areas which are held over for the same reason. Despite the wetness and severity of last season, and the low prices ruling, the district has distinctly progressed. On the 31st March the arrears are much lower than ever before, and since that date large amounts of rentals have been received from the outlying districts.

The Crown Lands Ranger reports that during the year the amount of timber cut in the Westland and Nelson Districts has increased, on account of the large export trade carried on. The figures below show the quantity exported, but do not represent the whole of the output, as there are several mills cutting on freehold property, to the books of which the Ranger has no access. The timber trade is still on the increase, as is shown by the new sawmills that are being erected, chiefly in the Nelson District. Holdings under lease in perpetuity and occupation with right of purchase are steadily improving, being well within the requirements of the Act. The Ranger has made his usual inspection in South Westland during the year.

Timber cut on Crown Lands, Nelson.

Red-pine, 5,335,000 ft., at 3d. per 100 ft., £666 17s. 6d. Silver-pine, 1,250,433 ft., at 6d. per 100 ft., £312 12s. 2d.

Timber cut on Mining Blocks, Nelson.

Red-pine, 449,649 ft., at 3d. per 100 ft., £56 4s. 2d. Silver-pine, 78,581 ft., at 6d. per 100 ft., £19 13s.

Timber cut on Crown Lands, Westland.

Red-pine, 275,333 ft., at 3d. per 100 ft., £34 8s. 4d. Silver-pine, 555,866 ft., at 6d. per 100 ft., £138 19s. 4d.

Timber cut on Mining Blocks, Westland.

Red-pine, 1,803,984 ft., at 3d. per 100 ft., £223 12s. 6d.

Timber cut on Grey Coal Reserve.

Red-pine, 501,700 ft., at 6d. per 100 ft. royalty, £125 8s. 6d.

W. G. Murray,
Commissioner of Crown Lands.

CANTERBURY.

Land Transactions, 1897–98.

Class of Selection.	Transactions during the Year.		Area held at 31st March, 1898.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P		A. R. P.	£ s. d.
Cash—					
Rural Crown lands	9	234 1 36	...	...	393 6 2
Rural, Cheviot	1	100 0 0	...	...	550 0 0
Suburban, Cheviot	6	25 2 20	...	...	275 0 0
Town Crown lands	7	3 0 19	...	...	136 12 0
Town, Cheviot	1	0 1 0	...	...	13 12 0
Deferred-payment holders (including pastoral deferred payment)	...	...	32	14,274 2 35	1,863 14 4
Deferred payment made freehold ...	3	386 1 35	...	...	...
Perpetual-lease holders	...	...	100	15,870 1 10	1,174 0 3
Perpetual lease made freehold ...	1	60 2 0	...	...	60 10 0
Occupation with right of purchase ...	...	...	12	1,080 3 24	84 5 8
Lease in perpetuity—					
Crown lands	11	3,616 2 0	176	71,022 0 10	3,548 0 8
Lake Ellesmere...	...	...	68	13,943 3 39	1,334 2 5
Cheviot	6	105 2 12	116	23,928 0 33	6,455 19 9
Land for settlements	155	22,594 3 27	408	39,826 2 19	10,552 6 7
Conversions to lease in perpetuity ...	16	465 2 22	...	...	...
Village settlements—					
Deferred payment	...	...	18	307 1 33	108 4 3
Deferred payment made freehold ...	2	10 0 0	...	...	...
Perpetual lease	...	...	62	1,160 3 15	601 3 11
Perpetual lease made freehold ...	2	2 0 0	...	...	45 0 0
Occupation with right of purchase...	...	...	3	0 3 0	0 12 0
Lease in perpetuity	...	...	20	8 3 11	7 6 0
Village-homestead special settlement—					
Perpetual lease	...	...	139	4,061 0 35	634 13 0
Lease in perpetuity	6	22 3 26	89	3,768 0 20	284 19 0
Lease in perpetuity, Cheviot ...	2	16 3 3	79	2,480 1 0	825 3 11
Lease in perpetuity, Lake Ellesmere	...	...	47	1,417 1 3	262 16 0
Farm homesteads—					
Perpetual lease	...	...	22	2,057 0 11	166 12 1
Lease in perpetuity	1	50 0 0	3	211 0 26	9 0 2
Lease in perpetuity, land for settlement	...	...	11	2,114 1 9	167 4 10
Small grazing-runs—					
Crown lands	10	42,298 3 5	47	114,840 1 25	4,695 0 1
Land for settlement	2	5,160 3 36	3	9,440 2 1	119 19 0
Grazing-farms, Cheviot	15	811 0 9	41	45,691 0 9	6,355 1 7
Pastoral licenses—					
Crown lands	16	441,512 0 12	99	3,069,309 0 12	31,014 18 7
Cheviot	...	...	2	2,102 0 0	358 15 6
State forests	1	746 0 0	1	746 0 0	4 13 0
Miscellaneous leases—					
Crown lands	99	38,386 1 10	306	47,566 2 2	2,240 1 9
Cheviot	10	262 2 21	72	2,929 0 16	622 11 9
Land for settlement	10	255 3 37	8	172 1 22	176 0 5
Endowment	6	232 2 0	16	2,390 2 24	174 18 3
State forests	1	4,000 0 0	10	8,185 0 0	237 15 0
Other sources	...	...	...	...	3,074 6 7
Total	399	561,361 0 10	2,010	3,500,906 3 4	78,628 6 6

Land Transactions.—The table above shows in a concise form the total land transactions during the year, the number of Crown tenants, and area held at the 31st March, 1898, and the revenue derived from all sources for the year, amounting to £78,628 6s. 6d.

Crown Lands opened for Selection.—Exclusive of the lands offered on the Cheviot Estate, and under the Land for Settlements Acts, the lands opened for selection during the year may be classified as follows :—

Under the Optional System (Part III. of "The Land Act, 1892").—Ten allotments, aggregating 7,328 acres, situated near Medbury, Winslow, Mount Somers, Ruapuna, North and South Rangitata, Cave, and Waimate. Of this area, 3,218 acres have been selected, and 2,000 withdrawn and reopened under another system. The balance still lies open for selection.

Cash Lands.—Cash sales were held of town allotments at Glenavy and rural allotments near Rangitata. Less than half of the sections were sold.

Pastoral Runs.—Only two runs, comprising 79,000 acres at the Wilberforce, and 124,000 acres near Lake Ohau, were offered for lease, each being purchased at the upset annual rental.

Small Grazing-runs.—Ten runs, containing an area of 40,631 acres, situated in South Canterbury, near Burke's Pass, Hakataramea, and on the Hunters Hills were taken up; these comprised lands which the former tenants had surrendered, finding themselves unable to carry on at the rentals originally fixed. Reductions of rent and enlargements of the holding-areas caused eight of the runs, totalling 36,891 acres, to be selected at once, five of them reverting to the original occupiers.

Other Lands.—During the year a considerable area of land has been offered for temporary pastoral occupation. 27,700 acres of hill country in South Canterbury, offered by tender for terms of three and six months, were readily taken up, the prevailing scarcity of feed being, no doubt, the cause. Besides these, an area of 3,048 acres, situated at Annat, Darfield, Chertsey, Burke's Pass, and in the Rangitata river-bed were offered, principally by tender, and the bulk of them found lessees at satisfactory rents.

Lands under Land for Settlements Act.

Blocks offered during the Year.—The estates offered for selection during the year were as follows :—

Albury Settlement was opened on the 12th April, 1897, and it comprised an area of 19,539 acres 1 rood 24 perches. Sixty of the allotments were selected at once, and the remainder were all taken up by the 15th July, 1897, with the exception of one run, and its accompanying homestead block, the rentals of which were readjusted, and it was then selected in February last. The total number of applications received for all allotments was 144.

Marawiti Settlement, being part of the Corwar Estate, was purchased from J. C. Wason, Esq., M.H.R., and it was opened for selection on the 7th May, 1897, in thirteen lots, aggregating 2,028 acres 2 roods 33 perches. 193 applications were received, and the whole of the lots were disposed of at the first ballot.

Horsley Downs Settlement is part of the estate of that name, purchased from Messrs. Mallock and Lance, and offered on the 31st May, 1897, in twenty-five lots, having a total area of 3,946 acres 1 rood 19 perches. The total number of applications received was 291, and all the lots were disposed of immediately.

Hekeao Settlement, being a portion of the Anama Estate, near Mount Somers, acquired from the executors for the late Hon. W. S. Peter, and opened for application on the 9th March, 1898, in fifteen lots, the area of which was 2,186 acres and 25 perches. Ninety applications were received, and all the large lots were disposed of at once, the small ones being, as is usually the case, backward in finding selectors.

Besides the foregoing, twenty small forfeited lots in the *Rosebrook, Kereta, Epworth, Pareora, Highbank, Rakitairi,* and *Braco* Settlements were offered for redisposal, and fifteen of these were readily taken up. The Omihi Stock Reserve, of 20 acres, on the Waipara–Cheviot Road, was offered for lease by tender for a term of fourteen years, but no offers were received.

General Condition of Settlements.—As regards the general condition of the settlements throughout the district, the Rangers' reports, a summary of which is appended, show, on the whole, very satisfactory compliance with the requirements of leases, and a large increase of value in the way of improvements effected. The exceedingly dry season lately experienced has, of course, affected these settlers considerably, especially those who had recently selected their holdings, and who, through partial or complete failure of crop, and the necessity in many cases of carting water for stock from long distances, have been much handicapped in the initial stages of the work of making new homes. In surveying the results of the various rural settlements, perhaps the most noticeable feature is one to which I referred in last year's report—namely, that small lots of 10, 20, and 30 acres in rural settlements are slow to obtain selectors, and when selected the lessees in a large majority of cases fail to comply with the conditions of residence and improvement, and the lots have to be forfeited and placed on the market again. The Pareora Settlement, where the lots average from 20 to 30 acres, although it has been successful to a large extent, is now practically at a standstill on account of the limited area of the holdings. In the Highbank Settlement eleven out of the twelve lots forfeited and reoffered during the year were sections of 10 acres and under; in the Orakipaoa Settlement many of the small lots of 5 to 10 acres have had comparatively little improvement-value added, and there is a large proportion of non-residents, as the sections are too small to attract their holders away from the suburban settlement where most of them reside; in the Hekeao Settlement only one out of the six small lots has been taken up; and, finally, the Waiapi and Rakitairi Settlements, near Temuka, present an almost

universal failure to comply on the part of holders of the small lots of from 10 to 20 acres, while, on the contrary, the larger holders are for the most part complying, and likely to do well with their holdings. In view of these facts, the conclusion appears to be justified that the alleged demand for small holdings in the country districts is not a genuine one, and would be better resisted, in the interests of successful settlement. Of the suburban settlements near Christchurch, the oldest—Roimata—presents a very prosperous and satisfactory result. The Braco, Wharenui, and Otarakaro Settlements, which are not so easily accessible from the city, are more backward, the first-named, which has a large proportion of 1-acre lots, being the least successful, while the Otarakaro Block, in which the holdings are larger, has gone ahead most rapidly.

Blocks to be offered in 1898–99.—The only block at present available for disposal during the ensuing year is the Pawaho Hamlet, situated at Heathcote Valley, between Christchurch and Lyttelton. This is to be offered on workmen's-homes conditions.

The following is a summary of Rangers' reports for the year ended the 31st March, 1898:—

All the settlers in Pareora complying satisfactorily except three, the death of the lessee accounting for one of these. Settlement fairly prosperous, but settlers complain of areas being too small.

All the lessees of Studholme Junction are in occupation and complying satisfactorily.

Ten out of the twelve lessees of Kapua have fulfilled all requirements thoroughly, the remaining two not complying, and may have to be forfeited.

Twelve out of fourteen settlers in Rosebrook have complied fully. In the case of one forfeited holding reselected, the first year's tenancy has not expired. One lessee is not complying satisfactorily. Improvements very good.

Otaio Settlement is improving, and likely to be successful. One holder only is not satisfactorily resident.

In Kereta two holders fully complied, and very satisfactory; one lessee's first year's tenancy not yet expired; one lessee not yet permanently resident.

Both sections in Epworth were forfeited and reselected during the year. First year's tenancy not yet expired.

In the Patoa and The Peaks all but three of these holders are resident on original selections in the adjacent Peaks Village Settlement, and are improving their position by means of the extended holdings. Though the land is light, the settlement is on the whole satisfactory.

In Ashley Gorge Crown lands one holder has not yet built, owing to losses sustained in the Oxford Bush fires; one is occasionally resident; all the others are complying satisfactorily.

All the holders in Roimata are in residence save one, who has had exemption on account of misfortune. The settlement shows a very highly improved value, and is in a flourishing condition.

Braco Settlement is somewhat out of the way, and the holdings too small. It has improved during the year, but cannot yet be reported as thoroughly satisfactory.

The large holdings in Highbank are generally very successful, and satisfactory compliance is being effected. The small holdings are not so satisfactory, the value of improvements effected being low and residence uncertain. In the case of ten sections forfeited and reselected during the year, residence is not yet due.

Orakipaoa Settlement is for the most part held by persons resident in the neighbouring suburban settlement of Arowhenua, Temuka, who reside there under authority of special regulation, the holdings being too small to draw them away from the centre of population. The soil is good, and if the holdings were larger it would be likely to prove a successful settlement; but those who have complied complain that the areas are too small to be satisfactorily worked.

In Wharenui good progress was being made, and, although the settlement has gone off slowly, there seems every prospect of its being ultimately successful.

The first year's tenancy of Otarakaro had not fully expired at the 31st March, 1898, but six out of the seven holders had complied with all requirements.

In Waiapi the requirements for first year, which had not fully expired, would be £232 4s. The tenants of the large holdings, five in number, have all settled on the land, and are complying. Of the ten small holders, two only have complied; the remaining eight have effected very little improvements, and are not at all satisfactory.

In Rakitairi the required improvements, when the first year expired, would be £525 16s. 10d. Of the holders of large allotments, eight have fully complied, two are living in tents on their holdings, and three have not complied. Of the eleven small holders, nine have failed to comply, and are unsatisfactory.

In Albury the requirements at the end of first year, which had not fully expired in any case, would be £1,871 7s. 7d. In addition to the twenty-eight who were permanently residing on their own sections, sixteen others were partially resident in tents, or on other sections in the settlement. Crops have in a large number of cases been poor, which has probably thrown the settlement back; but the Ranger considers it likely to prove a very successful estate.

The requisite improvements in Marawiti at the end of the first year in May would be £374 7s. 11d. Of the eight large holdings all but one have settled on the land and are complying. Three of the small holders have taken up their residence, and seem likely to make good homesteads, though they find the holdings small for maintenance.

The first year's occupation of Horsley Downs will not expire till June, when improvements to the value of about £506 would be required. A very satisfactory extent of compliance is already disclosed.

Possession of Hekeao Settlement was only given on the 1st April, 1898.

Arrears of Rents.—The arrears of rents due at the 31st March, 1898, amount to £1,258 8s. 1d., out of a total annual rent-roll from the Crown estate within the district of £76,293 18s. 9d., or

about 1·6 per cent. of the total, which may, I think, be regarded as satisfactory considering the extremely dry season which has been experienced throughout the district.

Transfers, Surrenders, and Exchanges.—During the year transfers have been completed of seventy-nine holdings occupied under settlement conditions, comprising a total area of 18,549 acres. The principal numbers are as follows: Thirteen perpetual leases, 413 acres 2 roods 32 perches; twenty-one village-homestead leases, 784 acres 3 roods 9 perches; and forty leases in perpetuity, 9,670 acres 2 roods 16 perches. The number of exchanges dealt with during the year shows a very marked falling-off compared with previous years. Fifteen perpetual leases and one deferred-payment license, aggregating 466 acres, have been exchanged for leases in perpetuity. Reference has already been made to the reselection of lands which had been surrendered in the South Canterbury District. A few other cases of a similar nature are now under consideration. It must be admitted that the position of some of these tenants has been one of considerable hardship, confined as they have been to comparatively small areas of purely pastoral country, necessarily difficult and expensive to work, liable both to the incursions of the rabbits and the severity of winter storms, and deprived of low-lying lands for wintering stock or growing feed.

Mining.—The reported discovery of opals at Mount Peel created for a short time a brisk demand for prospecting licenses in that locality, and led to the taking-up of nine claims, comprising 233 acres, for the purpose of working the stone. These claims are situated at an elevation of between 3,000 ft. and 4,000 ft. above sea-level, and, if proved to be workable, must of necessity remain closed for a good part of the year. A gold-mining claim has also been taken up on the sea-beach near the mouth of Lake Ellesmere, and this locality has, for the purpose, been placed under the control of the Warden of the Otago Mining District.

Forests.—It is with much regret that I have to record a further diminution this year of the already limited areas of bush land in this district. The fires which raged during January last in North Canterbury, especially near Oxford, destroyed a large area of bush which, while perhaps not very valuable from a commercial point of view, nevertheless possessed a large value for climatic and water-supply purposes. It is to be feared that settlers in such localities are too eager to see the country made available for pastoral occupation, and do not sufficiently realise the very serious effect which the wholesale destruction of forest may have upon the rainfall and the formation of the country. The drought which has been experienced during this year has proved the necessity to the Canterbury plains of some provision for irrigation, in view of which it is of the utmost importance that all our available sources of water-supply should be protected by all possible means. Towards this end a healthy public opinion on the subject throughout the district would do much, and so long as afforestation remains comparatively neglected a strict preservation of natural timber is a prime necessity.

Crown Lands Ranger's Reports.—A tabulated statement is appended showing the results of the Ranger's inspections of settlement holdings during the year. The holdings at Cheviot and on acquired blocks will be referred to elsewhere, and of other holdings it may be said that the reports generally disclose a very satisfactory extent of compliance with the conditions of occupation. Many of the settlers have suffered considerably from the dryness of the season and consequent failure of crops and pasture, but, notwithstanding this, their obligations have been well fulfilled. As I noted in last year's report, the limited area of many of the holdings, especially in village settlements, is the greatest drawback to successful occupation, and more satisfactory results are always noticeable in the few cases where it is found practicable to permit enlargements of holdings. The table furnished cannot, of course, by any means be taken as representing the amount of work performed by the Rangers, who have been compelled to leave undone some of the less urgent, albeit very necessary, portions of the duties assigned to them. Canterbury has a larger number of holdings requiring close and careful inspection and attention to detail than any other district, and a Ranger could very usefully be employed solely on the Cheviot and land-for-settlement blocks, which require an amount of attention in regard to cropping conditions, &c., sufficient to fully engage one man.

Cheviot Estate.—The lands offered during the year for occupation on the Cheviot Estate comprised—three small lots, totalling 85 acres 3 roods 34 perches, on lease in perpetuity; five blocks, aggregating 238 acres 1 rood 10 perches, on temporary pastoral occupation; forty-seven town and village lots, of a total area of 40 acres and 19 perches; and fifteen grazing-farms, comprising 811 acres and 9 perches. All the foregoing were disposed of with the exception of a number of the town and village lots, for which there was only a small demand. The fifteen grazing-farms, forming parts of the Spotswood, Phœbe, Mina, and Domett Village Blocks, situated along the line of the railway reserve, met with very keen demand, 319 applications being received for the fifteen farms. In November and December last Mr. Ranger Ward visited and thoroughly inspected the estate, and he reports that he found the settlers as a whole complying very completely and satisfactorily with the requirements of their leases. The prevailing drought affected the crops, especially on the down lands, but on the flats near the Waiau River they were good, while settlers whose lands were adapted more for grazing, and could carry sufficient number of stock, did well. The villagers were aided very much by the Hundalee–Kaikoura roadworks, on which a number of them were employed, and the supply of milk to the dairy factory enabled them to make profitable use of their holdings. Generally the estate shows a very prosperous and successful condition.

Lands for Disposal during 1898–1899.—Outside of acquired lands, the only areas likely to be placed in the market will be a few pastoral runs, the present leases of which will expire early in 1900, and such other lands as revert to the Crown by forfeiture or surrender. In regard to many of the small forfeited lots, which are only calculated to attract local demand, I would point out that district offices might with great advantage be allowed, at the discretion of the Land Board or Commissioner, to reoffer the lots promptly by local advertisement only. Most of these lands carry improvements which deteriorate rapidly when no one is in occupation, and the delay necessarily

involved in gazetting, publishing sale-plans, &c., frequently means that by the time applications are receivable the valuations originally fixed have become excessive owing to the depreciation of improvements, and consequently the sections are not readily selected. A statement of Crown lands available for disposal at the 31st March, 1898, is appended.

Departmental.—During the year forty-two ordinary and special meetings of the Land Board have been held, at all of which large measures of work have been dealt with, the examination of applicants under the land-for-settlements regulations involving a considerable amount of extra work. The number of statutory applications lodged for lands offered for selection was 1,197, of which 218 were granted. The amount of clerical work transacted in the office may be represented by the following approximate figures: 21,000 letters received and despatched, including ordinary correspondence, rent notices, circulars, returns, &c.; 10,000 lithographs and sale-pamphlets distributed; 900 vouchers, dealing with an expenditure of about £38,000, and 700 cheques, representing an Imprest Account of £7,500, were passed through the Accountant's Office. In the Receiver of Land Revenue's Office, besides the revenue actually received, a sum of £30,936 was passed through the Deposit Account, 4,587 receipts given for payments, 4,988 refund vouchers with notices to depositors and Postmasters issued, 553 cheques drawn on Deposit Accounts, &c.

SUMMARY of CROWN LANDS RANGERS' REPORTS on SETTLEMENT HOLDINGS for the Year ended 31st March, 1898.

Tenure.	Number of Leases or Licenses.	Area.	Value of Improvements. Required.	Value of Improvements. Effected.	Number of Holdings resided on.	Number of Holdings not resided on.	Number of Partial Defaulters.	Number of Total Defaulters.
		A. R. P.	£ s. d.	£ s. d.				
Deferred payment...	25	12,335 0 0	2,067 17 0	5,450 1 0	14	11	...	1
Perpetual lease ...	53	1,264 3 30	1,172 10 0	2,893 5 0	39	14	13	...
Occupation with right of purchase	3	334 0 34	66 8 10	71 0 0	1	2	1	...
Lease in perpetuity	102	16,645 3 10	6,742 8 9	7,040 6 9	65	37	34	11
Village homestead...	204	6,048 2 31	1,472 5 2	14,893 18 1	163	41	13	...
Farm homestead ...	12	1,651 0 0	1,453 8 0	1,052 0 0	2	10	...	...
Small grazing-runs	29	71,856 0 0	15,721 7 2	16,865 5 7	22	7	6	...
Cheviot Estate—								
Lease in perpetuity	116	23,928 0 0	6,042 9 4	23,089 0 0	99	17	8	...
Village homestead	91	2,486 0 0	845 8 10	5,443 0 0	79	12	5	...
Grazing-farms ...	31	44,880 0 0	9,143 0 0	10,846 0 0	29	2	3	...
Land for settlements	416	56,532 3 7	5,025 11 3	34,593 9 4	259	157*	29	...
Totals ...	1,082	237,962 1 32	49,752 14 4	122,237 5 9	772	310	112	12

* In the majority of these cases the first year's tenancy has not fully expired, so that they cannot be counted as actual defaulters.

AREA of CROWN LANDS, CANTERBURY, available for SETTLEMENT, 31st March, 1898.

County.	System.	Area (First Class).	Area (Second Class).	Total Area.
		A. R. P.	A. R. P.	A. R. P.
Geraldine ...	Village allotments ...	1 0 0	...	1 0 0
Ashburton ...	Village-homestead allotments	71 2 0	...	
Geraldine ...	" ...	54 1 26	...	205 3 26
Waimate ...	" ...	80 0 0	...	
Selwyn ...	Rural land under Part III. of the Land Act	338 0 0	...	
Ashburton ...	Ditto	306 0 0	1,399 2 11	
Geraldine ...	"	178 3 19	1,369 2 7	4,598 3 37
Mackenzie ...	"	...	990 0 0	
Waimate ...	"	...	17 0 0	
" ...	Small grazing-runs ...	...	6,071 0 0	6,071 0 0
Selwyn ...	Land for settlement ...	11 2 4	...	
Ashburton ...	" ...	40 0 0	...	125 2 2
Waimate ...	" ...	73 3 38	...	
Totals ...	... ...	1,155 1 7	9,847 0*18	11,002 1 25

SIDNEY WEETMAN,
Commissioner of Crown Lands.

OTAGO.

The annual returns of transactions in respect of ordinary Crown lands and endowments for the twelve months ended the 31st March, 1898, forwarded herewith, disclose the whole scope of the year's operations and the position at the date mentioned of the several classes of land-tenure, and they may be considered as requiring but little note or comment. I will, however, briefly refer to some of their salient features, and make such remarks and explanations with reference thereto as may seem to be necessary or desirable.

Summary of Transactions.—The subjoined summary in the usual form shows the selections during the year, the revenue collected, &c., in a concise manner. As compared with the transactions of 1896–97, it will be seen that there is a slight decrease in almost every item, the total difference in the column of selections, &c., being ninety-five in number and 62,200 acres in area. The difference in revenue I have already stated. The total area held shows an increase of 145 holders, but a decrease in area of 58,498 acres, the decrease in area being chiefly in pastoral lands.

SUMMARY of LAND TRANSACTIONS, 1897–98.

Class of Selection.	Transactions during Year.		Area held at 31st March, 1898.		Revenue received during the Year.
	Number.	Area.	Number.	Area.	
		A. R. P.		A. R. P.	£ s. d.
Cash	28	600 2 14	...	...	974 4 0
Deferred payment	...	...	116	26,783 3 27	2,993 11 7
Deferred payment made freehold	29	6,425 3 19	...	...	...
Perpetual lease	...	...	451	82,541 3 38	3,097 5 7
Perpetual lease made freehold	9	834 1 14	...	...	722 15 0
Occupation with right of purchase	10	1,328 2 4	91	17,374 1 10	562 9 5
Lease in perpetuity	65	12,491 1 34	533	140,010 3 27	3,540 11 9
Lease in perpetuity, exchange from other tenures	9	3,516 1 10			
Land for settlement—					
Lease in perpetuity	84	13,015 2 36	257	33,494 3 10	9,176 18 10
Village lease in perpetuity	2	25 0 0	29	402 3 37	321 13 3
Small grazing-runs	2	2,452 3 27	3	3,667 1 30	265 13 8
Miscellaneous licenses	31	364 2 22	39	765 2 1	58 15 11
Miscellaneous receipts	...	...	...	...	56 18 10
Agricultural leases	5	257 3 15	19	608 0 35	115 6 6
Village settlement—					
Cash	1	1 0 36	...	...	10 0 0
Deferred payment	...	...	5	187 2 36	57 5 10
Deferred payment made freehold	4	107 0 1	...	...	...
Perpetual lease	...	...	42	933 2 33	99 1 11
Occupation with right of purchase	...	...	5	3 2 28	1 0 6
Lease in perpetuity	27	493 2 31	133	2,123 1 5	139 3 6
Village-homestead special settlement	...	...	86	1,393 1 25	R. 116 10 2 I. 68 1 2
Special-settlement association	...	...	15	2,955 1 12	96 9 6
Improved-farm settlement	1	70 0 0	76	9,748 3 38	13 16 5
Mining districts land occupation	18	941 0 20	81	3,449 1 22	193 2 5
Homestead lands	...	...	3	206 2 37	...
Small grazing-runs	24	45,667 0 24	265	517,278 3 22	11,358 13 10
Pastoral licenses	27	383,667 0 4	247	4,197,796 1 21	30,802 7 0
Coal and mineral leases	2	5 0 0	370	80,756 2 21	190 7 9
Timber-cutting	4	45 0 0			12 4 0
Miscellaneous licenses	75	24,550 0 1			774 6 6
Survey-fees	...	...	...	...	54 17 9
Crown-grant fees	...	...	...	...	79 6 0
Other sources	...	...	...	...	506 0 9
Total Crown lands	457	496,860 1 32	2,866	5,122,484 0 35	66,458 19 4
Endowments totals	2	13,568 2 10	52	47,113 2 17	1,292 16 9
Gross totals	459	510,429 0 2	2,918	5,169,597 3 12	67,751 16 1

Revenue.—The gross receipts of 1897–98, which include those under the Land for Settlements Acts and the few endowment lands administered by the Land Board, amounted to £67,751 16s. 1d., being less than the previous year by £3,395 6s. 5d., and £2,113 18s. 10d. below the estimate for the year. The items in which there was the greatest deficiency are deferred payments, lease in perpetuity, and miscellaneous. In forwarding the estimates for the present year I stated the reasons for the deficiency to be—(1) Fewer completions of deferred-payment purchases than expected;

(2) not so much Crown land disposed of as estimated; and (3) a considerable number of forfeitures and surrenders. I may now add, as a further reason, the very severe drought in the northern part of this land district, and the continued drought in Central Otago. As a matter of course, the effect of the dry weather has been not only to greatly diminish the crops, but in many cases to render them a complete failure, thus crippling the resources of the settlers to such an extent as to make it extremely difficult for many of them to meet their liabilities and pay their rent. As confirmatory of the severity of the drought, it may be mentioned that many springs and watercourses became completely dried up that were never known to be so before. This is particularly disheartening in the face of the high prices now generally ruling for cereals and other products of the soil. In Central Otago especially I fear that, should the next season prove as disastrous as the past, many of the selectors will have great difficulty in holding on to their selections.

Arrears of Rent.—It may be fittingly stated at this point that the arrears of rent due at 31st March by all classes of settlers, including those under the Land for Settlement Acts, amounted to £2,318 0s. 2d., owing by 209 tenants, holding 193,958 acres 1 rood 16 perches, being an increase over the previous year by £138 7s. 5d. in amount, twenty-three in number of holders, and 115,661 acres in area. This area, however, is in rough pastoral lands. It must be admitted that this increase is exceedingly small, taking into consideration the effect of the dry season and the increased number of tenants on the books of the department.

Transfers, Surrenders, and Forfeitures.—The following table shows the transactions in transfers, surrenders, and forfeitures during the year, the total being one more in number and 143 acres more in area than the previous year. The forfeitures show an increase of twenty-nine in number and 78,309 acres in area, the greater portion of this area being pastoral country and small grazing-runs. Of the seventy-nine forfeitures, thirty-five were for non-fulfilment of improvement or residence conditions and forty-four for non-payment of rent.

SUMMARY of TRANSFERS, SURRENDERS, and FORFEITURES during the Year 1897–98.

Tenure.	Transfers.		Surrenders (including Exchanges).		Forfeitures.		Totals.	
	Number.	Area.	Number.	Area.	Number.	Area.	Number.	Area.
		A. R. P.		A. R. P.		A. R. P.		A. R. P.
Deferred payments ..	3	380 0 18	2	489 1 0	1	5 3 20	6	875 0 38
Perpetual lease	17	2,976 2 28	22	4,360 2 29	12	4,213 2 15	51	11,550 3 32
Occupation with right of purchase	5	772 0 37	3	125 2 17	11	1,613 0 2	19	2,510 3 16
Lease in perpetuity ..	14	4,165 0 35	8	4,460 1 14	13	4,391 0 9	35	13,016 2 18
Land for settlements ..	9	1,854 2 30	8	275 1 6	18	530 0 7	35	2,660 0 3
Village settlement, lease in perpetuity	3	16 2 14	..	..	7	138 0 0	10	154 2 14
Village - homestead special settlement	5	114 3 31	..	..	1	42 2 32	6	157 2 23
Farm-homestead association	1	182 2 16	..	..	..	..	1	182 2 16
Improved-farm settlements ..	..	..	1	86 1 14	8	563 3 36	9	650 1 10
Small grazing-runs ..	8	14,413 1 0	2	7,981 1 5	4	9,777 2 17	14	32,172 0 22
Pastoral licenses	2	18,590 0 0	3	149,269 3 30	1	66,440 0 0	6	234,299 3 30
Occupation leases	2	80 3 13	1	30 2 23	1	56 2 0	4	167 3 36
Miscellaneous	6	2,602 2 3	..	..	2	20 1 22	8	2,622 3 25
	75	46,149 2 25	50	167,079 1 18	79	87,792 3 0	204	301,021 3 3

Land opened for Selection.—The tables show that, apart from the land opened under the Land for Settlements Act, there were 372,389 acres opened for sale or selection during the year, being 59,755 acres less than during the previous year. Apart from this, an area of 188 acres was disposed of under section 114 of "The Land Act, 1892," an area of 5,969 acres under section 115, and 5 acres 2 roods 23 perches under section 117. For the land opened for selection 892 applications were received, 124 of these being successful. This does not include the applications under the Land for Settlements Acts, which are given in a separate report. As regards the opening of Crown lands in the future, it may not be considered out of place here if I draw attention to the fact that there is now, comparatively speaking, very little land in the Otago District that can be brought into the market for close settlement, especially in the central districts. It is evident beyond question that what has already been taken off the pastoral country has very materially lessened the value of the runs for pastoral purposes, and that if any further low country were taken from them it would certainly result in a very large quantity of inferior land being thrown on the hands of the Crown, also the cost of rabbiting, which would be a heavy charge on the revenues of the colony. Nor do I think, as a general rule, it is advisable to cut up any of the back pastoral country into small grazing-runs, for the experience of the past has shown that, owing to drought and the rabbit-pest, small areas of purely pastoral land do not pay, and sooner or later have to be thrown up and reoffered at greatly reduced rentals, and in larger areas where possible. There is a considerable area of expired, surrendered, and forfeited land—approximately, some 6,400 acres—in various districts about to be reoffered, but the principal new lands in prospect for the present year are as follows: 770 acres, part of Run 334A, Lower Wanaka District; 2,038 acres, Block XIV., Rimu District; 1,700 acres at Roy's Peninsula, Wanaka District; 5,500 acres in Blocks VII. and X., Tautuku District; 2,900 acres of Run 219, Maniototo. There are also about 35,000 acres of pastoral lands, chiefly in the northern districts, at present held under temporary licenses expiring 1st March, 1899, which will be dealt with before the close of the

current financial year, and about 41,000 acres of pastoral lands under licenses expiring 1st March, 1900, which will also be dealt with as provided by the Land Act at the end of the present year. The principal township lands to be offered are the new Townships of Ranfurly and Komako, in Otago Central.

With regard to the bush lands in Catlin's, Woodland, and adjoining districts, I regret very much to have to state that the experience of the settlers is showing that in many parts the soil is not what it was expected to be. It has been found that it will not hold the grass that has been laid down, and, this being almost the only thing the selectors have got to look to, the failure in that respect is very disappointing. Bush fern appears to take the place of the cleared bush and to cover the ground, choking everything else out. In consequence of this, coupled with the difficulties in the matter of roads, the great labour of clearing, and the wet character of the climate, the prospects of many of the settlers in these localities are, I fear, rather gloomy. That they will have great difficulty in paying their way and holding on to their sections is a certainty, and it will not be surprising if some of them have to succumb. Compared with settlers on open land their lot is a hard one, and every consideration compatible with the interests of the State should be accorded to them.

Lands under Land for Settlements Act.

No additional estates have been acquired in this district since the date of my last report, although, as you are aware, several very good ones under offer have been inspected, but no final decision has been arrived at up to the present time. Of those acquired last year, three have been offered for selection during the past twelve months. The number of applications received during the year under the Land for Settlements Act was 999, of which ninety-one were successful. Three new estates previously purchased were disposed of during the year—namely: (1) Makareao Extension, being a further portion of the late Colonel Kitchener's Waihemo Grange property; (2) Momona, in the Maungatua and West Taieri Survey Districts, purchased from Mr. William Thomson, of Green Island; and (3) Tokarahi, purchased from Mr. A. A. McMaster. It is to be regretted that, in consequence of the unprecedented dryness of the season, the settlers on the last-named estate have had so bad a start. Many of them, having spent a greater portion of their means in improvements, find it difficult to meet their engagements and to pay their rents. Of course, all the estates in the northern part of Otago have suffered more or less from drought; but as they, particularly Maerewhenua, had a very favourable season to begin with, the selectors therein are in a better position than those of Tokarahi to bear the losses sustained through the scanty yield of the late harvest. As particulars of the disposal of the three estates just mentioned were given in my last annual report, I will now take the several estates under the Land for Settlements Acts in the order of purchase and as they appear in the returns, summarising and explaining the transactions in each case separately.

Pomahaka Estate.—The Crown Lands Ranger reports that considerable progress has been made on this estate during the past year in the erection of buildings, fencing, and cultivation, and that both cereal and root crops have done remarkably well notwithstanding the somewhat late and backward character of the season in that part of the district. Up to the present only one selector has threshed out his crop, which has yielded 45 bushels of oats per acre. The Ranger also states that with few exceptions the settlers are doing very well. An area of 1,039 acres and 24 perches previously abandoned has been reallotted during the year to three selectors, leaving now unlet four sections with an aggregate area of 1,225 acres and 12 perches. Three of these sections, however, were withdrawn from sale in order to have portions of them sown with turnips as an exposition of the quality of the land. This resulted in an excellent crop, which was sold by tender, to be eaten off by the end of August, for the sum of £380, equal to a little over £1 12s. an acre—a sum that, with the recovery for the value of fencing when the land is reopened for selection, will more than cover the expense incurred; while the test has proved that, with proper management, the Pomahaka Downs Estate can be made to yield fair returns and may be successfully farmed. The four unlet sections are to be reopened for selection in August, with possession on the 1st September, when it is confidently anticipated they will all be taken up. From the returns it will be seen that the value of improvements effected by lessees has increased by £955, and the total area cultivated by 721 acres. The total receipts for the year were £741 18s. 10d., the total annual rental at the present time being £1,013 1s. for 6,013 acres 3 roods 8 perches, held by twenty-three selectors, exclusive of 326 acres 1 rood held under two temporary licenses at £6 per annum. The settlers who are in arrear with their rents are expected to reduce the bulk of their indebtedness as soon as they have realised upon their crops. It will be noticed that there has been an increase in the area of reserves during the year of 11 acres 2 roods 4 perches for school and road purposes. Nineteen houses have been erected on the estate, and there are sixty-nine souls resident.

Te-ana-raki Estate.—This settlement has suffered from the severe drought, the crops having been almost a complete failure. Most of the settlers are, however, struggling to maintain their holdings, and are fulfilling their obligations to the best of their ability. An area of 10 acres and 2 perches, in two small allotments, is at present unlet, having been forfeited by the original selector. The value of improvements effected remains about the same as last year, while the cultivation is somewhat less, owing to the dryness of the season. There are eighteen houses on the estate, and fifty-six souls resident. The receipts for the year amounted to £288 14s. 3d., being in excess of the present annual rental by £16 6s. 9d.

Tahawai Estate.—There is little or no change to call for special attention in this settlement. The settlers have the advantage of a good water-supply, and appear to be doing well. The improvements and cultivation are about the same as before. Receipts, £32 19s.; present annual rental, £35 14s. 4d. Houses, 8; number of souls resident, 19.

Maerewhenua Estate.—The year's transactions on this estate show that eight selectors took up 522 acres 1 rood 24 perches, while there were eight forfeited and surrendered over 352 acres 2 roods

32 perches, seven of the selections, with an area of 513 acres 3 roods 29 perches, being reallotments. On the 31st March there were sixty-eight tenants, holding 10,892 acres 1 rood, thus leaving, out of a total selection area of 10,913 acres 1 rood 28 perches, only 21 acres and 28 perches unlet, in five small sections. Along with the other estates in North Otago this one has suffered greatly from the drought, the average yield being only about 10 bushels of wheat to the acre, while in many cases 40 bushels were obtained last season. The total area cultivated is 4,660 acres, as compared with 4,776 acres the previous year. The value of the improvements effected by the lessees is £6,140 1s., against £4,876 10s. last year. Total receipts for the year, £3,403 17s. 8d.; the total annual rental being £3,546 2s. 10d. The selectors on this estate had a good beginning with their crops, and a favourable harvest next year will enable them to recover the losses sustained this season. Number of houses on the estate, 57; number of souls resident, 167.

Puketapu Estate.—Satisfactory progress has been made on this estate, although it too has suffered from the drought. The settlers are apparently well satisfied with their sections, and during the year improvements have increased in value by £126. Cultivation is a little less than last year. One section of 20 acres 1 rood 12 perches is at present unlet, there being on 31st March eleven selectors, holding 475 acres 3 roods 24 perches, at an annual rental of £180 8s. 10d. The receipts for the year were £160 16s. 2d. There are seven houses on the estate, and seventeen souls resident.

Ardgowan Estate.—This estate has also suffered from the late dry season, but not to the same extent as Maerewhenua and Tokarahi. It has made fair progress during the year. Only one section, of 16 acres 1 rood 15 perches, is at present unlet, the whole of the remainder, 4,146 acres 1 rood 29 perches, being occupied by sixty-five tenants, at an annual rental of £1,881 13s. 10d., besides a small area of 5 acres 3 roods 12 perches of reserves under two temporary licenses, at £2 1s. 8d. yearly. The total receipts for the year were £1,814 14s. Improvements effected by lessees have increased in value by £2,143, and the cultivated area by 501 acres. Fifty houses have been erected on the estate, and there are 176 souls resident thereon.

Makareao Estate.—The crops on this estate were almost a total failure through the drought. One allotment of 19 acres 3 roods 23 perches is at present unlet, and one section of 22 acres and 34 perches has been reserved for the use of the Agricultural Department. The total area in occupation at the 31st March was 2,273 acres 3 roods, held under twenty-eight leases in perpetuity, one small grazing-run lease, and four temporary licenses, the total annual rental being £376 10s. Receipts for the year, £320 7s. 2d. Improvements are being steadily effected, their value now being £949, as against £522 last year; and cultivation 334 acres, against 271. Number of houses erected, 14; number of souls resident, 36.

Makareao Extension.—This portion of the Makareao Estate, comprising a selection area of 2,570 acres 2 roods 9 perches, was opened for application on the 14th April, 1897, and was taken up under two leases in perpetuity over 117 acres 2 roods 22 perches at £23 17s. 6d. per annum, and two small grazing-runs, of 2,452 acres 3 roods 27 perches, at £272 17s. 10d. per annum, the total annual rental being £296 15s. 4d. The proportion of rentals received during the year was £148 11s. 5d. Improvements have already been effected to the value of £272, and 125 acres have been cultivated; two houses erected, with four souls resident.

Momona Estate.—This estate, of 224 acres and 15 perches, was opened for selection on the 10th May, 1897, and was taken up by fourteen selectors, covering an area of 219 acres and 15 perches, at a rental of £184 18s., with an annual payment on account of buildings of £25 5s. A temporary license was also issued to one of the selectors over a section of 5 acres intended for a school-site, at £4 5s. yearly, making the total annual income from the estate £214 8s. Improvements to the value of £1,065 have been effected; 150 acres cultivated; and ten houses erected, with thirty-nine souls resident. The Ranger reports—"This is a thriving little settlement, and the season in that locality has been a favourable one. The results of the year have been most satisfactory; the crops have yielded about 50 bushels of oats to the acre; and all the settlers are highly pleased with their holdings."

Tokarahi Estate.—This, the last estate brought into the market in this district, with a selection area of 10,785 acres 3 roods 23 perches, was opened for application on the 11th May, 1897, and with the exception of five small sections, of a total area of 5 acres and 20 perches, was all taken up by forty-nine selectors. Since then two holdings have been surrendered, with an area of 135 acres 1 rood 5 perches, one of which, with an area of 133 acres 3 roods 18 perches, has been reallotted. There are thus forty-eight selectors, holding 10,778 acres 2 roods 16 perches, at an annual rental of £4,002 9s. 8d., and six small sections unlet, of an area of 7 acres 1 rood 7 perches. There are, besides, annual payments on account of buildings amounting to £96 1s. 10d., and an aggregate area of 196 acres 1 rood 26 perches of reserves let under temporary licenses to twenty-seven of the tenants, at £21 9s. 10d. per annum, making a total annual income in connection with this estate of £4,120 1s. 4d. The receipts amounted to £2,756 3s. 4d. Improvements have been effected by the lessees to the value of £2,276, which, added to those on the ground at the date of disposal, make a total of £5,059 14s. 6d. 3,505 acres have been cultivated, thirty-seven houses erected, and there are 102 souls resident. I have already mentioned that the selectors on this estate have suffered very severely from the drought, and many of them will probably be in difficulties before the next harvest, which it is to be hoped will prove a more favourable one. The Crown Lands Ranger reports with regard to this estate as follows: "The past season has proved a very disastrous one for the settlers on this estate. They have spent most of their money in effecting improvements and preparing the land for cultivation; and, owing to the exceptionally dry year, many of the crops have been almost a complete failure."

Summary.—The following summary of totals in respect of the whole of the estates may be of interest:—

Revenue: The total receipts for the year were £9,880 0s. 6d., the total from the inception of the system being £19,358 10s. 4d.

Improvements: The improvements on the land at 31st March are valued at £29,414 19s. 8d., the value of those on the land at the date of disposal being £8,760 17s. 2d. The selectors have therefore effected improvements to the value of £20,654 2s. 6d., an average of over £70 for each selector.

Cultivation: The following areas have been cultivated during the year: 5,273 acres in oats, 6,665 acres for wheat, and 1,926 acres for root-crops; making a total of 13,864 acres.

Dwellings: The houses erected number 222, with 685 souls resident on the estates.

From a perusal of these statistics and the detailed returns it will, I think, be conceded that, upon the whole, the progress made on these estates is very satisfactory, and that there is in them, taken altogether, the elements of permanent success.

Mining Districts Land Occupation Act.—The transactions under this head do not call for any special remark. The same policy as heretofore for the protection of mining and pastoral interests has been pursued in dealing with all applications under the Act. The number and area taken up, as will be seen from the tables, have been much the same as the previous year, there having been eighteen applications granted over an area of 941 acres and 20 perches, the same number as during 1896–97, but an increase of 63 acres and 30 perches in area.

Swinburn Farm-homestead Block.—In common with others, the selectors on this block have suffered from the drought, and have been placed at a great disadvantage in the way of improving their holdings, so that but little has been effected by them during the year. As compared with 1896–97, the improvements show an increase of £40 in value, and the cultivation about 48 acres additional. Fourteen houses have been erected on the block, and there are forty-eight souls resident thereon.

Settlement Conditions and Rangers' Reports.—The Crown Lands Rangers' reports continue to show that the settlement conditions under the several classes of tenure are being fairly and satisfactorily complied with by settlers generally, and that there is upon the whole, notwithstanding a few failures here and there, cause for gratification at the extent to which the obligations of selectors have been fulfilled during the past year. In confirmation of this, the return of the number of inspections made by the Rangers shows that in respect of the 699 properties visited, requiring improvements to the value of £35,991 14s. 10d., those actually effected nearly double the required amount—namely, £64,570 6s. 11d. The return referred to also shows that, in connection with the 699 properties visited, eighteen selectors were reported for no improvements, 104 for non-residence, and thirty for other reasons. In the greater number of these cases of default, however, the selectors, on being asked by the Land Board to show cause why their leases should not be declared forfeited for breach of conditions, responded to the Board's resolutions requiring them to make good their default within a given time. Two hundred and ten reports and 102 statutory valuations have been made by the Rangers during the year. The Ranger stationed at Queenstown has also rendered valuable assistance to the Survey Branch in the matter of surveys and survey-plans.

J. P. Maitland,
Commissioner of Crown Lands.

SOUTHLAND.

Land open for Selection.—The total area open for selection in this district is 1,419,805 acres, which may approximately be classified as follows: (1) Country the greater part of which is mountainous, bush-clad, and of little value for pastoral purposes, 1,135,560 acres; (2) pastoral country, 132,240 acres; (3) agricultural, a considerable portion of which is bush-clad first- and second-class land, 152,005 acres: total, 1,419,805 acres.

Apart from the land acquired under the Land for Settlements Act there is not a great extent of good agricultural land, the earlier selectors having secured this many years ago. The best land not yet open for selection is situated in the Longwood district, and forms part of the forest-reservation and State-forests reserves in that locality. I understand this block was reserved for timber and climatic purposes. So far, however, as the former is concerned a very good block could be selected for settlement from the western side, as the timber is practically valueless for saw-milling. The Land Board will probably submit proposals for the removal of the reservation from 10,000 acres of these reserves.

Cash Lands.—The cash sales show an increase from that of last year, principally attributable to one large purchase—the balance being held in small areas.

Perpetual Leases made Freehold.—This shows a decided advance on that of last year, nine selectors having completed purchase. This is accounted for by the fact that money is now expeditiously and cheaply obtainable from the Government Advances to Settlers Department and other lending institutions, and settlers, in their anxiety to convert into freehold, often pay a higher rate of interest than their perpetual-lease rentals. Of course, if borrowed from the Advances to Settlers Office the rate charged covers principal and interest, and is practically a return to the deferred-payment system, on much easier terms. Another object attained by purchase is the fact that the local body becomes possessed of a considerable sum for "thirds," and this is generally sufficient to materially improve road-access to the purchaser's holding.

Village-settlement Perpetual Leases made Freehold.—This does not call for any remark, as the transactions are of a limited nature.

Deferred Payment.—The completed payments to enable freeholds to be obtained have been made by twenty selectors, acquiring 3,496 acres, the amount realised being somewhat less than last year. This system, having given way to others, must every year be a decreasing quantity. There are still, however, 142 selectors, holding 27,590 acres, and three large holdings under the pastoral deferred-payment system, representing an area of 7,423 acres.

Perpetual Lease and Small Areas.—The decrease is very little, but it will, of course, as in the deferred-payment system, become more marked every year. Another reason given is that for those who are satisfied with a lease the lease in perpetuity gives a better tenure at 1 per cent. lower rate of interest. It will therefore be a matter of a few years when the most of these will be converted into freeholds or leases in perpetuity.

Lands under Land for Settlements Act.

The following new estates were acquired and dealt with under this Act during the year—namely, Otahu and Beaumont. The former was opened to application on the 4th November, 1897. Up to the 31st March three sections were applied for and granted, and subsequent to this date the homestead block has been selected. The remainder will, I think, be taken up shortly, as a good many inquiries have lately been made in connection with this property.

Beaumont Estate was surveyed and opened for application on the 26th January, 1898. Two sections have been granted, and one since the 31st March. Before the end of the year I anticipate the greater part of this property will be selected.

Merrivale Estate.—The position of this estate during the past year has been of a progressive character. A good many settlers have carried out substantial improvements, with the apparent desire of establishing permanent homes. New houses are going up all over the estate, boundary and subdivision fences are being erected, careful cropping seems to be systematically carried out, and, so far as I saw, the majority of settlers were doing their best to fulfil the conditions of their respective leases. The Ranger reports, "Speaking generally, the improvements made are considerably beyond the requirements of the Act, and in only a few isolated cases are the lessees not residing. Since last year much progress has been made, especially in fencing and ploughing; in fact, considering it is only two years since the first settlers took up their holdings, the improvements and progress made have been striking. Some settlers have erected very substantial buildings, and the country now presents quite a different appearance to the state of things of a short while back."

Occupation with Right of Purchase.—The area taken up under this system is under 2,000 acres, representing fifteen selectors, only one having been forfeited. The increased revenue does not amount to much, as several settlers are in arrears with their payments.

Lease in Perpetuity.—The number of selectors for the year is twenty-one. These are considerably discounted by twelve forfeitures and surrenders. At the same time, I might remark that this system appears to be the most popular here.

Village Settlement.—Under this heading may be grouped the cash, occupation-with-right-of-purchase, and lease-in-perpetuity systems. Under these three there were thirty-four selectors, thirty-two of whom were under the lease-in-perpetuity system, clearly showing that this holds a first place in the opinion of these small settlers.

Village Settlement, Deferred Payment, and Perpetual Lease.—These systems of selection, having ceased to exist, will, in the course of a few years, become a very small entry. It is anticipated that a good many will convert into freehold as soon as possible.

Village-homestead Special Settlement.—There are sixty selectors under this system. Although the areas are small they appear to be well held, as the arrears amount to only £14 10s. 6d. This shows good results, taking into account the fact that £1,546 has been paid in rent and interest, and the value of improvements effected amounts to £9,000.

"The Mining Districts Land Occupation Act, 1894."—During the year thirty-one applications for leases under this Act were received, covering an area of 1,763 acres. Of these, sixteen were formerly granted for an area of 562 acres, thirteen of the sixteen being applications for exchanges of occupation licenses under "The Mining Act, 1886," for leases under this Act; area, 277 acres. Eight applications for areas amounting to 776 acres were refused by the Land Board. Three of the applications refused were made by the wives of persons who already held land, and who did not propose to reside on the areas applied for.

Small Grazing-runs and Pastoral Runs.—The area held under these two tenures is a little more than that shown last year, although the receipts are somewhat less. The slight decrease is accounted for by the fact that a few lessees allowed their payments to fall into arrears by a few days. This source of revenue may, however, always be looked upon as reliable, the recurring payments being almost invariably promptly met, a remark I would have been pleased to add in connection with the other systems.

Timber.—The timber industry of Southland is a most important one, and apparently more so now than it has been for the last few years. To a limited extent a small boom has taken place, sawmillers from other districts coming in, and new local men are taking up areas throughout the district. This may be attributed to the partial collapse of one of the most important companies which has been carrying on the trade for years. Although the mills owned by this company continued working, a number of men who had been connected with it lost their employment, while others from outside deemed this a good opportunity to secure a share of the timber business. Three or four new mills are being, or are about to be, erected in Hokonui, Longwood, and Stewart Island, while the older mills are cutting over bush which had been previously cut and abandoned as valueless. It is now realised that almost any milling timber within easy access of rail or boat has a value it did not previously possess. This more especially applies to white-pine, for which there was little demand until the dairy and rabbit industries came into such prominence. The following very interesting return has been furnished to me by one of the leading timber merchants and sawmill proprietors here, giving approximately the quantity of timber cut by each mill and the total output for Southland. This summarised is as follows: Thirty-three sawmills; total quantity cut, 29,700,000 ft. The further statement was also furnished that during the last fifteen

years the quantity cut varied from 30,000,000 to 20,000,000 superficial feet per annum, so that the output of last year is nearly equal to the highest record for the district. I understand that at the present price of timber at the mill this represents upwards of £70,000. Another branch of the timber industry is that of sleeper-hewing. During the last year the Public Works and Railway Departments required a great many sleepers for their various works. The latter department is very careful to protect the public interests by insisting on the production of a license before payment. The Public Works Department, being less familiar with the ways of some bushmen, were taken advantage of, and passed sleepers without this necessary formality, the result being that several had nearly succeeded in having their vouchers paid when discovered. In these cases substantial fines were inflicted, and now anticipate that this and other measures I am adopting will have the effect of stamping out illegal cutting, which is unfortunately too common in several localities, the evasion of royalties being looked upon as easily done, and not a very heinous offence among a certain number of bushmen. I am strongly opposed to sleeper-cutting in virgin bush, on account of the excessive waste, more especially by inexperienced axemen. I think, therefore, it would be well to stop this by regulation, making it illegal to cut sawmilling timber in bush except within abandoned sawmill areas. The sleeper timber in this district is being rapidly cut out, and unless stringent measures are adopted, and totara and black-pine in particular protected, and utilised to the greatest extent, it will be a matter of only a few years when it will have to be found elsewhere. An illustration of this waste was furnished to me a short time ago by an experienced bushman, who stated that he has seen axemen obtain only five sleepers from a tree (royalty, 2s. 3½d.), for which the sawmiller would have to pay 7s. Taking the industry as a whole, and assuming the present demand were to continue, the output from this district for the future year should be equal to and probably exceed that of any former year.

The following is a summary of Crown land open for application for settlement or as pastoral runs, at the 31st March, 1898:—

	Acres.
Southland County—	
Surveyed rural lands, mostly second-class open country, in areas from 20 to 1,500 acres	69,680
Village-homestead sections, mostly first-class lands, in areas from 1 to 20 acres	1,492
Town lands	254
Suburban lands	750
Unsurveyed lands being prepared for settlement, mostly forest country, but fair soil	23,000
Wallace County—	
Surveyed rural lands, mostly second-class and partly open country, in areas from 50 to 1,900 acres	19,640
"Land for Settlements Act, 1892" (Otahu and Beaumont)	8,208
Village-homestead sections, mostly first-class bush land, in areas from 1 to 20 acres	660
Five pastoral runs, high, rugged, poor country	44,960
Three runs, fair grazing country	8,353
Town and suburban lands	189
One small grazing-run, hilly, open country	4,808
Lake County—	
Surveyed rural lands, second-class, in areas from 80 to 100 acres	1,499
Town lands	8
Fiord County—	
Twenty-one pastoral runs, high rugged country, chiefly on west coast	1,090,000
Stewart Island County—	
Surveyed rural lands, second-class forest country, in areas from 30 to 300 acres	2,354
Unsurveyed land, but open for application, mostly second-class forest country	143,950
Total	1,419,805

D. Barron,
Commissioner of Crown Lands.

APPENDIX No. 2.—SURVEYS.

EXTRACTS FROM REPORTS OF CHIEF SURVEYORS ON THE SURVEY OPERATIONS FOR THE TWELVE MONTHS ENDED 31ST MARCH, 1898.

AUCKLAND.

Major Triangulation.—The work under this heading consists of 512,000 acres, at a cost of 0·22d. per acre, and extending over the whole of the Hauraki Peninsula, from Cape Colville to Te Aroha, which was covered by a series of triangles of about twelve-mile sides by Mr. L. Cussen, assisted by Mr. Spencer, and computed on the polygonal system, with the latitude and longitude of all stations deduced. This work was found absolutely necessary in order to connect the various minor triangulations scattered over the whole peninsula. Three hundred thousand acres of this old minor work was so reduced and revised where it was found to be necessary. I forward a diagram of this work drawn for photo-lithography.

Minor Triangulation.—The area under this heading is 551,000 acres, and includes 300,000 acres revised by Mr. L. Cussen, 125,000 acres by Mr. H. D. M. Haszard (in conjunction with the major work), and 77,000 acres by Mr. A. H. Vickerman, at Karioi, to enable him to check the extensive revision surveys of old work which he had to undertake. Some 24,000 acres were done by Mr. Galbraith, in connection with the subdivision of the western portion of the Opuatia Block; it was densely wooded, and difficult of access. Twenty-five thousand acres were also surveyed by Mr. Spencer at Cape Colville, to check his road surveys. The mean cost of this class of work has been 0·36d. per acre.

Topographical Survey.—Some 12,960 acres were surveyed by Mr. H. D. M. Haszard, partly by boundary surveys and partly by triangulation, at a cost of 3·35d. per acre. This was done for the purpose of ascertaining what areas of the timber leases held by the Kauri Timber Company were denuded of kauri forest, and could be resumed for mining purposes, and it had to be sufficiently accurate to enable it to form the basis of transfers to the Crown of the timberless areas.

Rural and Suburban.—There has been a very large increase in the area returned as completed compared with last year, the staff alone having surveyed 457 sections, with a total area of 84,842 acres, or an average of 194 acres for each section; authorised surveyors under contract have contributed 28,987 acres, subdivided into 173 sections, the total output being 630 sections, with a grand total area of 113,829 acres. The mean cost per acre for the whole area was 1s. ·58 per acre. The work done by the staff was completed at a mean cost per acre of 1s. ·53, and the contract surveys at a mean cost of 1s. ·73, per acre, the whole being less than last year's cost, whilst the work has nearly all been in very heavy, broken, forest country. There is no special feature calling for further remark, except that the contract work has been distributed amongst nineteen authorised surveyors.

Town Section Survey.—Very little of this class of work has been done, and, of the total area of 186 acres returned as done by the staff, some 127 acres, in 200 lots, has been surveyed by Mr. Haszard as mining township and business sites, and the balance of 59 acres, in 150 lots, has been surveyed by Messrs. Spencer and Seaton, the former being gold-mining township lots resurveyed, and the latter having surveyed the new Township of Raupo, on the northern Wairoa River. The mean cost per lot is 10·68s.

Native Land Court Survey.—Practically the whole of this work has been done by authorised surveyors, the cost being either advanced by the Government or secured by charging-orders granted by the Native Land Court. The total area surveyed, either as new surveys or for the carrying-out of subdivision orders of the Court, amounts to 162,691 acres, apportioned among 119 blocks, at a mean cost of a little over 6d. per acre. The whole of this area was also distributed amongst nineteen authorised surveyors. The largest contract was that of Mr. Mitchell, being a subdivision of Wheretoto into thirteen blocks, of a total area of 54,326 acres.

Gold-mining Survey.—The almost total collapse of the mining boom has caused a wonderfully altered condition of things in the mining areas surveyed for the several Wardens' Courts, the total area surveyed by contract surveyors being only 14,214 acres, distributed amongst two hundred separate mining areas, the mean cost being 4s. ·11 per acre. The cessation of this class of work has enabled the mining records to be brought up to date, whilst the several local offices of the Warden have been supplied with copies of the Survey district blocks, showing all the mining claims so far recorded.

Roads and Railways.—The mileage of roads graded and surveyed shows a large increase over last year's return, the total being 254 miles, at a mean cost of £11·66 per mile. Of this distance the staff have completed 241 miles, at a mean cost of £11·44 per mile, and contract surveyors have surveyed thirteen miles at a mean cost of £15·84 per mile. Of the total returned in the above, seventy-two miles are engineering surveys, done under Mr. Wright's direction, and these cost £7 per mile.

Other Work.—The total of £1,390 returned under the head of "Other work" comprises a sum of £151 by Mr. Baber for traverse of pipe-track for Rotorua water-supply, taking levels for Mr. Hay *re* the drainage scheme, &c.; £40 is cost of running out afresh old boundaries of museum endow-

ment small grazing-run by Mr. Martin; £99 is for grading roads, reporting on and taking soundings for wharf-site, Pakoka, and sundry inspections by Mr. A. H. Vickerman. Mr. Spencer returns £148 under this heading for exploring and grading roads, running boundaries of old land-claims, reporting on blocks resumed by Crown at Mercury Bay, &c. Mr. J. B. Thomson contributes £86 for this work, being inspection of settlers' holdings for Ranger, estimating kauri for sale, and explorations for roads, Opuawhanga; £50 is Mr. Andrew Wilson's return of "other work," being cost of examining and reporting on 46,000 acres of blocks offered to Land Purchase Board, and also cost of estimating kauri for sale.

Inspection.—A large portion of Mr. L. Cussen's time, and also that of Mr. H. D. M. Haszard, has been taken up with the inspection of mining surveys in the Hauraki Peninsula. The numerous and grave errors disclosed by such examinations is a full justification of the large cost of such work, which has amounted to £609. The area of mining claims covered by such inspections was about 12,000 acres, or about £5 for every inspection of each separate mining claim. This amount is certainly a fair charge against the Mines Department, being done entirely in the interests of the mining community. This is outside the cost of all the triangulation used for the same purpose.

Office Work.—All the office records are well up to date, though at least twenty of our record-maps of survey districts require redrawing, owing to the paper having perished through damp. It is also desirable that the record-maps should be still further completed by recording upon them all the old Crown grants issued before 1875, and to do this in at all a complete manner would require two more experienced draughtsmen for at least two years. It is also highly desirable that topographical maps should be drawn for all districts in which the topography is shown upon the office block sheets, and this would occupy another good draughtsman for a year at least. The Native Land Court plans, orders of Court, original and subdivisional, take up the entire time of one recording draughtsman. One hundred and eighty of these plans have been dealt with during the year, recorded on block sheets and record-maps. Three hundred and fifty-nine plans have been placed on orders of Court and fifty-six plans placed on fifty-six land purchase deeds. The other matters are dealt with in my land report.

Work in Progress.—There is now in hand in process of subdivision 124,000 acres, mostly in heavy forest country, scattered over the district, and in addition to this I trust shortly to put in hand about 100,000 more acres in Kawhia County out of the lands lately acquired by the Crown. This work will be pushed on with all possible speed so soon as the main lines of road have been selected, graded, and surveyed, and I trust to have at least six surveyors engaged shortly on this work.

GERHARD MUELLER, Chief Surveyor.

HAWKE'S BAY.

Minor Triangulation and Topographical Survey.—No work under this heading has been undertaken, the triangulation having been completed throughout the district. Mr. Roddick broke down from the major sides in the Tahora Block, and extended some minor triangulation to govern his Native Land Court surveys, but this work cannot be classed as triangulation proper.

Rural and Suburban.—The area surveyed is 8,075 acres, at an average cost of 0s.·97 an acre, the surveys being very scattered. Mr. Llewellyn Smith surveyed 500 acres, this being a selection in the Motu district; and Mr. Hay 918 acres, being a portion of the Tiratu Block, near Dannevirke, which was cut up for settlement. At Tomoana 112 acres, surveyed by Mr. Brook, is situated near Hastings, and is all taken up. In the Norsewood and Tautane districts 645 acres were surveyed by Mr. Stevenson for settlement, and 5,900 acres in the Poverty Bay district, surveyed by Mr. Roddick, this being a portion of the Maraetaha Block, which was opened for settlement. In this survey the roads and periphery survey had been completed, Mr. Roddick only having put in the section- and ranging-pegs, which accounts for the low cost of this work—viz., 0s.·20 an acre. All these surveys, with the exception of Tomoana, were in rough forest country.

Native Land Court Surveys.—There have been 17,795 acres surveyed, at a cost of 1·64d. per acre, 6,124 acres of this being a topographical survey made by Mr. Wheeler, of the Mangahawini Block, for purposes of the Native Land Court, and 11,671 acres, being one of the subdivisions of Tahora No. 2 Block, surveyed by Mr. Roddick, who has also completed the field-work of 122,329 acres, subdivisional survey of Tahora No. 2 Block, but, owing to the plans not being completed, it cannot be returned, and its cost is shown in "Other work," which will be carried on to next year. Authorised surveyors have surveyed thirty-nine blocks, of a total area of 69,878 acres, the cost of which is paid by the Native owners.

Road Surveys.—Nineteen miles and three-quarters have been surveyed, nineteen miles of it being an engineering survey of a portion of the Gisborne–Waikaremoana Road by Mr. Mouat, at a cost of £28 4s. a mile, and three-quarters of a mile of ordinary road survey by Mr. Hay, at a cost of £17 18s. 8d. per mile. Mr. Mouat has also completed the field-work of twenty-six miles of the Gisborne–Waikaremoana Road, but, owing to the plans not being completed, it cannot be returned, and its cost is shown in "Other work" and will be carried on to next year. Other surveys which cannot be returned, but cost of which is included in "Other work," are the exploration for a stock-track between Ngatapa and Ruatahuna by Mr. Llewellyn Smith, who has explored and located the road, the distance being about thirty-four miles, and he is now engaged cutting it out; and Mr. Stevenson's survey of twelve miles of the Apiti–Norsewood Road, plans of which are not completed.

Other Work.—Under this heading is included field inspections and works of a miscellaneous nature, which cannot be classed under any of the usual headings. The total is £3,877 11s. 6d., of which £3,360 6s. 6d. will be carried on to next year, that amount being the cost of surveys alone. The field-work of this is complete, but as it has not been mapped it cannot be returned.

Field Inspections.—Ten field inspections have been made of Native and Land Transfer surveys, but owing to the pressure of other work there has been little time for inspections. I regret to say that some of the work was not up to the standard, and had to be resurveyed, but generally the work is satisfactory.

Proposed Operations for 1898–99.—We have a large quantity of work on hand which will be completed this year. Messrs. Hay and Brook will finish the survey and roading of Ngapaeruru Block and Waikopiro Block, containing 36,000 acres, which will then be thrown open for settlement; Mr. Roddick has to complete the subdivisional survey of Tahora No. 2 Block, containing 213,350 acres, which will then be ready for roading and cutting up for selection; Mr. Wheeler has to complete the survey of the Native township at Te Puia, and survey the Waiau–Tokomaru Road, &c.; Mr. Llewellyn Smith has to complete the exploration and survey of the stock route; and Mr. Stevenson the Apiti–Norsewood Road. We have also to survey the 5,000 acres of unsurveyed land lately taken up in the Nuhaka North and Motu districts, a number of subdivisions purchased by the Crown in Native blocks, which lands also require roading and cutting up for settlement, and probably we shall have an estate to subdivide for settlement under the Land for Settlements Act; so that we have every prospect of a busy year.

Office Work.—Office work in all its branches shows a steady increase, but the records are not up to date, and therefore not in a satisfactory condition. An attempt has been made to overtake the back work, to do which it has been necessary to employ three temporary draughtsmen, two at Gisborne and one in Napier. I hope soon to be able to record all new work, and gradually bring the old work up to date.

Summary of Year's Operations.—The work returned as completed during the year gives some idea of the work executed, but there are surveys to the value of £3,877 of which the field-work is completed, but, owing to the mapping not being finished, they cannot be returned. Included in these is the survey and roading for settlement of the Ngapaeruru and Waikopiro Blocks, of 36,000 acres, on which Messrs. Hay and Brook have been employed. Twenty-seven miles of road have been surveyed, and the subdivisional surveys made of about 10,900 acres, it being necessary to erect a number of trig. stations to govern the work. The surveyors employed on this survey have been much troubled by the bush-fires which were burning in the neighbourhood for three months, making it difficult to take observations, and the camps were in constant danger; in fact, the main camps had to be buried to save them from the fire. Mr. Mouat has completed the engineering survey of the Gisborne–Waikaremoana Road, the total distance being forty-five miles, thirty miles of which had to be surveyed during the year, and twenty-six miles of which is not plotted. Mr. Llewellyn Smith has explored for a stock-track between Ngatapa and Ruatahuna, a distance of about thirty-six miles, through very rough forest country, and has located and marked two routes. Mr. Stevenson has made an engineering survey of twelve miles of the Apiti–Norsewood Road from the latter end to the summit of the Ruahine Range, none of which is mapped. He has also located the road on the Apiti side of the mountains. Mr. Roddick has surveyed 134,700 acres in Tahora No. 2 Block, only 11,671 acres of which are mapped. He has erected a number of trig. stations to govern his work. Mr. Wheeler has surveyed the Native township of Te Puia, of 345 acres, and subdivided it into 132 allotments, though the plan is not yet completed. We have also had a quantity of engineering work to do in connection with the co-operative roadworks, on which the District Surveyor at Gisborne and Mr. Martin Smith, in Poverty Bay, and Mr. Marshall, the Road Surveyor in Hawke's Bay, have been employed. Mr. Marshall was also employed in making the necessary survey, levels, &c., in connection with the report on the Hawke's Bay floods last Easter, which was forwarded you last year.

ERIC C. GOLD SMITH, Chief Surveyor.

TARANAKI.

Major Triangulation.—District Surveyor H. M. Skeet has in hand 100,000 acres. A large part of this is around Mount Egmont. A permanent station has been fixed on the top of the mountain, and it is intended to place a glass ball thereon, which will be visible for many miles. This will give a most valuable and general reference-point available from almost all parts of the district, and will be of great assistance in any subsequent geodetic scheme or major connection with the South Island. Other pressing work prevented much triangulation work being done, but whenever possible, and other work permitted, observations, &c., were made from different points.

Minor Triangulation.—This year I have not shown in my returns any minor triangulation, but have included cost of any such in sectional surveys, as the work was principally the breaking-down from larger triangles for use in such section work.

Rural and Suburban Section Surveys.—This year's work comprises the survey of 56,606 acres into 238 sections, at a total cost of £3,987 14s. 5d., or at an average of 1s. 4 per acre, a very moderate cost, seeing that the average area per section is only 237 acres. All this was in heavily-timbered and rough country, with very difficult and expensive access so far as survey-packing, &c., is concerned. This year's work as compared with last shows an increase of 10,000 acres, and a corresponding decrease in cost of about 1s. per acre. This is, no doubt, largely due to the exceptionally fine season for outdoor work. In addition to this there is completed field-work of further blocks of about 10,000 acres, but plans have not yet been received.

Town Section Surveys.—This includes the survey of Whangamomona and Mangamingi Townships by Temporary Surveyor Charles Finnerty and District Surveyor G. H. Bullard respectively. The average cost per section is a very fair one, considering the expense of packing and general roughness of bush country.

Road and Railway Surveys.—The sixty-four miles of above, costing £1,449 10s. 4d., or an average of £22 12s. 11d. per mile, consists of some thirty-four miles of railway-land-plan survey by

District Surveyor Skeet, through partly cleared country, the survey of 21½ miles of roads taken under warrant by District Surveyor Bullard through very rough and broken Native blocks covered with bush, a small road-deviation by Temporary Surveyor Murcott, and eight miles of engineering survey by Temporary Surveyor Sladden.

Other Work.—Inspections: In addition to inspections made by myself, District Surveyor H. M. Skeet was engaged in inspection and general revision of Land Transfer survey of Pukengahu Block, which has caused this department some inconvenience, but has now been rectified. Office Surveyor W. H. Skinner was engaged in field inspections of Land Transfer surveys in Paritutu, Cape Waitara, Hawera, and Carlyle Survey Districts, all of which (so far as approved) are now satisfactory. Under above heading are also included redefinitions of survey-lines in Ngaire swamps; reporting on an alleged damage done on King's section, Ohura Road; standard surveying, Opunake Township; fixing boundary between Subdivisions 1 and 2 of Tutae-ariari Block; deviating road at Awakino; deviation of Toro Road; alignment survey, Borough of New Plymouth, and standard work: fixing marks in various parts of district; redefining boundary-lines, Mangaehu Special Settlement; and measuring up areas of bush felled; and grass cleared on Tongaporutu, Uruti, and Whangamomona Improved-farm Settlements.

Field-work in Progress and proposed for Next Year.—District Surveyor H. M. Skeet has yet in hand the major triangulation of the north-western portion of this district, which has been delayed owing to the necessity of having certain railway plans completed before the right of taking land for the same lapsed. The topographical survey of Mount Egmont is also well in hand, but it must of necessity be abandoned until next summer clears away the snow. The discovery, after recent sale of sections, that the survey of a large portion of Waitara Township is not complete renders it necessary that this work be attended to: and this, with standard survey of Waitara and Hawera Towns, will also devolve upon Mr. Skeet. Mr. Bullard has about two months' work done in a 20,000-acre block of Crown lands at the back of Hawera, and he will also take under warrant a couple of roads in Pukengahu Block. Mr. Frith has 20,000 acres of section work well in hand, and he will complete by June the survey of twenty miles of road from Pipiriki to Waitotara *viâ* Pokeka. Mr. Morpeth has a 19,000-acre block for settlement half finished. Mr. Murcott, Mr. Finnerty, and Mr. Sladden have 3,000- to 5,000-acre blocks finished in the field, but the plans are not yet ready. Mr. Laing has some 12, 000 acres in hand, which will be finished during ensuing year. Mr. Holt has in hand a block of 10,000 acres in Opaku-Kapara Block.

Office Work.—The work in this branch has been steadily on the increase, necessitating the appointment of several extra hands. The preparation of block sheets, Crown-grant record and Land Transfer plans has been pushed on well during past year, but much still remains to be done. The compiling of land-valuation plans and schedules near the close of the last financial year greatly retarded the then current work, which had to be made up later on.

It is proposed to continue construction of survey district, Crown-grant record, and county maps as fast as other current work and the limited draughting staff at my disposal will permit, besides pushing on preparation of the ordinary block sheets, &c.

JOHN STRAUCHON, Chief Surveyor.

WELLINGTON.

Minor Triangulation and Topography.—Mr. H. J. Lowe, District Surveyor, resumed the extension of the major and minor triangulation through the Rangipo-Kaimanawa districts, and has all but completed an additional area of 745,000 acres, being now engaged in effecting the connection with the Auckland series. During the winter months I expect that we shall complete the whole of the calculations and maps, and be in a position to furnish you with some interesting comparisons between the Wellington triangulation and those of the adjacent land districts. Next summer it is proposed to measure a central base of verification, preferably on the Murimotu Plains.

Topographical Survey of Land to be opened for Selection.—The 16,905 acres returned under this heading comprise Awarua 4c No. 2, the preliminary survey of whichwas effected by Mr. J. M. Morice, and Awarua 2c No. 1, situated between the Upper Rangitikei and Moawhango Rivers, which was defined by Mr. H. I. Biggs. These lands were opened for sale, numerous applications were received, and the surveyors have now all but completed the definition of the various selections.

Rural and Suburban Surveys.—The surveys of this class comprise a much smaller area than usual, due to the fact that several surveyors were employed upon miscellaneous duties and scattered surveys, that four of them have a considerable area in hand approaching completion, and that the staff has been considerably reduced. The average cost per acre of the rural and suburban surveys (about 1s. 2d. per acre) is very moderate. The chief blocks which make up the area are—3,338 acres in the Akitio Improved Farm, surveyed by Mr. J. G. Littlejohn; 15,021 acres situated in the Makara and Ruakokoputuna (South Wairarapa) district, by Mr. P. R. Earle; 8,607 acres of the Awarua Block south-east of Moawhango, by Mr. H. I. Biggs; and 6,220 acres of the Mangapapa Block, in the Upper Waitotara district, by Mr. J. R. Annabell. The attached schedule of traverse closures shows that the average error per mile on the meridian and perpendicular amounted to 1·3 links and 1 link respectively, which I think will be admitted to be very satisfactory, taking into consideration the fact that surveys in Wellington District comprise generally hilly and broken forest lands. This result is due to the care and ability of the surveyors, and the great facilities and accuracy obtainable in measurements by the use of long steel bands.

The following statement shows the mileage and other particulars of the traverse survey executed during the year:—

Name of Surveyor.	Number of Miles.	Number of Closures.	Number of Stations.	Total Error. (Links.)		Total Error per Mile. (Links.)		Nature of Country.
				On the Meridian.	On the Perpendicular.	On the Meridian.	On the Perpendicular.	
J. D. Climie* ...	...	...	...	...	...	...	...	
F. A. Thompson ...	25·18	15	283	38·7	32·7	1·5	1·3	Undulating country.
H. J. Lowe† ...	...	...	...	...	...	...	...	
P. A. Dalziell ...	9·75	10	365	19·4	12·0	2·0	1·7	Hilly rough country.
James McKay ...	32·52	4	318	22·8	23·5	0·7	0·7	Broken forest country.
J. G. Littlejohn ...	7·7	3	117	7·4	5·8	1·0	0·8	Undulating.
H. Maitland ...	12·0	2	198	1·8	2·4	0·15	0·2	"
J R. Strachan ...	7·5	3	96	22·1	5·7	3·0	0·8	Bush country, rough.
C. A. Mountfort ...	9·5	12	154	3·9	3·7	0·4	0·4	Undulating (township work)
H. J. Lewis ...	14·3	4	489	25·3	32·6	1·8	2·3	Rough country.
P. R. Earle ...	22·5	6	397	26·7	10·3	1·2	0·4	"
J. M. Morice ...	16·0	8	552	42·0	35·7	2·6	2·2	"
H. I. Biggs ...	7·8	3	122	11·4	8·6	1·5	1·1	Open grass country.
Totals and means	164·75	70	3,091	221·5	173·0	1·3	1·0	

* Mostly employed at standard surveys and inspections. † This surveyor has been engaged upon major triangulation.

Town Section Surveys.—The Raetihi and Taihape Townships comprise the principal areas returned under this heading.

Native Land Court Surveys.—The 75,725 acres and 20 perches of this class of work was executed at the low cost of 4d. ·4 per acre. This good result was achieved by combining Native Land Court and settlement surveys, by which means Messrs. McKay and Morice effected the surveys of the Rangiwahia and Awarua 4c No. 2 Block for the low price given in the schedule. The 12,578 acres returned as surveyed by Messrs. Richardson, Reardon, and Co., and paid for by the Crown, include the Tawhitinui, Taupapanui, Waipapa, and Mairekura Blocks. The staff have in hand at the present time the definition of large areas in the Tauakira and Awarua Blocks, which are not sufficiently advanced to be brought into this year's return. In view of the very great cost which the Natives have been put to in connection with the boundary subdivision surveys of some of their lands, it is proposed, with your concurrence, to only charge the actual cost of the subdivision surveys now in hand, instead of the full schedule rates allowed under the regulations. The foregoing does not by any means represent the work devolving upon this department in connection with the Native Land Court surveys. There were received, examined, and duly recorded and passed forty-six plans, comprising 218 subdivisions, and an area of 33,359 acres, the work of private surveyors. I regret to say that many of these plans were found, on examination, to be very defective, incomplete, and not in accord with Survey Regulations; many of them had to be returned several times to the authorised surveyors before they could be accepted and approved. The Inspector's reports disclose that the field-work also was far from being up to standard, and that it would not be safe to forego a rigid examination upon the ground of this class of survey. It is a pleasure to record that the work of some of the authorised surveyors is fully equal to the best performed by the staff officers.

Roads.—The principal items making up the 75·4 miles under this heading are—Messrs. F. A. Thompson's surveys of eleven miles of roads in use in the Rangitikei; Mr. P. A. Dalziell's survey of twenty-six miles of the Waimarino-Te Maranui North Island Trunk Road; 7·6 miles of the Aohanga Valley Road, surveyed by Mr. J. G. Littlejohn; ten miles of engineering survey in the Taihape district, by Mr. H. Maitland; and fifteen miles of roads through Native lands round about Rotoaira and the Upper Moawhango district, surveyed by Mr. H. I. Biggs. There is no more useful class of survey than this, which secures the definition and legalisation of roads in use, or proposed lines of communication affecting the European and Native lands.

Other Work.—Inspections: On Mr. L. Smith's promotion to Poverty Bay, Mr. J. D. Climie's services had to be utilised in the capacity of Inspecting Surveyor. His report shows the results of seven inspections of staff officers' work and twenty-two of authorised surveyors, the latter embracing sectional, road, Land Transfer, Native Land Court, &c.

Standard Surveys.—Another important item which comes under the designation "Other work" is standard surveys. Two officers—Messrs. Climie and Lowe—were engaged part of the season on this work. Mr. Climie returned 2,500 acres in and around Palmerston North; he laid down ninety-four concrete blocks, with minute centre marks, protected by convenient iron caps or by plates to prevent destruction. The angle measurements were observed with refined exactness, and he measured 2,700 chains of standard lines by means of carefully adjusted steel bands, making due allowance for tension, temperature, and reduction to base. Messrs. Climie and Lowe made a similar survey of the principal portion of Petone Township, comprising an area of 210 acres. Eighty-four concrete blocks were placed in position, duly capped and protected. The standard lines measured comprised 556 chains. A great expansion of this work is desirable. Four

surveyors could, with much advantage, be kept constantly employed thereon; but unfortunately there [are no] funds available under the control of the Surveyor-General or the Land Transfer Department for the prosecution of the work. I earnestly recommend that special provision be made to enable this essential and most important class of survey to be rapidly extended throughout the Wellington District. As I understand the large accumulation of the Assurance Fund of the Land Transfer Department is not available for defraying the cost of standard surveys, it appears to me that power might be taken to divert some portion of the fund for this purpose, and that such diversion might be claimed to be in the interests, and for the protection, of the Land Transfer Department, in prevention of claims for compensation which otherwise will, in all probability, fall upon that department.

Rangers' Duties.—Though the staff surveyors will not be called upon to the same extent as in previous years to assist the Crown Lands Rangers, it was found convenient and necessary to utilise the former in remote localities.

Land Transfer Surveys.—All the surveys executed under this heading were carried out by licensed surveyors. The Land Transfer draughtsman reports that the work continues to increase; that the year's output exceeds that of any previous period; 247 plans were examined and approved; 1,666 deeds and other instruments were passed; and nearly 3,600 plans were placed upon certificates of title, and sixteen plans were compiled.

Office.—The past year has been an exceedingly busy one. Plans of 207 settlement surveys, townships, Native Land Court, &c., were duly examined and approved. I am now able to report that the Examiner and Computer, Mr. F. Carrington, with the assistance of several officers who were detailed to take part in the work, has overtaken all arrears, and is now well abreast of his work. The examination of a large number of road and public-works plans which had been deferred have been partly dealt with. During the past year seventy-eight plans were finally disposed of, and twenty-three others are well advanced towards completion. Special assistance has been afforded Mr. Littlejohn, the officer in charge of this work. In the draughting department the following new work was completed: Standard plan of Petone, eleven Crown grant record-maps, six road record-maps, two district maps on the 40-chain scale, besides a multitude of other duties attended to and performed. In connection with the Native Land Court, three plans were compiled; 552 titles were prepared; also twenty Land Purchase deeds; and forty-four authorities for surveys issued. The value of the services rendered to other departments amount to £4,008 2s. 9d. Included in this is the sum of £2,694 14s. 8d. for services within the North Island Main Trunk Railway area; surveyors' and draughtsmen's services to the Land Transfer Department, £463 13s. 6d.; Land-tax Department, £585 3s. 7d. The whole of the county maps and record-maps have been partially revised. It is proposed to construct accurate county maps to be exhibited in terms of the Survey Regulations. Should the strength of the staff permit it, it is intended also to proceed with the construction of district maps and the publication thereof, which appears still to be an urgent necessity and a crying want in this district. A thoroughly complete index and register of every section and title is in progress. Reliable and complete catalogues of reserves and Crown lands are also being prepared. This work, which is intended when finished to be a complete register of all the lands in this district, showing tenure, selectors' names, with references to titles, *Gazettes*, and records, has always been recognised as a necessity. The preliminary rough registers, occupying six large and four small volumes, are now about ready for revision; when completed they will prove of great service. Should we be fortunate enough to carry out all these proposals during the current year it will be a matter for congratulation; their necessity and importance cannot be overrated.

Land-valuation Maps.—The preparation of section lists and maps for the Valuer-General under "The Valuation of Land Act, 1896," was carried on into the past financial year, and was duly completed at a cost of £385 3s. 7d., the work extending to the end of June—far beyond the expected time—interfering with and retarding greatly the regular work.

Proposals for 1898–99.—The survey-work in hand or proposed to be undertaken during the year comprises, approximately, 1,016 square miles of triangulation, 101,000 acres of settlement survey, 293,000 acres of Native Land Court surveys, 159 miles of road survey, and 500 acres of township and village surveys. As before noted, Mr. H. J. Lowe will complete the Rangipo–Kaimanawa triangulation. Mr. J. D. Climie, in conjunction with his inspecting duties, will complete miscellaneous surveys in the Waimarino country, Native Land Court subdivisions in the Awarua Block, Hautapu Valley, and, if approved, and should funds be available, the extension of the Petone and Hutt standard surveys. Mr. F. A. Thompson is to continue the surveys of the Crown lands on the western slopes of the Ruahine Ranges, and miscellaneous road and other surveys in the Rangitikei and Pohangina districts. Mr. P. A. Dalziell will shortly complete various surveys in the Puketoi district, and will then map up and hand in the results thereof. Mr. James McKay is now pegging off about 12,000 acres of sections in the Rangiwahia Block; when finished it is proposed that he should survey and legalise the roads of access to that block, both from north and south. Mr. H. Maitland will complete the sectionizing of the experimental farm block and the Native Land Court subdivisions in Awarua 4A No. 3C, &c., near Taihape, and the definition of the roads therein. Mr. J. R. Strachan is to complete the road and settlement surveys in the Kaiwhata district, and then take up the exploration and survey of the Crown lands on the eastern slopes of the Tararua Ranges. Mr. C. A Mountfort will shortly complete the settlement surveys north of the Hautapu, near Taihape, and will then finish the Native Land Court subdivisions in the adjacent Awarua Block, and also survey and legalise roads in the locality. Mr. H. J. Lewis will prosecute the Native Land Court and settlement surveys of the Tauakira Block, comprising 49,540 and 26,650 acres respectively, and finish various miscellaneous road surveys which he has in hand. Mr. P. R. Earle will complete the survey of the Wairarapa Lake, which is required in connection with Native claims and applications to lease lands outside the title boundaries. He will also continue the survey of roads in South

Wairarapa district, with a view to their being finally dedicated to the public use. Mr. J. M. Morice will now complete the sectional survey of 6,000 acres in Awarua 4c No. 2 Block, and the definition of all the adjacent Native Land Court subdivisions, besides miscellaneous road surveys. Mr. H. I. Biggs will bring to a conclusion the whole of the North-east Awarua Native Land Court subdivisions, and the surveys of the necessary roads therein, which are well advanced.

"Thirds" and "Fourths."—There were 188 different proposals for expenditure examined during the year and laid before the Land Board for approval or otherwise. In several districts, notably Mangawhero and Akitio Road Districts and Rangitikei County, where a large extent of country has been recently settled, the roads are still in the hands of the Survey Department's engineers, under construction out of loans, and the "thirds" are in some cases handed over by the local body to these engineers for expenditure in conjunction with loan money, or are accruing in our hands until the local body takes over the works. There were also nineteen different proposals for hypothecation of "thirds" in payment of interest upon loans, or as ordinary revenue where the roads are completed.

In conclusion, I have to express my thanks to the staff, field and office, for their loyal and zealous co-operation and assistance during the busy season's work now under review.

J. W. A. MARCHANT, Chief Surveyor.

NELSON.

Triangulation and Topography.—None of this class of work has been completed during the year, though an extension of the triangulation at Motueka and Takaka, westward towards the coast, has been commenced, and the stations, covering 190,000 acres, have been selected and cleared, and the observations taken at some of them. In this district there are 4,400 square miles of country, representing three-sevenths of the whole area, with no triangulation, and the topography of it is necessarily of the most meagre kind, and at the same time unreliable and misleading. There is one large tract of country of 1,850 square miles in this condition, which extends sixty miles from Mokihinui to Kahurangi Point, and stretches back from the coast about thirty miles. It is the north-eastern part of this that Messrs. Sadd and Thomson are triangulating, and Mr. Snodgrass has instructions to extend the Mokihinui series to connect the settlement surveys at Little Wanganui and Karamea. A second large area of 1,400 square miles, with no triangulation or topography, extends westward from the St. Arnaud and Spencer Ranges to within ten miles of the Inangahua River, its northern limit being the Buller River Valley; but it is proposed to triangulate only some 150 square miles this year, between Reefton and Maruia, where a large number of mining claims have been lately taken up, and a good deal of prospecting is likely to be done next season. A third block is a narrow strip of 300 square miles stretching back from Ahaura Township for about forty miles, embracing the water-parting of the Grey and Ahaura Rivers and the head-waters of the former, but this is not a matter of urgency. The fourth large area of untriangulated country, 350 square miles in extent, lies to the westward of the Inangahua River, from Reefton to the Buller River, and extends towards the coast for a distance of twenty miles. There is no immediate necessity for this to be done, though, should the reefs on the Paparoa Range, which were booming last season, be found to extend further northward, a moderate extension of the triangulation in that direction would be needed. The remaining 500 square miles is in four distinct areas—three of them in the Amuri County, the other between Tophouse and the Rai Saddle, against the district boundary—but none of this is pressing work.

Settlement Surveys.—The amount of rural sectional work completed was 12,961 acres, in ninety-three sections, at an average rate of 1s. 38 an acre. The explanation of the apparently high rate of twenty-four of the sections is their having been in every instance isolated lots, which in some cases involved much extra survey, on account of the abuttals being ancient unreliable work. Seventeen allotments in the Township of Clifton were surveyed, but here again old work had to be contended with, which increased the cost.

Mining Surveys.—Six claims were surveyed by staff officers and ninety-four by contract surveyors, all at the ordinary schedule rates, and there are a considerable number in course of survey at the present time. The requisite survey for several amalgamation claims was done by an officer of the staff, and twenty reapplications were reviewed, passed, and in some instances inspected on the ground. During the year there has been considerable activity in mining enterprise, more especially at the Reefton end, largely due to the new finds at Kirwan's Hill, a spur of the Victoria Range, where thirty-six claims have been granted, and at the Paparoa Range, where a still larger number have been taken up, which has made the staff at Reefton particularly busy.

Road Surveys.—A total length of thirty-two miles, the greater part of it in rough forest country, was surveyed at a cost of £11 10s. 7d. per mile, twelve miles and a half of which consisted of engineering surveys for road-construction.

Other Work.—Included in the sum of £1,404 9s. appearing in the tables is the cost of field inspection of contract surveyors' work, amounting to £535; inspection of roadworks and settlement holdings; surveys in connection with amalgamated mining claims; office-work at Reefton and Westport; and miscellaneous duties in the field.

Inspection Surveys.—A very large number of inspections have been made of private surveyors' work, and I regret to say that in the majority of cases bad work has been disclosed—in fact, it is the prevalency of utterly useless surveys, made in one particular district, that has created the necessity for so much inspection. It is, however, only fair to state that, with a few exceptions, it is not the work of the surveyors themselves, but that of chainmen and unauthorised persons employed by them, who were left to follow their own devices, without any supervision on the ground on the part of the surveyors who were responsible for its proper performance. The expense

to these surveyors in resurvey has been so considerable that there is little danger of this pernicious practice being again resorted to.

Work on Hand.—There is in the hands of the members of the staff 1,210 square miles of triangulation and topography, and 150 square miles near Reefton; but it is not expected that the whole will be completed this coming season, as it is all in rough forest country, and can only be profitably carried out during the summer months. There are 6,273 acres of settlement selections of unsurveyed lands in different parts of the district awaiting survey, which has been apportioned to staff officers and one authorised surveyor. Some seventy miles of roads are required to be surveyed, and twenty-five mining claims, comprising 2,388 acres, are either now in course of survey or are shortly to be undertaken.

Office-work.—During the year 188 surveyors' maps have come to hand, which have been submitted to mathematical check, and recorded; and twenty-four deposited maps under the Land Transfer Act have been similarly dealt with. Public-counter maps of fourteen districts have been made to replace the old dilapidated ones that have been in use for the last fifteen or twenty years, and six Crown grant record-maps have been drawn. Fair progress has been made in the preparation of maps of survey districts for photo-lithography, seven having been drawn and lithographed, and a similar number are only awaiting examination to be forwarded. There are a considerable number yet to be drawn and published before even the settled portion of the district can be said to be lithographed. 321 certificates of title in lieu of Crown grants, leases, &c., have been prepared, and 1,457 maps have been drawn on various classes of titles; and, in addition to the ordinary current work of the office during the first three months of the year, a considerable amount of the time of the officers was employed in completing the valuation-maps for the Land-tax Department.

THOS. HUMPHRIES, Chief Surveyor.

MARLBOROUGH.

Minor Triangulation and Topography.—The chief entry under this heading is 480,000 acres by Mr. Morgan Carkeek, which embraces the valleys of the Awatere, Acheron, and Waihopai, and the western slopes of the Inland Kaikouras, which culminate in Mount Tapuaenuku (9,462 ft.). This was undertaken in connection with the reletting of the South Marlborough runs, the leases of most of which have recently expired. Mr. Simpson also has done 4,400 acres, near White's Bay.

Rural and Suburban.—There have been 84,464 acres laid off into 107 sections, which gives an average of about 790 acres each. The cost varies from 7d. to 1s. per acre for the surveys done by the department, and from 1s. 2d. to 2s. 5d. per acre for some 5,000 acres done by contract, the average of the whole being under 9½d., which must be considered very moderate.

Native Land Court Surveys.—These consist of the Anamahanga and Otaki Native Reserves.

Gold-mining Surveys.—Only ten sections, comprising an area of 181 acres, were surveyed this season; four of these were dredging claims in the bed of the Wakamarina River. The average cost was 23s. 3d. per acre, but it was all done by contract, and paid for by fees.

Roads, Railways, and Water-races.—In this column the largest item is forty miles of road survey by Mr. R. J. Johnston on the Main South Road and on roads to give access to the blocks for settlement in the Kaikoura district. This includes longitudinal and cross-sections, estimates, specifications, &c., for co-operative road contracts. Mr. McFarland has done a mile and a half of road survey, and Mr. A. D. Wilson has done a similar distance through Mr. Chaytor's freehold, to give access to the land recently taken up in the Pukaka Valley.

Office-work.—A four-mile map of the province, a plan of Orieri Survey District, and sale-plans of the Kahautara and Okarahia Blocks have been compiled for lithography; thirty-six plans were placed on block-sheets, 352 tracings were made, and 105 plans and lithographs mounted; fifty-seven plans and 204 traverse-sheets have been examined. In addition to the above, there is, of course, the usual miscellaneous office-work.

Proposed Operations for 1898–99.—Mr. F. Stephenson Smith, District Surveyor at Kaikoura, will superintend the roading and subdivision of the Puhipuhi, Kaitao, and other blocks for settlement in the neighbourhood of Kaikoura, and also the construction of the Main South Road round the Kahautara Bluff, which is being carried out by co-operative contracts. Messrs. D. W. Gillies and E. W. Buckeridge, who are stationed near the mouth of the Clarence, will extend the triangulation from the Kaikoura base over the Seaward Kaikouras, and close on Mr. Carkeek's work, which has been brought up from the Wairau base; they will also undertake the necessary settlement and road surveys in their locality. Messrs. T. W. Hughes, E. H. Farnie, and R. J. Johnston will subdivide the Spey and Stag country, and lay off any roads that may be required to give access to them, under the supervision of the District Surveyor. Mr. C. W. McFarland will carry on settlement surveys and triangulation on the north bank of the Wairau. Mr. A. Simpson will survey applications and land for landless Natives in the Sounds.

Field Inspections.—During the year I made twelve visits to Queen Charlotte Sound, eight to the Pelorus Sound, and one to Port Underwood. Most of these were in connection with the exploration and formation of the various tracks now being made to facilitate settlement. I went to Kaikoura three times—once to conduct a land-sale, and twice to inspect the surrounding country with a view to subdividing it for settlement. I also visited the Rai Valley with the Land Board to inspect the State forest. I went over the Flaxbourne, Starborough, and Ugbrooke Estates with the Land Purchase Commissioner, and attended a meeting of the Land Purchase Board in Wellington. I took the opportunity of accompanying the Inspector of Stock on one of his periodical trips through the back country, in order to get some idea of that part of my district, going *viâ* the Leatham River, Birch Hill, and Molesworth Stations to Kekerangu. I made one visit of inspection to the Omaka Estate, recently disposed of under the Land for Settlements Acts.

C. W. ADAMS, Chief Surveyor.

WESTLAND.

Minor Triangulation and Topographical.—This comprises a small area overtaken by Mr. Wilson, in the Waiho and Gillespies districts, and completes the topography of the country immediately west of Mount Tasman.

Rural and Suburban.—Of the 5,068 acres completed during the year, 317 acres were new surveys of old selections scattered over the district, 4,000 acres were surveys of blocks for landless Natives, and the remainder comprised revision surveys in the Kokatahi and Totara districts.

Gold-mining Surveys.—During the year fifteen special claims, aggregating 1,046 acres, were surveyed. The cost of this work was greatly increased, owing to protracted bad weather and the high snow-bound character of the country.

Road Surveys.—Of road surveys, a total of thirty-three miles has been finished, comprising Fox Glacier Road, the widening of Cook River Flat Road, and portions of the Doughboy–Hokitika Valley Road, as well as certain deviations of the Christchurch Road. Mr. C. E. Douglas has been employed in exploring for and grading the permanent road-line up the Whitcombe Valley, in making tourists tracks at Fox and Franz Josef Glaciers, in erection of hut at the latter, and in the exploration of the Totara and Waitangi Valleys. He likewise assisted Mr. Wilson for a short time in his topographical survey at Cook Valley.

Proposed Operations for 1898–99.—It is proposed that Mr. Wilson should complete some very urgent revision surveys around Ross, cut up a block for settlement at Omatamatea, make the necessary surveys for the proposed deviation of the Main South Road to Waitaha, and also of sundry smaller works in the southern district. Mr. Smyth should complete the revision surveys at Kokatahi, and lay out certain proposed road-works, and attend to mining and other surveys as may be required. Mr. Douglas should complete the survey of the road-line from Price's Flat to Whitcombe Pass, and erect a tourist hut at Fox Glacier and explore the Wataroa and Poerua Valleys.

W. G. Murray, Chief Surveyor.

CANTERBURY.

Rural and Suburban.—119,351 acres, including the area carried forward from last year, were surveyed into 103 sections, at a mean cost of 0s. ·32 per acre. Of this area, only 2,261 acres comprise lands acquired under the Land for Settlements Acts—viz., the Hekeao Settlement, 2,209 acres, surveyed by Mr. Mathias; and the Pawaho Hamlet, 52 acres, surveyed by Mr. McClure. Of the balance, Mr. Broderick has completed the survey of and mapped 2,740 acres; Mr. McClure has mapped 58,063 acres, being Midland Railway Blocks Nos. 42 and 43, and part of 53, carried forward from last year; he has also surveyed and mapped 945 acres of scattered surveys situate in the Grey Survey District and at Cheviot. Mr. Mathias has mapped 54,960 acres of Midland Railway Blocks Nos. 53 and 54, carried forward from last year, and has also surveyed and mapped 382 acres of scattered surveys in various parts of the district. The Midland Railway Block surveys are now up to date.

Mining Surveys.—333 acres were surveyed, comprising ten claims, nine of which, containing 233 acres, were surveyed by Mr. Broderick, and they were taken up for opal-mining. These are situated on the Mount Peel Range, about twelve miles above Mount Peel Station homestead. One hundred acres were surveyed for gold-mining along the Ninety-mile Beach, between the Rakaia River and Lake Ellesmere, by a contract surveyor.

Roads, Railways, and Water-races.—105½ miles of water-races were surveyed, at a mean cost of £3 6s. 4·9d. per mile. Five miles were surveyed by Mr. Mathias in connection with the Hekeao Settlement; 55¼ miles were surveyed by Mr. D. Innes Barron, in the Mairaki district, near Oxford; and 45¼ miles were surveyed by Mr. R. J. Johnston, also in the Mairaki district, between Rangiora and Oxford, for the Waimakariri–Ashley Water-supply Board.

Traverse Closures.—I append the following statement, showing the results of traverse closures for the past year:—

Traverse Closures.

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 ...	2	112	15·75	8·4	2·3	0·53	0·15	Rough hilly country.
G. H. M. McClure ...	3	51	7·25	2·9	2·2	0·40	0·30	Part flat and part hilly country.
L. O. Mathias ...	3	46	17·00	5·3	4·4	0·31	0·26	Level land.
Totals and means...	8	209	40·00	16·6	8·9	0·41	0·22	

The above closures represents field-work done by the several surveyors during the past year. Other work which has been mapped this year by Messrs. McClure and Mathias are Midland Railway areas, and, being composite traverses, closures are not given.

Other Work.—The sum of £347 7s. 11d. under this heading is distributed as follows: Mr. Broderick, £234 12s. 2d.; Mr. McChue, £77 9s. 1d.; and Mr. Mathias, £35 6s. 8d. The work includes specifications for and inspections of numerous road-works, preparation of plans, and reports for the proposed "Tourists' Guide," and many other duties.

Proposed Opperations for 1898–99.—The amount of survey-work on hand is small, and not any of it is very urgent, the greater portion of it being agricultural-pastoral lands now held under lease; and a few plantation and other reserves in the Mackenzie County, which should only be undertaken when a surveyor is in the locality doing more urgent work. The total area that Mr. Broderick has in hand is about 29,409 acres. Of this area, 26,661 have been surveyed, but not mapped. Under the head of "Miscellaneous work" he has the trigonometrical and topographical survey of the Hunter Valley and adjacent country, about 440 square miles; also to replace trig. stations and put in standard tubes along the roads near Temuka, survey the Otaio River-bed lands, and supervise the construction and improvement of the Mount Cook and other road-works in South Canterbury. Mr. McClure has a total area of 17,159 acres in hand—viz., three reserves in the Ashley County, containing 107 acres; agricultural-pastoral lands, 11,626 acres, and unmapped work, 5,426 acres; also to map, standard traverse, complete in the field, and continue the standard survey of the New Brighton Borough and adjacent districts, and to supervise roads in the North Canterbury district. Mr. Mathias has a total area of 24,734 acres in hand—viz., one reserve, 108 acres, and three rural sections, 343 acres, in the Ashburton County; fifteen reserves (444 acres), four river-bed sections (58 acres), and 23,781 acres of agricultural-pastoral lands in the Selwyn County. As regards the agricultural pastoral lands—the major portion of which is now under lease expiring on the 31st March, 1899, and the balance a year later—the original intention was to survey them into small grazing-runs, but, being within the Midland Railway area, the survey was not made. Should there be a probability of our being able to deal with them it would be advantageous to have them surveyed at once.

Land Transfer.—The amount of work executed by this branch was about equal to that of last year: 190 plans were passed, 780 deeds and other instruments passed, 1,141 plans or certificates of title in duplicate were drawn, and 31 in triplicate. Certificates in lieu of Crown grants have not yet issued for some large areas of Midland Railway country. This, of necessity, delays the issue of certificates of title to several purchasers from the company.

Office-work.—Mr. Shanks, Chief Draughtsman, reports that during the year there were fifteen large and eleven small plans received from the surveyors, all of which have been checked, passed, and posted up on the compiled plans, leaving us practically without any arrears of current work to check or record. But there are still a few of the plans received prior to 1891 that require to be reduced and recorded, having been passed over at that time to enable us to keep up with the current work. However, I trust before the year is out to get this work up to date. Diagrams were placed on quadruplicate sets of 221 leases in perpetuity, on fourteen mining and other leases in triplicate, on eighty-seven temporary leases in duplicate, and on 181 back copies of leases for the Head Office: making the total number of diagrams placed on lease deeds 1,281, the majority of which are for lands acquired for settlement. Diagrams were also placed on the parchment copies of 137 certificates of title, all of which have been recorded on the record-maps. The duplicate and triplicate copies of the certificates, with two in triplicate, were prepared in the Land Transfer branch of the department. A large amount of work has been done in connection with the Land for Settlements, such as the preparation of plans for photo-lithographing the Horsley Down, Hekeao, and Pawaho Hamlet Settlements, with the requisite general descriptions of the estates, and detailed descriptions of the sections, &c. A lithographic plan of the Mount Cook Country, delineating the glaciers and surrounding features, with topographical tracing showing the proposed style of colouring the mountains and glaciers, was prepared with a view to the publication of map for the proposed "Tourists' Guide." A considerable amount of work was done for the Property-tax Department, nearly all the draughtsmen being engaged for over three months on the compilation and preparation of separate plans for the several road districts and county ridings. Having ourselves had to do a great deal of the "searching" in the Transfer office, considerably increased the time occupied by the work, which was commenced during the previous year. Mr. Schmidt was engaged for nearly a month on the compilation for the Defence Department of a map of Lyttelton Harbour, giving the soundings, and delineating the positions of all forts, guns, roads, tracks, and topographical features surrounding the harbour. The plan being required on a scale of 1 mile to 3 inches made it costly, as it necessitated all the plans incorporated being reduced to that scale. Additions and alterations were made to several of the record maps, and all certificates of title issued during the year were recorded thereon, leaving us up to date with the current work, but still very much behind with the recording of titles issued prior to the construction of the record map. The current work as regards the preparation of leases is well in hand, there being only sixty-seven in arrear; but, unfortunately, the recording of the leases in perpetuity is very much in arrear, owing to the large amount of work which had to be done for the Property-tax Department and the absence of officers on leave or through sickness. The usual amount of miscellaneous work was executed, consisting briefly of tracings in connection with lands purchased for settlement, preparation of descriptions of reserves for gazetting, with illustrations, tracings, &c.; also, a tracing of the map of the provincial district on a scale of 4 miles to 1 inch, now in progress, and required for publication. Speaking generally of the draughting and clerical branches of this office, the work is progressing fairly satisfactorily, with the exception of arrears in recording leases in perpetuity and the back Crown grants, with, of course, the construction of new and additions to old block-sheets, work on the latter having been in abeyance for almost the last seven years, owing to the draughtsmen having been fully occupied in keeping the current work from accumulating. To make any reasonable attempt to bring the block-sheets up to date would require at least three extra draughtsmen for probably two or three years. The only arrears of clerical work is the filling-in of about a

hundred lease deeds, and the preparation of a large number of temporary leases, which should be overtaken this year, unless a great deal of unforeseen work should require to be done. I desire to place on record my sense of the willing and satisfactory manner in which all the officers have fulfilled their several duties. SIDNEY WEETMAN, Chief Surveyor.

OTAGO.

Minor Triangulation and Topographical Surveys.—During the year nothing has been done in this excepting 3,000 acres of topography, at a cost of 0d. ·4 per acre, by Mr. Assistant Surveyor Neill, for the purpose of subdividing runs in the Lee Stream and Hummock districts.

Rural and Suburban.—The total area surveyed during the year under this heading amounts to 37,847 acres, embracing 137 sections, at an average cost of 0s. ·76 per acre. Of this area, Mr. District Surveyor Langmuir returns 1,513 acres, being part of Tokarahi Estate. These surveys, as a rule, occupy much time and care, on account of the necessity for reproducing old and intricate boundaries. Mr. District Surveyor Wilmot returned 3,892 acres, made up of areas widely scattered throughout the districts under his charge. Mr. District Surveyor Calder tabulates 11,122 acres, which include the subdivision of Run 261, Poolburn district, into small grazing-runs. Mr. Assistant Surveyor McCurdie returns 3,100 acres, subdivided into eighteen sections, all in heavily bush-clad country, the survey of which is difficult, and impeded by the inclement nature of the weather prevailing in the district. Mr. Assistant Surveyor Neill completed 14,276 acres, embracing subdivision of Run 260A, Lee Stream district, into small grazing-runs, and other small surveys widely scattered over various districts. Mr. Edie surveyed 3,942 acres into twenty-eight sections, all situated in country heavily timbered and difficult of access. His progress was much retarded by the prevailing wet weather. This officer's services were dispensed with after the completion of the above work, because of the lessening demand for that kind of land in the district.

Town Section Surveys.—These comprise 1,066 acres, subdivided into 616 sections, at a cost of 13s. ·7 per allotment. The townships surveyed were Ranfurly and Komako, situate in the Maniototo District.

Gold-mining Surveys.—During the year 7,747 acres, embracing 197 sections, were surveyed, at a cost of 4s. ·53 per acre. As the applicants deposit fees, and as the staff surveyors were fully engaged on other works, the majority of these surveys were handed to and executed by private surveyors, who, I am pleased to report, did the surveys in a satisfactory and expeditious manner. In future I anticipate the staff surveyors will be able to overtake most of these surveys as they come to hand.

Roads and Railways.—There were surveyed 49¼ miles of road, at a cost of £13 per mile, more than half the mileage being situated in bush country.

Other Works.—The principal items under this heading include supervision connected with the improved-farm settlements, such as the measuring of earthworks, areas for grass-seed sowing, and bushfelling, and reporting generally on business connected with the working of the department.

Proposed Operations for 1898–99.—Mr. Langmuir has on hand some 300 acres in Greenvale district, and a number of small surveys scattered throughout various districts. He will be at liberty to undertake all mining surveys applied for in the Lawrence Survey District, and will also be available for any future work under the Land for Settlements Act. Mr. Wilmot has 500 acres of settlement surveys on hand, situated in the Districts of Tarras, Kawarau, Cromwell, Leaning Rock, and Wakefield, also five mining surveys in various districts, and I anticipate he will be kept busily employed during the ensuing year on rural and mining surveys as they come to hand. Mr. Calder has 7,200 acres of settlement surveys to operate on, situated in the districts of Naseby, Blackstone Hill, and St. Bathan's; also a number of mining applications. Mr. McCurdie has 4,800 acres of bush-land to sectionise, situate in Tautuku district, and this will keep him fully employed. Mr. Neill has the engineering survey of twenty miles of road between Bendigo and Matakanui to complete.

Office-work.—This has been carried out very satisfactorily under the supervision of Mr. S. Thompson, who was appointed Chief Draughtsman in the month of July of last year. The draughtsmen in this office have been fully occupied during the year. Besides the work of checking maps as they come in from the surveyors, lithographing them, recording them on the Crown-grant record-maps, copying on to Land Office maps, and checking and recording all Land Transfer maps as they come in from the private surveyors, a considerable amount of work has been done by the draughtsmen of an extra kind, such as the preparation of borough valuation maps, as also those of ridings, tracings, and preparation of estates maps and runs. The compilation of working plans of four blocks in the Glenomaru district, and two copies of the north-eastern run map, have also been made. Of the latter, one is for this office and the other for the Naseby District Office. A copy of the south-eastern run map is also in hand, and it is intended to make a copy of the interior run map as well. These run maps have been in almost daily use for many years, and are getting very dilapidated, hence the necessity for their renewal. Some of the oldest Crown-grant record-maps are also very much rubbed and worn, and as opportunity occurs these also will require to be replaced. A map on a scale of 5 chains to an inch, of Dunedin and suburbs, showing all subdivisions and areas, is in course of preparation, and on completion it is intended to be copied for publication. Besides the ordinary block and township lithographs, data for a new litho. of Kauroo Survey District, on a scale of one mile to an inch, was prepared; also a very complete map of the northern portion of Otago, on a scale of eight miles to an inch, and also a "Tourist Guide" map of Dunedin. Several 4 in. to the mile litho. maps of Otago have been mounted, and coloured up to show counties, ridings, and survey districts, both for other Government departments and private firms. Working up detached and scattered surveys into compiled block-maps have, during the last few years, fallen very much in arrear; these, as the draughtsmen's time can be spared, I

purpose having gradually brought up to date. I would herein tender my thanks to all the staff, field and office, for the courteous and very willing assistance accorded me during the year.

I would like to place on record my appreciation of the valuable services of Mr. Peter Treseder, Chief Draughtsman, who retired on a well-merited pension on the 13th October last after a service of thirty-four years.

JOHN HAY, Chief Surveyor.

SOUTHLAND.

Topographical.—The only work under this heading is the balance of topography completed in the field during the previous year by Mr. Wilmot, but not included in return for that period, as the plans had not been finished. The cost is worked out nearly on the same basis as that of last year. The report previously furnished covers this ground also.

Rural and Suburban.—The total area surveyed for the year is 16,568 acres, at a cost of 1s.·35 per acre. The greater part of this was land acquired under the Land for Settlements Act, the balance being bush surveys in Waikawa the district. The work in the Waikawa district was practically a resurvey of a block laid out by a temporary surveyor about four years ago. It was found that the closure was so faulty that I deemed it advisable to have a complete revision of one block, and shall probably have to do the same for more of his bush surveys. The earlier surveys carried out by this officer appear to be fairly right, and it seems that the near approach of his retirement rendered him careless.

Landless Native Surveys.—The section-work under this heading is made of the survey of a block at Stewart Island by surveyors Macpherson and Robertson. The former having accepted an appointment as Wallace County engineer, Mr. Robertson was sent to complete the work. The apparent cost of this work is only 11½d. per acre; the actual cost is, however, made up by the addition of the cost of the previous year's operations in roading, coastal traverse, block boundaries, &c. However, with all these added, good results are given under unfavourable circumstances, and Mr. Macpherson completed a good record on the expiration of his temporary service in the department. In what is known as the Waiau 60,000-acre block, Mr. Treseder has continued the roading, boundary cutting, coastal traverse, &c. I had anticipated the earlier completion of this, so as to give the Commissioners an opportunity of marking it off into family blocks for future subdivision, but the extent of the block, the difficulties of roading in heavily-timbered country, and the very broken weather experienced, proved too much for Mr. Treseder. I can now promise an early completion of the roaded block.

Gold-mining Surveys.—Nearly all these have been carried out by authorised surveyors at the fees provided under the Mining Regulations. In a great many cases, however, these have been modified where more than one application had to be surveyed in the same locality—that is, the mileage would be distributed over several sections, while the cost of survey and bush-cutting remained a constant charge. I am glad to say the surveyors cheerfully assented to this, although it greatly curtailed what they might have legally charged. Forty of these surveys have been effected during the year, and, with the exception of three or four, those applied for have been completed. During the last six months there has been a lull in these applications, so that apparently the future year's operations in this class of work will be limited.

Roads, &c.—The remarks made in last year's report are equally applicable now. I had expected an earlier completion of roading on the Native block. By this year's return all Mr. Treseder's work appears as roading and other work, and is not debited against any work or block. It will, however, as a matter of fact, appear in the future as a charge against the landless-Natives block. This remark will also apply to the work shown under this heading by Mr. Hodgkinson—*i.e.*, it will be a debit against Block XVI., Waikawa District.

Proposed Operations for Ensuing Year.—The principal work for the coming year will be the subdivision of the 60,000 acres landless-Native block into family blocks. This I propose should be undertaken by Messrs. Treseder and Robertson; and should the work be urgent, Mr. Hodgkinson would be withdrawn from Waikawa. Probably it might be well to have this done by these two surveyors at contract or schedule rates. That will be, however, a matter for future arrangement. A small block between Merrivale and the Waiau River will also be completed. When Mr. Treseder commenced this work, four years ago, it was intended to make this an improved-farm settlement block. I would not, however, recommend that this be carried out in such a locality. A small run of 3,500 acres resumed for settlement at Athol will also be surveyed and offered for sale. The above will more than fully employ the three surveyors now connected with this district.

Office-work.—During the year 112 plans have been examined and passed, 1,171 plans have been placed on Crown grants and other instruments of title, 337 ordinary and twenty-nine lithographic tracings were prepared; 313 maps were mounted; 4,940 letters were received, 3,735 despatched, in addition to posters, &c., being mailed to the various post-offices of the district.

D. BARRON, Chief Surveyor.

APPENDIX No. 3.—ROADS.

EXTRACTS FROM REPORTS OF CHIEF SURVEYORS AND OTHERS ON ROAD CONSTRUCTION AND MAINTENANCE FOR THE TWELVE MONTHS ENDED 31ST MARCH, 1898.

AUCKLAND.

MAIN ROADS, NORTH SHORE–AWANUI.

About forty miles of the Great North Road passes through *Mongonui County*. From Awanui to Mongonui two bridges have been renewed, and all the culverts have been repaired or renewed. The old metalling has been rounded up in worst places, and the road throughout put in fair order. There are still, however, several miles of metalling required, and several of the bridges are getting too rotten to repair. The road between Mongonui and the Whangaroa boundary is not available for wheel traffic. With this year's grant portions of the road are being improved, and as further sums become available the formation will be continued, so as to make it fit for cart traffic.

In *Whangaroa County*, from Mongonui County boundary to Kaeo, the road is not yet available for wheel traffic, but I trust with next year's grant the formation will be completed. This year the embankments across Mangrove Swamp were widened to 14 ft. From Kaeo to Bay of Islands County boundary is passable for wheel traffic, but there are several places that require widening to make it safe. The total length of road through this county is twenty-five miles.

In *Bay of Islands County* the length of this main road is about fifty miles. From Whangaroa County boundary to Ohaewai is available for wheel traffic, though not formed throughout. This year about two miles have been formed, and the Waipapa Bridge has been erected. From Ohaewai to Kawakawa the road is in fair order, having been metalled throughout. From Kawakawa to Towai the road is being metalled in places, and the bridges have been repaired and the road kept in good order. From Towai to Whangarei County boundary is not metalled, but it has been put in fair order. I propose to make some deviations on this portion of the road, as several places on the present line are under water in winter.

Whangarei County contains about sixty miles of this road. From the northern boundary to Whakapara terminus of the present railway-line the road is formed, and in places metalled. This year some of the worst stretches have been metalled and repaired, but the road throughout requires considerable work to complete it, as in winter several parts are under water. From Whakapara to Whangarei is in fair order, most of the road being metalled. From Whangarei to Mangapai is nearly all metalled and in good order. From Mangapai to Waipu is only metalled in places. The greater portion of this year's vote was expended in metalling and constructing the road through the Ruakaka Gorge. From Waipu to the Otamatea County boundary the bridges and road have been repaired.

In *Otamatea County* there are about thirty miles of this road. From the Whangarei boundary to Maungaturoto is in fair order, the worst places having been metalled. Between Maungaturoto and Kaiwaka most of the grant has been expended in re-forming portions of the road, rebuilding bridges, putting in culverts, and metalling some of the worst places. The men are still at work between these points. From Kaiwaka to Topinui Bridge, two bridges which were destroyed by fire have been replaced by large culverts and fillings, and the road is being repaired throughout.

In *Rodney County* the length of this road is sixty miles. From the northern boundary to Wellsford the worst places have been repaired, but there still remains a portion of the road to form, which I shall put in hand shortly, and metalling is also much needed in many parts. From Wellsford to Warkworth is now in fair order, about half being metalled, and metalling of the rest is urgently required. From Warkworth to Waiwera the road is about half metalled. It is at present in fair order with the exception of what is known as Turntable Hill. I have not done much to this portion, as there is a considerable amount of timber being at present carted over it which would speedily cut up any new work.

In *Waitemata County* there are about twenty-four miles of this main road. Most of the work has been carried out between Waiwera and Wade in general repairs and metalling. At present it is in fair order for wheel traffic, but, I fear, will be considerably cut up during the winter months, as very little of it is metalled. General repairs have been made between Wade and Lake Takapuna; portions have been re-formed, and are now being pipeclayed, and about a quarter of a mile metalled. The Great North Road throughout has, with this year's expenditure, been much improved.

GREAT SOUTH ROAD.

The vote granted for this road is being chiefly expended in repairs. From Papatoetoe Creamery to Manurewa Station the road was laid with scoria several years ago, which is now worn through. The funds available will not allow of metalling it, considering the repairs required elsewhere. Three miles will have to be done, at a cost of about £200. From Manurewa to Mercer men have been employed in general repairs, rounding up the road and filling in the centre with the loose metal from the sides; some of the culverts have been taken up and cleaned out and relaid. I trust

to be able to put the road in fair order with the money still available. In places it is covered with gorse, and the Road Boards seem to have great trouble in getting owners of sections adjoining the road to remove it. From Mercer to Rangiriri co-operative contracts were let for re-forming the worst places. There is no metal on this part of the road beyond the Whangamarino Bridge, with the exception of about 10 chains on the Manurewa Hill.

MISCELLANEOUS ROADS, BRIDGES, ETC.

Mongonui County Roads.—Most of this vote has been expended on the Victoria Valley Road, through the Mongonui County Council.

Victoria Valley Main Road.—No new work was undertaken on this road. The portion already done was improved and maintained. The land required for the road has been taken under the Public Works Act. I trust to begin operations at an early date. The road will give a direct outlet from Victoria Valley to the Port of Mongonui.

Ahipara–Herekino.—This is the only dray-road into the Herekino Village Settlement. Unfortunately, it passes nearly all the way through Native land. During the year it has been maintained throughout, and about one mile has been improved by ditching and ballasting.

Larmer's–Takahue.—Work on this road has been carried out through the County Council.

Houhoura–Awanui.—The Mongonui County Council are repairing and improving the road north of the Awanui Bridge with the money granted this year.

Maungataniwha.—This grant was expended in giving access to Maungataniwha Block through Peria. Considerable trouble was caused by Natives, who objected to the line selected by the Engineer through the Peria Block, but the matter is now amicably settled, and works are in progress.

Takahue.—About 20 chains of road connecting this settlement with the Victoria Valley Road were constructed.

Takahue Block.—The road giving access to this block has been constructed into a cart-road, it being a portion of what will in future be the Great North Road, and what is at present called the Okaihau–Victoria Valley Road.

Takahue–Whangape.—This line connects the Herekino Village Settlement with the Takahue Village Settlement, and opens up a considerable amount of Crown lands of fair quality. The road is now available for horse-traffic throughout. I have this year asked for a sum to survey a direct line from Takahue to join the Victoria Valley to main road, thus giving a direct road for the Herekino settlers to the Port of Mongonui.

Waipoua Block.—The vote has been expended on the Opanake–Hokianga Road, which passes through the block.

Whangaroa County Roads.—This grant is mostly being spent through the County Council on the road between Kaeo and Whangaroa.

Kaeo–Waimate.—This is really a portion of the Great North Road. Part of the vote was given to the county to expend, and they widened and metalled a portion, and repaired parts near Kaeo. The other part of the vote has been spent in erecting a 70 ft. bridge over the Waipapa River.

Waitangi–Kaikohe.—This vote was expended in re-forming about a mile and a half of road and metalling about 5 chains by the Bay of Islands County Council.

Opua–Waimate.—The work undertaken has been the widening of the road at Opua Wharf. It was deemed advisable to do this, as there is no ground between the road and station where cattle could be collected, &c. Most of the bad turns have also been widened along the whole length, which is now in good order throughout.

Utakura Road Deviation.—Two deviations were laid out, the first one from the bottom of the Hill to the top end of Utakura Valley, the other from the top of the hill and terminating well down the valley. After examining both routes, the settlers, at a public meeting, adopted the first line, which is now being surveyed, in order that a title may be secured to the land required.

Hukerenui–South Waiotu Valley.—About four miles of road have been made passable for horse traffic by the County Council, and they are now erecting a bridge over the Waiotu River with the balance of the vote.

Main Road, Lot 2, Block XIV., Hukerenui Survey District.—This is a continuation of Ramarama Valley Road towards the Waima River. The vote has been expended in widening the present bridle-track.

Hukerenui, Blocks X. and XI.—This grant was expended in giving access to settlers at the south end of the Hukerenui Village Settlement, so as to enable them to get to the proposed terminus of the railway, and part was expended in improving the road leading into the Ruapekapeka Block.

Ngapipito.—There is now a fairly good road from Scoria Flat, near Kawakawa, to the Ngapipito Settlement. The vote has been expended in erecting a bridge of 31 ft. span and in repairs to the road throughout. The continuation of this road, if made, will open out some Crown land, but the land is not of very good quality. It will, however, be a much more direct road between Kaikohe and Kawakawa than the present one.

Tirohanga–Pakaru.—The works were carried out by the County Council in opening up the roads near the Taumarere Settlement.

Towai–Ruapekapeka.—The Bay of Islands County Council have repaired about two miles of road, and are metalling about a quarter of a mile at present.

Main North Road, Waiotu Block.—The County Council have repaired several bridges and metalled about 20 chains of road.

Ramarama Valley.—This bridle-track has now been widened throughout, so that a cart can be taken from Towai, *viâ* Ramarama Valley, to the Wimia River and Hikurangi. The expenditure of this year completed the widening. The bridges erected are, however, only rough slab ones, and will not last very long.

Kaikohe–Taheke.—Half of this grant was given to the Bay of Islands County and half to the Hokianga County. Both counties have expended most of the money in metalling and re-forming portions that had been cut up by heavy traffic.

Okaihau–Victoria Valley.—This road traverses three counties, and ought to be considered the Great North Road, as it is the most direct route between Kawakawa and Awanui, and goes through the centre of the Island. It is available for wheel traffic between Okaihau and Rangiahua, and from there to Mangamuka as a bridle-track; from Mangamuka northwards the line was laid out but never constructed, except about two miles at the northern end, which was done to give access to settlers and to the Takahue Block. During the year portions of the road between Okaihau and Rangiahua were repaired and metalled, and about two miles of bridle-track was also repaired.

Okaihau–Horeke.—The Hokianga County Council expended this vote in re-forming, metalling, and repairing the road been Horeke and the Utakura Bridge.

Awatuna Improved-farm Settlement.—About five miles of road have been maintained.

Katui.—Five miles of road passing through the centre of this settlement have been maintained.

Mangatu.—A length of three miles has been maintained.

Waimamaku–Punakitere.—The road runs almost parallel with the Waimamaku River on Blocks XIV. and XV., Punakitere, and joins the road going through the Auckland Special Settlement, which is connected with the Opanake–Hokianga Road. It goes through excellent land, which is rapidly being taken up. It was formed into a bridle-track, and portions have been metalled. Most of last year's grant has been expended in widening the road to 14 ft., and in maintenance.

Marlborough Association.—The road running east and west through the settlement has been formed as a dray-road for a distance of one mile on the western side, and about a quarter of a mile on the eastern side, the rest of the road being a bridle-track. Most of the settlers can now get access to their sections by road or track.

Manganuiowae.—There have been several bridle-tracks made to give access to settlers in Block I, Whangape Survey District.

Motukaraka Village Settlement.—The bridle-tracks through this settlement were maintained, and a bridge of 31 ft. span made over a small tidal creek.

Waimamaku–Pakanae.—This is a very important road, being the best route between Waimamaku and surrounding settlements to the Hokianga Harbour, and if it were completed and metalled it would much enhance the value of the settlements in the Waimamaku district. Last year's grant has been and is being expended in the removal of several large slips, and in widening and metalling portions of the road. Nearly all the land adjacent to the road since it was opened has been taken up.

Waimamaku Village Settlement.—The authority has been expended in making about two miles of bridle-track along the Waimamaku River to give settlers access, and in improving the road through the settlement.

Kohukohu–Motukaraka.—Road has been constructed 8 ft. wide for a distance of about a mile and three-quarters from Kohukohu towards Motukaraka. It is intended that this road shall eventually join the Herd's Point–Takahue Road, it being the best outlet from Kohukohu, which is the principal township in the county.

Kohukohu–Rakautapu.—This vote was expended in general improvements to the bridle-track from Kohukohu to join the Herd's Point–Takahue Road, at Rakautapu. The grades on this line are steep, and it would not be advisable to expend further money in widening it, but rather to continue the construction of the road *vid* Motukaraka.

Herd's Point–Takahue is the main road connecting Hokianga with the Mongonui County, and it opens up a very considerable area of Crown land of fair quality. It has now been formed into a cart-road for a distance of about eighteen miles, to a little beyond Manganuiowae River. The rest of the road to Takahue over the range is only a bridle-track. The Mongonui Bridge has been built. This year's vote has been expended in improving the cart-road by putting in culverts, &c., and carrying on the widening and maintenance of the road.

Manganuiowae–Whangape.—A bridle-track has been constructed into Blocks III. and IV., Whangape Survey District, for a distance of seven miles. The line starts from Herd's Point–Takahue Road, about twelve miles north of Rawene, and gives access to several settlers who have taken up sections in the Manganuiowae Block. It opens up a large area of Crown land, and will, when continued, be one of the main outlets towards Hokianga Harbour, and of the Awaroa Block, lately purchased by Government. With the money authorised for expenditure I have improved portions of the road, and maintained the road already constructed.

Mangapai.—Works are being carried out through the Whangarei County: these consist of new formation and metalling.

Hikurangi.—The vote has been expended in metalling the road over the Hikurangi Swamp, and in renewing culverts. It is a portion of the Great North Road, and is now in first-rate order.

Whananaki–Ngunguru.—This grant the Whangarei County Council has expended in improving and completing the construction of the bridle-track throughout. The views on this road along the coast are most beautiful.

Whananaki Wharf.—The construction of this wharf is now in hand, and will shortly be completed.

Bridge over Wairua River.—This bridge consists of two spans of 20 ft. each and one of 100 ft., in the form of a laminated arch. The work was faithfully carried out by the contractor. It gives better access to settlers, and opens up a large tract of Crown land now available for selection.

Jordan.—The work consists mostly of formation, and is being carried out by the Whangarei County Council. It is a continuation of the Ramarama Valley Road through the Jordan district.

Opuawhanga–Whananaki.—Works so far done with this grant are the improving and widening out of about half a mile of road by the Whangarei County Council.

Opuawhanga. — About half a mile of dray-road has been constructed, and a quarter of a mile improved, by the Whangarei County Council.

Waipu – Mareretu. — The Whangarei County Council has constructed into a dray-road a portion of this road, and it is now available for horse traffic throughout, thereby giving the Mareretu settlers a direct outlet to the Waipu township and port.

Mangapai.—This vote has been spent by the Whangarei County Council mostly in metalling the Great North Road through Mangapai.

Karamea–Ruarangi.—About 10 chains of road have been metalled and 26 chains improved.

Purua – Ruatangata – Mangakahia. — This grant has been expended by the County Council in metalling, erecting one bridge, and in general repairs. It is the main outlet for a considerable area of Crown land not yet taken up.

Parua Bridge. — A bridge of a total length of 70 ft. has been erected over the Moengawahine River, to give access to settlers near and at the back of the Kauaeranga Block.

Old North Road.—Portions of this road near Waipu are being re-formed and improved.

Waipu and Wharf.—This wharf has been erected, and approaches made to it, by the Whangarei County Council.

Maungatapere.—The road is being metalled in the worst places, and otherwise improved.

Maunu–Otuhe.—This road is for the purpose of giving better access to the Maungatapere settlers. The deviations referred to last year have been metalled for a further portion of about 50 chains by the County Council.

Marsden Point–Kaimanuka and Finlayson's.—About half a mile of road has been constructed and a mile and a half improved by the Whangarei County Council.

Whareora–Taheke–Pataua.—A bridge 78 ft. long and 10 chains of dray-road have been constructed by the Whangarei County Council.

Drevers–Otonga East.—The Whangarei County has expended this grant, and has improved some of the worst places to the extent of about a mile.

Otonga East–Whananaki.—About a mile of road is being constructed along the swamp to give access to the Whananaki Harbour.

Dargaville–Tangiteroria.—The Hobson County has constructed about three miles of this road, and has erected one bridge of about 40 ft. When completed this road will be very much used, as it is the only direct road at present between Dargaville and Whangarei.

Whangarei Footbridge.—This vote is being expended in constructing the approaches to the Whangarei swing-bridge, lately built by the county.

Parua Bay.—A mile of road is being made along the coast, and general repairs to about three miles of road. The work has been carried out by the Whangarei County Council.

Parua–Taheke.—The Whangarei County Council has constructed about a mile and a half of cart-road along a new line, and thus has materially improved the grades.

Maungakaramea.—About three-quarters of a mile of road has been formed and about half a mile improved.

Whangarei Bridge (£1 for £1).—This swing-bridge of 146 ft. in length, with its approaches, has now been completed, and is much used by settlers on the north side of the Whangarei Harbour.

Te Kopuru–Tikinui.—This is a portion of the main road connecting the townships on the west bank of the Wairoa River. A portion of this year's grant has been expended in metalling about 15 chains of the road. Further works are now in hand.

Arapohue.—The road from the Mititai landing to the Arapohue Settlement, about three quarters of a mile, was constructed and metalled by the Hobson County Council.

Dargarville–Aratapu.—About 27 chains of road which connects these two townships has been constructed and metalled.

Valley Road–Paparoa.—This road has been put into fair order throughout. About three quarters of a mile has been formed, 14 ft. wide.

Opanake–Hokianga.—This road, connecting Hokianga with the terminus of the Dargaville railway at Opanake, a distance of thirty-one miles, has been constructed throughout. It opens up a considerable amount of Crown lands, some of which is of excellent quality. There are three village settlements situated on the line and two special settlements, all the sections of which, abutting on the road, have been taken up. The road is now nearly available for wheel traffic, the last bridge being nearly finished. To keep this road open for traffic during the winter months it is absolutely necessary to metal some portions of it. During the year a considerable length of road was ballasted with a sort of rubbly rock and gravel, and on top of the range, where there is a considerable rainfall, I have formed several miles of stone pitching about 4 ft. wide, with 6 in. spauls, to carry the horse traffic. The road throughout has been kept in good order.

Tangihua.—About a mile and a quarter of this road has been formed into a bridle-track, and general repairs have been carried out.

Tangihua No. 2.—About three miles and a half of bridle-track have been made for the purpose of opening up the block.

Pahi–Waikiekie.—The Otamatea County are metalling a portion of the road between Pahi and Paparoa, and widening the present bridle-track to 14 ft.

Pahi–Maungaturoto.—This vote was expended on two roads—viz., a portion on the deviation laid out between Paparoa and Maungaturoto, and a portion on the direct route between Pahi and Maungaturoto, on the south side of the Otamatea Harbour.

Tokatoka Swamp.—Nearly all the suburban sections which have been thrown open for selection in this swamp, or rather marsh, have been taken up. During the year the flood-gates have been attended to and strengthened, a few drains constructed, about a mile and a half of railway-line has been laid, along which timber (kahikatea) has been hauled from private property. The line has not been carried far enough yet to tap any Government bush. The roads, drains, &c., have been

maintained. This marsh has an area of about 11,000 acres, and most of the money now being expended is raised under the Government Loans to Local Bodies Act on the land itself.

Hukatere.—Plans of a bridge across a tidal creek were prepared and tenders were called for the work. The tenders were, however, unsatisfactory, and it was deemed advisable to defer constructing the road till the question of compensation was settled, the land required for road having been taken under the Public Works Act.

Marеretu.—This road gives access to a number of sections lately taken up near the Mangonui River. A bridge of 30 ft. has been erected.

Matakohe–Mangonui.—On examination it was found inadvisable to attempt to construct the road along the old route, and on the Matakohe Road Board agreeing to pay all the necessary compensation for acquiring the land for road-deviations a new line, and more direct, of easy grades, has been surveyed. I have asked for a considerable sum in this year's estimates to construct this line, as the settlers have no proper way of access to their holdings.

Paparoa.—A wharf was erected at Bredon's Landing, near Paparoa, and the road thereto was partly constructed, and the bridge near the creamery was redecked and repaired throughout.

Block XII., Paparoa.—About a mile and a half of the road from the Paparoa Homestead sections towards Maungaturoto was widened to a 14 ft. road.

Kaukapakapa–Port Albert.—The Rodney County Council is re-forming and metalling the worst places on this road.

Warkworth–Kaipara Flat and Tauhoa.—Two miles and a half of dray-road have been constructed and eighteen miles maintained. The construction of these two miles and a half has been a great boon to the settlers, who had practically no outlet before.

Hoteo–Waiwhiu.—This vote has been expended in erecting an understrutted bridge of 50 ft. span over a deep gorge, just where this road joins the Great North Road.

Matakana Ranges.—About three miles and a quarter of dray-road has been constructed, and three miles of dray-road and nine miles of bridle-track maintained. This road gives access to a considerable number of settlers.

Blocks X. and XI., Tauhoa.—Two miles of engineering survey has been made. The construction of road has not yet been begun.

Waiwera Springs.—This vote is being expended in metalling the road in the vicinity of the Waiwera Hotel, it being a portion of the Great North Road.

Waikomiti–Swanson.—The Waitemata County Council are expending this vote in metalling the road.

Swanson–West Coast.—One mile of road has been formed, the work being carried out by the Waitemata County.

Henderson.—The Waitemata County Council are expending most of this vote in metalling. Half a mile has been done, and the bridges along the road have been repaired.

Waikomiti West.—About a mile and a half of cart-road has been constructed out of this grant by the Waitemata County Council.

Rangitoto Mountain (£1 for £1).—An excellent track has been constructed from the wharf on the south-east end of the island to the top of the cone, a distance of about a mile and a half. The view from the top is very beautiful, and is much frequented as a pleasure resort. The work was carried out by the Rangitoto Domain Board.

Awhitu Road and Wharf.—A stone facing has been erected at the end of the wharf to prevent encroachment by the sea. The road leading to the wharf has been widened and re-formed, and other portions have been improved. The works were carried out by the Awhitu Road Board.

Awaroa Swamp.—The Waipipi Road Board are now deepening and clearing out the Otaua Creek so as to lower the water in the swamp.

Abraham's Gully.—The Waiuku Road Board are making some cuttings and fillings in this gully, which have greatly improved the road.

Pukekohe.—The Pukekohe Road Board are repairing the metalling on the road to Waiuku, and widening and metalling the road through the Pukekohe Village.

Otau.—Roads through this block are being constructed to give access to settlers. There was a considerable length of road that had to be constructed before the block itself was reached, and the money raised on the block was thus found insufficient to road it. The main road giving access to the block has also been widened.

Akaaka Swamp.—Further drains in the swamp are being made along the boundary between the private and Government land, and in cleaning out and improving the present Akaaka Creek outlet.

Hunua–Ararimu.—A portion of this grant is being expended in completing an unfinished portion of the road connecting this line with the Main Hunua Road. Five miles of engineering survey has been made, and about three-quarters of a mile of road constructed and improved.

Hunua Railway-station.—About eight miles of road has been laid out, and a mile and a half constructed. Works at present are at a standstill, pending negotiations by the Hunua Road Board to acquire the land required for the road.

Maioro Swamp.—The road through the swamp, connecting it with the Maioro Settlement, has been formed, and is now available for wheel traffic.

Wairoa River–Otau.—This vote is being spent in giving the settlers on the west side of the Otau Block access to the Cleveden Township. Mr. Burd has laid off seven miles of road, and the work of construction is now under way.

Waiuku–Pukekohe.—The metalling portions of the main road is being done by the Waiuku Road Board.

Great South Road.—Work on this road is just being commenced. It consists principally of repairs to road and culverts.

Tuakau–Opuatia–Kahuhuru is the main road through the Raglan County. During the year

five miles has been graded, and about sixteen miles constructed, and contracts let for the construction of two large bridges. There are still three more bridges to be built and about eight miles of road to be constructed and improved before the road will be available for wheel traffic throughout. The portions already constructed have been maintained, and in places ballasted with limestone rubble.

Waingaro–Ngaruawahia.—The road is available for wheel traffic, but there are several places which require widening. Works are now in hand for improving some of the worst places.

Onewhero (Sections 128 and 129).—This is a portion of the Raglan–Tuakau Road, being a part not yet formed, in the Onewhero Settlement. Works are now in hand and will shortly be completed.

Bregmen's Landing.—Nothing has been done pending settlement of compensation.

Huntly–Kahuhuru.—The grant is being expended chiefly in repairs to bridges and in raising the road across the various swamps.

Lawson's Hill.—This is a portion of the road branching off the Tuakau–Raglan Road towards the west coast. Two miles and a half of bridle-track has been constructed. This road is the only outlet for a considerable number of settlers.

Mangapiko–Maire is a portion of the Tuakau–Raglan Road. About a mile and a half has been formed.

Awaroa, Block XI.—This road gives access to Block XI., from the boat-landing on the Maire Stream. It is now available for horse traffic from the landing to a considerable distance into the block itself. About one mile was constructed during the past year.

Waipa Bridge.—Works are now in progress for the erection of this bridge, which consists of three spans of 40 ft. each, three spans of 120 ft. each, making a total length of 480 ft.

Matahura.—About three-quarters of a mile of road has been constructed by the Huntly Road Board.

Wairangi Railway-station and Matahura.—About a quarter of a mile of road has been constructed by the Whangamarino Road Board.

Ohinewai–Matahura.—Half a mile of road has been constructed by the Huntly Road Board.

Blocks X. and XI., Rangiriri Survey District.—This road is required for the purpose of opening up Crown lands, and to give better access to settlers on the west side of the Waikato River. Nine miles of the road has been constructed, mostly in open country, and, being on high land, will probably prove a good winter road.

Swanson Village Settlement.—This vote has been expended in constructing about half a mile of the main road that passes through the settlement, involving a large cutting and filling, and also in improving about one mile of road giving access to the various sections.

Ruapekapeka Block.—The small balance of this loan is being expended in giving access to one of the settlers who had no road to his section, about 50 chains of bridle-track being constructed.

Motatau.—About half a mile of bridle-track has been made to give outlying settlers access to the Ramarama Valley Road.

Pakiri Block.—To open up this block about one mile of bridle-track and one bridge of 50 ft. span were constructed.

Auckland Special Settlement.—The road through this settlement connecting the Waimamaku–Punakitere Road with the Hokianga–Opanake Road has been formed into a bridle-track. The settlement, being at the top end of the Waimamaku Valley, and at a high elevation, is very wet, so that the roads become almost impassable in winter. I am, with this year's grant, widening and metalling the worst places.

Avoca Block.—The Hobson County Council have made a road partly through this settlement from the Dargaville–Tangiteroria Road, and they are now widening a portion of it.

Taupiri Block.—Two miles of engineering survey were made, and about 50 chains of bridle-track constructed. Works are still in progress to connect the road through this block with the Ohinewai–Matahuru Road.

Kaimarama Block.—The balance of this loan has been expended in the construction of a bridle-track for a length of about two miles.

Auckland University Swamp Fascines.—About 9 chains of road were fascined and 20 chains improved, to give settlers a more direct outlet to Huntly.

General.

One hundred and sixteen plans and specifications for works undertaken by the counties and Road Boards out of Government grants have been examined and approved of. In all cases works have been personally inspected by Mr. Wright, Mr. Burd, or myself before certifying to the final payments. In addition to the above there were 284 co-operative contracts and twelve large bridge contracts let during the year.

Four Inspectors have been permanently employed, and others as occasion required, in supervising and laying out works.

GERHARD MUELLER, Chief Surveyor.

ROTORUA.

Oxford–Rotorua.—Up to the month of December thirty-one miles of this road were maintained, when 21 miles 60 chains were handed over to the Piako County, being the portion within their boundary, and the balance of 9 miles 20 chains has been maintained during the rest of the year, 3 miles 34 chains of which have during the year been re-formed. As the place formerly named Oxford is now Tirau, the name of this road should, I think, be Tirau–Rotorua. There is now one surfaceman on the Government portion of the road.

Paraiti Bridge.—This work is in the hands of the Tauranga County. Nothing has been done excepting authority given to build the bridge over the Waituna Stream, the amount of grant being £100.

Tauranga County Flood-damages.—A sum of money was spent by the county in repairing two bridges and 20 chains of road under agreement.

Paengaroa.—40 chains of this road were also repaired by the same county.

Papamoa Special Settlement.—65 chains of horse-road and 50 chains of dray-road have been constructed. Most of this formation was through swamps, and the work heavy.

Tauranga–Runanga.—The year's work has been mainly absorbed in repairing the damage done by the floods of January and April of 1897. Five bridges, having a total span of 272 ft., have been constructed, 27 miles 14 chains of road reconstructed, and 118 miles maintained. The road is now in fair order, with the exception of the Mangarewa Gorge portion of it. Mile-posts have been placed along this and other roads in the district, and, as occasion permits, it is intended to have them on all roads throughout the district. One surfaceman's whare has been erected, and a reserve made for a roadman's paddock, and as soon as possible it is intended to supply other requirements of a similar nature throughout the district. Nine surfacemen are employed maintaining the road.

Maketu–Rotorua.—22 miles 20 chains have been maintained by a staff of three men, eight miles and a half having been reconstructed. Since the eruption this road has given much trouble. It is now in fair order, excepting between Te Ngae and Taheke, on which portion the men are now working.

Rotorua–Ngongotaha Mount.—23 chains of dray- and 68 chains of horse-road have been constructed. Tourists can now drive to the foot of the mountain, and thence ride or walk up to the top. About £100 should be spent in improving the dray-road portion and maintaining the rest.

Morea Bridge.—An engineering survey has been made, and plans of the site and suggestions for a new bridge submitted for your consideration.

Rotoiti–Tarawera, viâ Okataina.—16 miles 31 chains of engineering survey has been made, completing the location and survey of the road from the Rotoiti Lake on to the Rotorua–Te Wairoa Road.

Rotorua–Te Wairoa.—This horse-road, seven miles in length, has been maintained by one man. 1 mile 36 chains has been reconstructed. It is not intended to keep a man on it during the winter months.

Pongakawa–Rotorua and Rotorua Road.—Authority for the expenditure of £200 has been received, but no work has yet been done.

Arahiwi and Mamaku Railway-station.—No work has been done during the year, men not being agreeable to undertake it at the prices offered.

Mamaku–Rotorua–Oxford.—2 miles 29 chains of bush-clearing for dray-road formation has been done. About 60 chains of this class of work still remains to be done.

Rotorua–Te Teko.—Little has been done on this road during the year. It was considerably damaged by the floods of January and April, 1897, and was reopened as far as the end of Lake Rotorua for the summer traffic. 4 miles 23 chains of it has been improved and twenty-seven miles maintained.

Rotorua–Galatea–Waikaremoana.—The location and engineering surveys have been completed up to the Mokau River on Lake Waikaremoana, where we connect with the work of Mr. Mouatt, of the Napier office, being a distance of 24 miles 12 chains. 2 miles 65 chains of bushfelling and clearing and 2 miles 22 chains of formation of a road 14 ft. wide has been done. 21 miles 6 chains of the road has been re-formed. One bridge, 30 ft. span; two platforms, 41 ft. span; and 242 ft. of culverts have been constructed. 7 chains of fencing has been erected on dangerous parts of the road. Seventy miles of road has been maintained in good order by a staff of seven men. Little timber work has been done, owing to the difficulty of making any sort of working arrangements with the Natives. We are now getting timber from Crown lands. Two whares have been built in suitable places for the surfacemen.

Rotowhero–Wairakei, viâ Waiotapu.—21 miles 59 chains of dray-road was constructed and 1 mile 30 chains of road improved. An engineering survey and plans were made and submitted to you of the bridge-site, on the Waikato River, and tenders have been invited. Some culverts at the Wairakei end should also be built, so that the public may use the road, which is otherwise completed from Rotorua to Wairakei. The work on this road was done by Mr. D. Innes Barron, Assistant Surveyor.

Tokaanu–Taupo.—This road for its entire length of thirty-six miles has been maintained during the year by a staff of three men. 7 miles 35 chains of it has been re-formed. The Tongariro Bridge has been protected and repaired, work rendered necessary by the Easter floods.

Track to Orakeikorako.—Eleven miles of location and engineering surveys and 10 miles 28 chains of bridle-road formation have been done connecting Orakeikorako with the new road to Wairakei.

Waiotapu Springs.—Nothing has been done, owing to Native difficulties.

Waimana Block.—5 miles 29 chains of horse-road has been formed and eight miles maintained.

Waiotahi.—A grant has been spent by the Whakatane County in clearing and completing old work for a distance of 70 chains. 73 chains of dray-road formation, with culverts, has been constructed. This road extends up the right bank of the Waioeka River.

Matata–Te Teko.—A grant was made to the Whakatane County, out of which seven miles of dray-road, of a narrow width, with steep grades, was formed; also ten culverts. Practically this road is little more than a horse-road.

Waioeka (Blocks II., III., IV.)—The Whakatane County, under the usual agreement, spent a grant in constructing a dray-road up the Otara Valley, consisting of 63 chains of bush-work, formation, and culverts.

Rangitaiki–Ruatoki–Waiotahi.—This horse-road, which is thirty miles in length, has been maintained by a staff of three men. 1 mile 10 chains of its length has been re-formed.

Te Teko–Opotiki.—On the Whakatane–Te Teko section of the road 1 mile 24 chains of dray-road has been formed through the Orini Swamp and 13 chains improved. A large drain has also been cut taking much water off the road, and several bridges have been constructed. Several bridges still want constructing and the road improving.

Lichfield–Ateamuri.—The Government portion of this road, being fourteen miles in length, and extending from its junction with the Tauranga–Runanga Road, near Ateamuri, to the boundary of the Piako County, has been maintained in good order by one surfaceman, 1 mile 7 chains of re-formation having been made.

Nukuhou Bridge.—This bridge has been constructed by the Whakatane County for £249, being assisted by a grant of £125 on the usual agreement. The bridge consists of two spans of 20 ft. and one of 30 ft., and is 12 ft. wide.

Rotorua Nursery Road.—This, which is a portion of the old road from Maketu to Taupo *vid* Whakarewarewa, has been re-formed for a distance of 1 mile 40 chains, and maintained.

GENERAL.

During the year under report 51 miles 43 chains of engineering surveys and road location have been done; 28 miles 34 chains of dray-road and 17 miles 30 chains of horse-road have been constructed; nine bridges, with a total span of 462 ft., have been built; and six bridges, with a total span of 3,077 ft., have been repaired. Fifty culverts, having a total length of 1,637 ft., have been built, and eighty-six miles of dray-road has been re-formed. 353 miles of main roads and sixty-five miles of horse-roads have been maintained.

I have attended to all works at Rotorua formerly under the control of the late Mr. Malfroy, which has occupied a large portion of my time and attention.

The office work in connection with the year's work has been considerable. The correspondence has been large; 1,309 vouchers have been dealt with, covering an expenditure of £21,408 17s. 2d.

ROBERT H. REANEY, Road Surveyor.

AUCKLAND CENTRAL DISTRICT.

Raglan–Waipa Road.—Under maintenance by the Raglan County. Arrangements are now being made, under the usual agreement, to expend the £200 voted for it last appropriations on repairs and improvements, both of which the road much needs.

Waitetuna–Waingaro Road.—The widening of two miles and a half of this road, referred to as in hand in last annual report, was completed in the early part of the year, since when until a few months ago funds were not available for further work; but now other improvements, consisting of further widening, some additional culverts, and the building of a small bridge over the Parawai Stream, are in hand. In all, eleven men are employed.

Waitetuna–Kauri Road.—This is really a continuation of the Waitetuna–Aotea Road, and extends from the upper Waitetuna Valley over the divide to the valley of the Kaniwhaniwha, at the junction of the Kauri Stream, where the road will join the road system of the old settled district. So far, nothing beyond the preparation of contracts has been done towards expending the vote of £200 on this road.

Waitetuna–Aotea Road.—During the year nothing has been done on this road except burning the felled bush and sowing grass-seed on the part burnt. The small vote of £70 taken last appropriations left only an available balance for expenditure of £21, which is now being laid out in removing slips and general repairs to the part formed during the previous year, and will not provide for any extension of the work of road-making. Another two miles and a half requires making to bring this road to the upper Waitetuna Valley, from which point, as before mentioned, it would continue under the present name of "Waitetuna–Kauri" to the settled district. I look upon this as an important cross-country road connecting the Aotea, Te Mata, and Ruapuke districts with the upper part of the Waikato and the Waipa. It will make a much shorter and better road than the present one by way of Whatawhata, and when the road up the Waitetuna Valley is completed it will be a better and shorter road for Raglan people going to Ohaupo, Te Awamutu, &c.

Aotea–Raglan Road.—The works on this road have been carried out by the Raglan County, under agreement, and I think good value has been had for the expenditure. The road has been very much improved. There is, however, plenty of room for further improvements, some of which will require extensive deviations from the present line of road to obtain anything like good grades at a reasonable cost.

Hamilton Bridge.—This work was done by the Hamilton Borough under agreement, which had been made before I took charge of that part of the district, and the work was carried out under the supervision of the Auckland office. It has been satisfactorily completed.

Puniu Bridge.—Nothing has yet been done towards expending the vote of £100 for painting and repairing this, and I think it is too late in the season now to paint, so propose to only do the small repairs now necessary at present, and the painting next summer when fine weather can be relied upon.

Kawhia–Aotea Road.—Since receiving the authority for expenditure on this road I have not had time to personally inspect it, which I think I should do before deciding what repairs to do with the money available. I hope soon to put these repairs in hand.

Waitomo Caves Road.—Early in the year this road was gone over and thoroughly repaired. There are now one or two places on it requiring repairing, which will be attended to at an early date.

Alexandra–Kawhia Road.—Very extensive repairs have been executed on this, including the partial renewal of nearly all the culverts and bridges on it, and the placing of several new culverts on the grade on the north side of Te Rauamoa Settlement, and further repairs are now in hand. The part of the road between Te Rauamoa and Powewe, at Kawhia, must be repaired in the early future if money can be provided, nearly all that has been done on this road being between Te Rauamoa and Pirongia, which is doubtless at present the most important part of the road.

Wharauroa.—No work has been done during the year under this head. The expenditure shown is for work done, but not paid for, during the previous year.

Te Rauamoa Improved-farm Settlement.—No roading or other public work has been done under this head, as, except the main road (Alexandra–Kawhia), no roads are required to give access to the sections allotted to the settlers. Towards improving the land, however, 217 acres of bush has been felled during the year, and grass-seed purchased and sown on 170 acres. Further particulars as to this settlement are in the separate report on improved-farm settlements.

Pirongia West Road.—This is now made to three miles from its starting-point at the Alexandra–Kawhia Road. It is all in forest country, on undulating land, at a high elevation—1,200 ft. to 1,500 ft. above sea-level. The bush has been felled from 1 to 1½ chains wide, according to the aspect of the road with regard to the sun and prevailing winds. The road is only formed 9 ft. wide, so as to penetrate as far as possible into the block with the money available. The work has been done by the settlers of Te Rauamoa under co-operative contracts.

Tokanui–Wharepapa Road.—This would lead from the Kihikihi to Otorohanga Road, at Tokanui, towards Wharepapa, which place is in the Wharepuhunga No. 1 Block, which was opened for selection some eighteen months ago, but up to date I have heard of only three settlers having taken up land there. In consequence of this small number only having availed themselves of the opportunity of acquiring land there, and in the absence of instructions to go on with making the road, I have purposely delayed doing so pending further developments.

Karuotewhenua (now Paemako) Improved-farm Settlement.—In the early part of the year the roading of this settlement was completed, excepting that the culverts put in are only temporary, and have to be replaced with stone ones, there being very good and suitable stone for the purpose near there. The work done consists of one mile of 12 ft. cart-road in open country, and was done under co-operative contracts by the settlers. Grass-seed has been purchased and sown on 250 acres.

Te Kuiti–Awakino Road.—During the year 14½ miles of road has been made 16 ft. wide in side-cuttings and 18 ft. wide at other parts. Of the above, four miles and three-quarters in length is at and in the vicinity of Paemako, and is all in open land, excepting about three-quarters of a mile of high manuka. The construction of three miles and three-quarters of this has been done by the settlers of Paemako, and the other mile by Maoris through whose enclosure it passes. Of the total length done during the year, just about half is in open country, and the remainder in heavy bush. In advance of the earthworks, and not included in the above lengths, the bush has been felled and burnt along the road-line for a distance of seven miles, varying in width from 1½ to 3 chains, as required to suit the slope of the country and direction of the road. I regret having again to report serious damage through slips on the parts of the road formed before last summer. Most of these have now been removed where occurring on the upper side of the road, and where they are on the lower side, and narrowing the road, it has been widened again by further excavation. All the slips are on parts of the road which are in side-cutting. The cost of removing them has so far been £505. The road is to-day open for wheel traffic from Awakino Heads to the inland crossing of the Awakino River, a distance of 19½ miles, and for four miles and three-quarters at Paemako. All the felled length has been sown with cocksfoot and clover.

Mangauika A 1a.—In this block two roads have been in hand, both being branches from the Alexandra–Kawhia Road, and leading up the slopes of Pirongia Mountain. One leaves that road at about one mile and the other at about four miles south of the Waipa River. They both lead to land recently taken up from the Government, and occupied by pioneer settlers. The roads so far are in open country. They are made 12 ft. wide, a length of 66 chains on one and 1 mile 10 chains on the other, making a total length of 1 mile 76 chains constructed, excepting a ford and half a dozen small culverts. Further work is in hand that will bring the length up to three miles and three quarters within about a month.

Hauturu East, Kinohaku East.—Up to date I have received no instructions as to what is intended to be done under these two small votes, and no expenditure has been made.

Ouruwhero No. 2 and Puketarata.—The work done and charged to this vote is a part of the road leading from Kihikihi to Otorohanga, and is included under the next heading—that road passing through the blocks.

Kihikihi–Otorohanga–Te Kuiti Road.—With the money available during the year eight miles of dray-road, 12 ft. and 16 ft. wide, in open country, has been made, chiefly by Maoris, working under co-operative contracts. You may remember that last winter a good many Maoris residing near Otorohanga and Puniu asked for work, on account of shortness of food, due to bad crops, and that you instructed me to employ them if opportunity offered. I am glad to report that I was able to do so on this road, with the result that we got economical and excellent work done. The road is now passable for wheel traffic from Kihikihi to Otorohanga, but there are still some five miles of the distance which have not been formed, of which, however, two miles are now in hand, leaving three to be done in the future. It is also necessary to build a bridge across the Mangaorongo Stream before the road can be said to be finished. I do not think the bridge will cost more than £250, but have not yet made any estimate.

Whatiwhatihoe Bridge.—Vote of £100 for repairs and painting. No work has yet been done. I have just received an offer from a good bridge-man to do what is necessary, but the price is more than the vote. I expect, however, to arrange shortly with him to do the most important parts within the limit.

Paemako–Ohura Road.—The only expenditure so far incurred is the purchase of materials, and carting them, for building a small punt to ferry across the Mokau River, near Te Wairere crossing. The fords on this river are bad, and two of them very dangerous. I propose to put this punt at a place called Te Taheke, where there is a Maori living, who, I have no doubt, will be glad to take charge of it, if allowed to collect a reasonable toll. The punt, eventually, when the road is made, is to be floated down the river to where the permanent crossing will be.

Kihikihi–Waotu.—Nothing has been done during the year on this road, but I understand that the settlers along it will subscribe something towards improvements, which, if added to our £50, may enable something to be done to better advantage than by spending the £50 alone.

Wharepuhunga No. 1.—As such a limited quantity of land was taken up in this block I thought it best, in the absence of instructions to do otherwise, not to expend the money until more land is taken up, or, at any rate, until those who settle there ask for roads, which, as far as I know, they have not yet done. Accordingly no work has been done, and no expenditure incurred.

Stratford–Ongaruhe Road.—The work done on this road includes two miles of road formed, less culverts. Of this length, about three-quarters of a mile is flat or surface-forming, and a mile and a quarter side-cutting. The whole is in very heavy bush country. Also, in addition to the above, a length of 392 chains of bush on the road-line has been felled, of a width varying from 1½ to 3 chains, and a piece of light bush, about 12 acres in area, at Heao, for a horse-paddock. The whole area felled has been sown with cocksfoot grass and clover. A small bridge across the Toetoe Stream has been built, which opens the road for wheel traffic from its junction with the Taumarunui–Ohakune Road to the Ohura Bridge site, a distance of 24 miles 10 chains. Nearly all the timber (totara and maire) required for the Ohura Bridge, which will be 135 ft. in length, has been sawn, and is now being delivered on the site. The 24 miles 10 chains has been maintained in good order, as has also the part between the Ohura and Mangaroa Rivers, a length of two miles and a half, but no wheeled vehicle can yet be driven on to this last length for want of the Ohura Bridge. In felling the 392 chains of bush above mentioned, all trees over 18 in. in girth which were on or near formation level, the stumps of which would require to be grubbed in doing the earthworks, have been grubbed out by the roots, instead of being felled in the ordinary way.

Taumarunui–Ohakune Road.—All the work done on this road is in the nature of repairs or maintenance, and extends over the whole length of twenty-eight miles and a half from the Te Porootarao Tunnel to Taumarunui, and includes the reconstruction of two small bridges, the foundations of which were scoured away by floods in January and February, 1897, and sanding a mile and a quarter of the road where it joins the railway at Te Porootarao. This sanding has so far been done by the Public Works Department in connection with the extension of the railway, as, without the coating of sand, the road, with their traffic added to the usual amount, would be quite impassable during the winter. Between the junction of the Stratford–Ongaruhe Road and Taumarunui two small bridges, which will cost about £120 each, will be required before long. The present bridges at these streams were built by the Maoris some fifteen or twenty years ago, and have only been temporarily patched up since. At present this road is in good order throughout for wheel traffic.

To New Purchases (Native Lands), and Improved Farms unprovided for.—No expenditure has been required or incurred under these two headings.

Karioi-Alexandra Block.—Although an expenditure shows on the return, no work has been done, as this amount was in payment for work done during last year, and included in the report for that period as a part of the Waitetuna–Aotea Road.

Whatawhata Swamp.—The repairs to the road through this swamp are in hand, under agreement with the Waipa County. In June last a contract was let for cleaning out the drains, and the County Clerk informed me that the Council considered it too late in the season to cart earth for other parts of the work, and had therefore postponed letting it until the spring. In June also I certified for £25 towards payment of the work in hand. I have not heard from the county how the work is progressing during the last month, but before that a contract for cleaning out 40 chains of drain had been completed, and other drain contracts let.

"Thirds," Kawhia County.—During the year £484 15s. 2d. has been spent on roads to give access to lands from which the "thirds" accrue. The roads on which the expenditure has taken place and the amounts spent are as follows: Te Kuiti–Awakino, £331 0s. 4d.; Manganui, £48 6s. 5d.; Waitetuna Valley, £64 15s. 11d.; Hunt's Road, which leads from Te Kuiti–Awakino Road to Section 5, Block V., Awakino East, £40 12s. 6d.; Briscoe's Road, nil; and Harihari to Kawhia, nil. The work done on Te Kuiti–Awakino Road is included in that shown in the table. On the Manganui Road, which runs up the Manganui Valley from Te Kuiti–Awakino Road, 28 chains of 8 ft. road in swampy bush country with side-drain and clearing. On the Waitetuna Valley Road, which runs up the valley of that name from the Raglan–Waipa Road, 1 mile 8 chains of 16 ft. cart-road in open country. On Hunt's Road, 32 chains of 8 ft. horse-track in bush country and side-cutting. On Harihari to Kawhia and Briscoe's Road, which latter leads from Te Kuiti–Awakino Road to Section 2, Block VIII., Awakino North, nothing has been done.

Co-operative Work for Unemployed, Advances to Co-operative Workmen, Schools on Improved-farm Settlements, Works unprovided for, Flood-damages (£1 for £1), and *Miscellaneous.*—No expenditure under any of these headings has taken place within my district.

Miscellaneous Roads and Bridges in Native Districts.—A length of nine miles and a half of Maori horse-track has been much improved. It is a part of the track leading from the Mokau to the Ohura. Other small repairs have been made to several tracks and roads, and a ferry across the Waipa River, in connection with the Native school at Kopua, nearly completed.

Miscellaneous and Engineering.—Under this heading no works have been executed. The expenditure has covered rent of office, office-expenses, instrument and field-allowances of Road Surveyor, railway official ticket, office assistant's salary, and travelling and other expenses not fairly chargeable to any particular road or work.

During the year's operations no new country has been entered, and nothing particularly interesting from either a topographical or geological point of view has been met with.

C. W. HURSTHOUSE, Road Surveyor.

HAWKE'S BAY.

The total length of roads constructed in the district during the year is 69½ miles. In addition, 2 miles 61 chains of dray-road and 3 miles 54 chains of bridle-road have been improved, and 155 miles of road maintained. Of the 69½ miles constructed, 25½ miles have been made by local bodies out of grants, the plans, specifications, &c., having been approved by the department. The balance, 44 miles, has been constructed principally by co-operatives working under the supervision of officers of the department.

Runanga–Pohue.—Thirty-nine miles of this portion of the Napier–Taupo Road has been maintained. Owing to the heavy rains at the time of the Easter flood great damage was done to this road, the bridge at Mohaka being carried away, and a number of small bridges and culverts destroyed. Owing to the Mohaka Bridge being destroyed it was necessary to put a canoe on the river, and make approaches so that coaches could cross the river, and several small bridges and a number of culverts had to be rebuilt. I also found that the road required more culverts, miles of it not being culverted. I have put in a number of 9 in. pipe culverts, and the road generally is in good order. It will be necessary to endeavour to ease the grade on some of the hills, as they are very steep and dangerous—in fact, some accidents have occurred to coaches and wagons on the Titi-o-kura cutting.

Napier–Wairoa.—3 miles 50 chains of a 14 ft. and 20 ft. dray-road has been constructed, with twenty-nine culverts, and the portion constructed last year maintained, the work being done by co-operative labour, working under an overseer, Mr. Marshall having supervision of the road. On the Wairoa side of Mohaka the road is completed to the pa, and I have handed it over to the Wairoa County Council.

Rotorua–Galatea–Waikaremoana.—8 miles 69 chains of bridle-road, 8ft. to 10 ft. wide, has been constructed, with necessary culverts, thirty-four of which have been put in, their total length being 693 ft. This is a continuation of the road from Onepoto round Lake Waikaremoana. It is now completed to Aniwaniwa, so that access is given to the beautiful falls on that stream, from which the road junctions to Gisborne, and the track starts over the hill to Waikare-iti. This road goes through very hard, rough, forest country, and is expensive to construct, but will not cost much to maintain. It has all been constructed by co-operative labour, working under the supervision of Mr. Strauchon.

Gisborne–Waikaremoana.—14 miles 44 chains of an 8ft. and 10ft. bridle-road, with necessary culverts, have been constructed by co-operative labour, the work being under the supervision of the District Surveyor, Mr. Llewellyn Smith, and Messrs. Mouatt and Martin Smith. This road junctions with the Rotorua–Galatea–Waikaremoana Road at Aniwaniwa, and is being worked from both ends, 3 miles 72 chains having been constructed at the Aniwaniwa end, and 10 miles 52 chains from Hangaroa side, leaving 31½ miles to complete communication through from Gisborne to Waikaremoana, which I hope will be completed during the year. The road runs generally through forest country, so is rather expensive to construct, but when completed will open up some Crown lands, and be of great advantage to settlers and travellers.

Muriwai–Mahia.—1 mile 17 chains of a 14 ft. dray-road has been constructed, and three culverts put in, the work being done by the Cook County Council out of a grant of £200. This is a continuation of the Muriwai–Mahia dray-road, the work being carried out under the supervision of the County Engineer.

Tauwhareparae–Arakihi.—2 miles 54 chains of a 12 ft. dray-road has been constructed, under a grant to the Cook County Council. The work was carried out under the supervision of the county engineer, on plans, &c., approved by the department. It is a continuation of the Tauwhareparae–Arakihi Road, and gives good road-access to Crown tenants in the neighbourhood.

Tolago–Arakihi.—1 mile 7 chains of a 12 ft. dray-road, with thirty culverts, has been constructed, by the Cook County Council, out of a grant, the work being carried out under the supervision of the county engineer, on approved plans. This is a continuation of the Tolago–Arakihi dray-road, which on completion to its junction with the Waimata–Arakihi (which can be constructed at a cost of about £700) will give through communication from Tolago Bay, *viâ* Waimata, to Gisborne, which will be of great advantage to settlers.

Gisborne–Waimata.—1 mile 6 chains of a bad portion of the road has been metalled by the Cook County Council, out of a grant.

Gisborne, viâ *Tolago Bay, to Hicks' Bay.*—2 miles 20 chains of a 12 ft. dray-road, and 7 miles 75 chains of an 8 ft. and 10 ft. bridle-road, with necessary culverts, have been constructed by the Waiapu and Cook County Councils out of grants, the work being carried out under the supervision of their engineers, on plans approved by the department.

Motu Road (widening).—4 miles 27 chains of the Ormond–Opotiki horse-road has been widened to a 12 ft. and 14 ft. dray-road. The work has been done by co-operatives working under the supervision of the District Surveyor and Mr. Martin Smith. This is a continuation of the dray-road from Gisborne, from which town it is now constructed for forty-four miles, which brings it to the centre of the Motu Settlement, and should be of great advantage to the settlers. This road should be constructed through to the Motu Village, some nine miles from the termination of the present construction. 32 chains of horse-track has also been constructed, to give a settler access, the work having been done by a settler.

Gisborne–Opotiki.—Sixty-six miles of this road, running through rough forest country, has been maintained, seven surfacemen being employed. A large number of new culverts have been put in, and the road generally improved.

Gisborne–Rotorua Stock Route.—Mr. Llewellyn Smith, District Surveyor, has explored the country between Ngatapa and Ruatahuna for a stock-track, and has located a route which is now being cut out. The distance will be about thirty-six miles, through rough forest country.

Wairoa–Gisborne.—Thirty-nine miles has been maintained and 30 chains metalled by the Cook County Council out of grants.

Opoiti Bridge.—A grant of £1,500 was made to the Wairoa County Council for this bridge, which is an important one, situated on the Gisborne–Wairoa main road. After some delay the work has been started, the concrete piers and apron having been partly constructed, towards the expense of which £263 5s. has been paid out of the grant. I hope that the work will be pushed on and completed before the winter, it being a dangerous river to cross in flood. The work is being carried on under the supervision of the county engineer, the plans having been approved by the department.

Hikurangi Block.—2 miles 8 chains of bridle-road has been constructed by co-operative labour. This road gives access to sections of Crown lands taken up.

Ruakituri Block.—2 miles of bridle-road has been widened and cleared of slips by co-operative labour. This road gives access to the Ruakituri Settlement.

Nuhaka.—Two miles of a 12 ft. dray-road, with necessary culverts, has been constructed by the Cook County Council, under the supervision of their engineer, it being a continuation of the Nuhaka Main Road, and a portion of the Wairoa–Nuhaka–Gisborne Road, which, when completed throughout, will be of great advantage to the Nuhaka Settlement and visitors to the hot springs.

Nuhaka Springs.—A sum has been expended on improving the track from the accommodation-house through the forest to the springs, and improving the baths. It is not, however, proposed to make a carriage-road to the springs, for to do so the bush would have to be felled, which would quite destroy the beauty of the springs, the bush being a very fine one, and much admired by visitors.

Nuhaka–Gisborne.—6 miles 24 chains have been constructed by the Cook and Wairoa County Councils out of grants, the work being done under supervision of their engineers. As before mentioned, this is an important road, and I hope to see its construction pushed on during the year.

Holder's Road.—1 mile 48½ chains of dray-road has been constructed, being a grant to the Kumeroa Road Board, under whose supervision the work has been carried out. The cost includes £30 paid for land, and some fencing.

Ormondville–Waikopiro.—A grant was made to the Ormondville Town Board towards the construction of a deviation on this road. Contracts have been let, but little done in the way of construction. Compensation had to be paid for the land taken for the road.

Waikopiro Improved-farm Settlement.—The dray-road through the settlement has been maintained, and 1 mile 54 chains of bridle-road formed to give access to sections, settlers being employed on the works.

Waikopiro Roads.—19 chains of dray-road and 4 miles 8 chains of bridle-road, with forty-four bridges and culverts, have been constructed by co-operative labour, under the supervision of Mr. Dorney.

Woodville (Block II.).—20 chains of a 9 ft. road, with two culverts, have been constructed, to give access to a section.

Takapau–Kopua (£1 for £1).—The Takapau Road Board, out of a pound for-pound-grant of £500, has expended £267 17s. 6d. on the construction of 26 chains of dray-road and four bridges, the work being carried out under the supervision of its engineer, on plans approved by the department.

Norsewood–Apiti.—69 chains have been felled 1 chain wide, and cleared 33 ft., and a 10 ft. road constructed, with ten culverts, by co-operative labour, under the supervision of Mr. Robertson.

Ruahine Block.—1 mile 8 chains of a 14 ft. dray-road, with necessary culverts, has been constructed, by co-operative labour, working under Mr. Marshall's supervision. This is the main road through the Ruahine Settlement.

Flood-damages.—£7,600 was granted to the Hawke's Bay County Council, being a pound-for-pound subsidy to assist them in erecting bridges and repairing roads destroyed in the Easter flood. During the year the Council have spent £8,075 17s. 9d. in building the following bridges, viz.: Marshall's Crossing, Okawa, Waitangi, Redclyffe, Ohiwia, Kikowhero, Hastings and Havelock, Kuripapango, Rissington, Waihou, and Omahu, and repairing road-damages.

Elsthorpe.—3 miles 54½ chains of a 15 ft. dray-road has been constructed, with necessary culverts, by co-operative labour, working under Mr. Marshall's supervision. This is the main road through the Elsthorpe Settlement, and on completion of a few culverts it will be handed over to the Oero Road Board.

ERIC C. GOLD SMITH, Chief Surveyor.

TARANAKI.

As there is a special report on improved-farm settlements, the roadwork only in connection with them is referred to here, though the inspection of felling, grassing, and building has been done by Road Inspectors.

Tawai Improved-farm Settlement.—But little roadwork has been done on this settlement since last annual report. Sixteen chains of road-formation has been completed, besides which Mr. C. W. Hursthouse had about 30 chains of draining done with "thirds" from lands at the back of this settlement. The most of the settlers have been working on Awakino–Te Kuiti Road, under Mr. Hursthouse.

Tongaporutu Improved-farm Settlement.—The roadwork through this settlement will be accounted for under head of "Mimi Road, Pukearuhe Inland to Mohakatino." The difficulty of access referred to in last annual report still obtains, as the Mimi Road, which runs through the settlement, is not yet sufficiently advanced to permit of wheel traffic from the Urenui side. This difficulty will be removed, I hope, before next summer, by which time the works will be sufficiently advanced to permit of vehicular traffic from New Plymouth and Waitara to and through Tongaporutu Settlement, and to the proposed ferry-site. A large amount of damage was done to the road last winter within the settlement by heavy slips from the hills covering the formation, filling up deep cuttings, and leaving masses of logs, stumps, and trees where before was a finished road. The removal of these involved heavy expenditure, and took the available men from formation-work.

Greenlands Improved-farm Settlement.—The roadwork in connection with this settlement will be found under the head of "Putiki."

Uruti Improved-farm Settlement.—No roadwork has been done on this settlement during the past year.

Okau Improved-farm Settlement.—A short length only of bridle-road formation, and repairs to existing bridle-road, comprises the roadwork done within the settlement during the year.

Derwent Improved-farm Settlement.—About 140 chains of bridle-road giving access to the sections has been completed during the year, and the older roads have been maintained and improved.

Burfoot (Mangapoua) Improved-farm Settlement.—This settlement is situated inland of Urenui, about sixteen miles distant from Waitara. 61 chains of road leading to these lands has been felled, stumped, and cleared, and the work is still proceeding. A drawback to this settlement and other Crown lands the survey of which has just been completed is a very steep hill on part of the Kaipikiri Road, about a mile out from Urenui. A deviation of fully 60 chains long should be made here, as on the present line the road will never be a really serviceable one.

Ratatomokia (Nihohiho) Improved-farm Settlement.—No roadwork has been done within the block during the year.

Mangatawa.—No expenditure.

Bridge over Waitara at Purangi.—A contract has been let to Mr. G. Sangster for the erection of this bridge, at £2,143, the time allowed being to end of January, 1899. The bridge will be built on heavy piers of driven piles, the main span being 121 ft. in length, the total length of bridge being 244 ft. The bridge will be a great boon to the Tanner and Milsom settlers, and will open through communication from New Plymouth to Ohura Road, a distance of 48½ miles, about thirty-three of which is metalled.

Mohakatino Bridge.—Heavy floods in Mohakatino River and the counter action of spring tides damaged the northern bank below and above the bridge, and at one time endangered its safety. The willows planted last year for the protection of the bank were nearly all destroyed or carried away with the bank. A series of double groins has been constructed of manuka fascines bound with wire, and secured by heavy stakes driven deeply into the mud, these having the effect of deflecting both flood and tidal waters, of preserving the bank from further damage, and securing the safety of the bridge.

Junction Road–Purangi (£1 for £1).—About 45 chains of metalling has been done on this road, in extension of that completed last year. There still remains about four miles and three-quarters of metalling to be done to reach Purangi (38½ miles from New Plymouth), which it is hoped and expected will be proceeded with next summer. The work is under charge of the Clifton County Council.

Mimi–Mangaroa Road (Metalling, £1 for £1).—Since last report a further length of 81 chains of this road has been metalled. This work has been done on the worst parts of the road, the material being of the best, and the contracts well carried out; but, as a large part of the road (fully ten miles) is low-lying and very wet in winter, it is absolutely necessary that more metalling should be done if the road is to be of any value as a coach-road. The metalling so far has been done under control of the Clifton County Council.

Moanatairi Special Settlement.—This grant was for the purpose of improving the pack-track from Tongaporutu River at Putiki towards Moanatairi Special Settlement. As the latter has practically been abandoned, a portion of the money was used to improve the same track to Greenlands Improved-farm Settlement (about halfway to Moanatairi Improved-farm Settlement), to enable those settlers to occupy their lands. About seven miles of the track has been so improved.

Tongaporutu Ferry.—Tenders were invited for the construction of a punt, but, owing to the difficulty of conveying timber and material to the site, the tenders were too high to be accepted. The matter has therefore been delayed for the present. When Mimi Road is available for dray traffic this difficulty of carriage of material will be got over, and a ferry could be established at a much lower cost. A ferryman's house will be an absolute necessity, as there is no house at present nearer to the ferry-site than about a mile.

Moki Road.—The plans for the formation of this road from Uruti Road to Ohura Road (a distance of about twenty-three miles) are completed, and in hand ready for the work. A bridge over Uruti Stream will be put in hand shortly, two iron girders, each 44 ft. long, being available and on the ground for the stringers. The bridge will have a centre span of 44 ft., and two end spans of 15 ft. each, a total length of about 78 ft. It is to be hoped the formation will soon be proceeded with, as the survey of a large block of Crown lands will shortly be commenced.

Pukearuhe inland to Mohakatino, Mimi Road.—Through the improved-farm settlers who usually work on this road being employed in improving their holdings, the formation has not been pushed on so rapidly as it would have been had outside labour only been employed. Heavy slips on the road from the hills has also delayed the work, as the worst of these had to be removed to keep the road open and prevent further damage. Formation-work is now being pushed on as rapidly as the limited number of men employed and the funds available will permit, and before next summer I anticipate the road will be open for wheel traffic as far as Tongaporutu Ferry site, a distance of forty-eight miles from New Plymouth. During the year 2 miles 74 chains formation dray-road, 113 chains draining, 918 ft. of culverts, and 70 ft. of small bridges have been made; also, fifteen miles of the road has been generally maintained, and 2,900 cubic yards of slips removed. As regards making the road available for coach traffic, further remarks will be found under the heading "Mokau."

Upper Waitara–Manyaere–Junction Road.—This applies more particularly to the portion of Junction Road lying between Purangi and Ohura Road. A truss-bridge, with main span of 40 ft., and of total length of 75 ft., has been constructed over Matau Stream, about four miles east from Purangi, the timber being rimu of best class, and the work (by co-operative labour) being extremely well done. The necessary approaches to the bridge have also been made, also repairs and maintenance to the portion of road next Ohura Road.

Uruti Township Site.—Beyond sowing with grass-seed the portion felled last year no work has been done under this item.

Putiki.—This includes the portion of road lying along Tongaporutu River between Mimi Road and Putiki; also Toi Road, leading from Putiki towards Greenlands Improved-farm Settlement. A bridle-road has been felled and cleared, and in part formed, from Mimi Road to Putiki, about two miles and a half, and is available for horse traffic, but requires some draining and forming, and in parts widening, to make it really serviceable. About three miles of Toi Road has been felled, stumped, and cleared, and the remainder will shortly be put in hand as men are available.

Autawa and Pita.—Autawa Road follows a large bend of Waitara River lying south of Junction Road, between Tarata and Purangi. During the year 70½ chains of the road has been felled, stumped, and cleared, and bridle-road formed giving access to the furthest section occupied. As this road runs along the precipitous bank of the river, is cut across by numerous gulleys from the main ridge, and is difficult and expensive to maintain, a trial grade has been run along the ridge, about nine miles in length, to endeavour to obtain a shorter and less costly line of road. This can be got, but it will necessitate resuming portions of private lands, and new expenditure in felling and formation, and will probably not be proceeded with for the present.

Milsom.—It is proposed out of this and the vote "Milsom and Tanner" to improve the roads in Milsom and Tanner Blocks, and to open up those roads to which settlement has extended. Arrangements are now made for putting these works in hand at once.

Junction Road (widening).—A length of three miles and three-quarters of this road, between Tarata and Purangi, and next the latter, was originally formed as an 8 ft. bridle-road. Parts of it, through damage by slips from the hills above, became less than 6 ft. wide. The whole of the three miles and three-quarters has been widened to dray-road width, and is now available for wheel traffic to Purangi, a distance of about twenty-four miles from railway-line at Inglewood, of which about twenty miles is metalled, and the remainder will probably be metalled next summer. Between Purangi and Ohura Road the present 8 ft. bridle-road will be made of dray-road width, as funds will permit.

Tauranga No. 1.—See "Ohura Road."

Ohura South K No. 5 and L.—See "Ohura Road."

Mokau.—The portion of Main North or Mokau (Mimi) Road lying between Tongaporutu River and Mokau River, a distance of about ten miles (Mokau Ferry being fifty-eight miles north from New Plymouth): The southern part of this road, from Tongaporutu River towards Urenui, is dealt with under the heading of "Mimi Road." Of the above ten miles, about four miles (from Tongaporutu to Kawau) was formed about twelve years since, and is still available for rough dray traffic, but requires repairs and alterations, at a cost of about £200. From Kawau to Mahakatino, about three miles, by an expenditure of about £200, partly in blasting a road through a papa reef on the beach at Kawau and partly in making a road up off the beach near Mahakatino leading to the bridge, a good tidal road could be obtained, available excepting at the top of high water, thus avoiding for the present a heavy expenditure in forming the above three miles of road across numerous gullies. From Mahakatino Bridge northwards to Mokau River (about three miles) the road would require forming the whole way, but being in open land it would be done at much lower rates than our ordinary work in bush. More than half the distance would be fairly light in formation; but for 30 chains from Mahakatino (at Waipawa Creek) and at Rangimitimiti (a precipice near Mokau River) the formation would be heavy. The work I have mentioned is absolutely necessary before coach traffic can be commenced, and it is the cheapest manner in which the road can be opened. It is proposed to put the first portion of the work in hand at once, and should funds be provided it will be pushed on as rapidly as possible.

Maraekowhai.—See "Ohura Road."

Kohuratahi–Tangarakau.—The dray-road formation referred to in last year's annual report has been continued to the saddle (one mile and a half from Ohura Road), where Putikituna Roda branches off to the right, and from there has been carried on as an 8 ft. bridle-road only. The work has not been pushed on, as most of our available men were put on Putikituna Road, in order to open a way more quickly to Tangarakau River, at the point it is expected steamers will come to. The work done this year includes the completion of the dray-road to junction of Kohuratahi and Putikituna Roads and 1 mile 50 chains of 8ft. bridle-road beyond that point; also all necessary culverts. Heavy slips occurred on the road last winter, a portion only of which has been cleared away.

Denbigh Road (Subsidy).—This work included about 50 chains of dray-road formation, draining, culverting, &c., and was required to give access to some of the lands recently disposed of in Block XVI., Egmont Survey District. The expenditure was under control of Manganui Road Board.

Huiroa.—Toro Road, between Tarata and Purangi: About 77 chains of the road has been felled, stumped, cleared, and formed, giving access to Crown lands at the back. The amount voted was sufficient to do the whole of the work required.

Mangaotuku.—Part of the expenditure was in improving the bridle-road between Ohura Road and Mangaehu Stream (about four miles), and part in building a suspension-bridge over Mangaehu Stream just below its confluence with Mangaotuku Stream. The span between centres of piers is 160 ft., the total length of bridge being 170 ft. The bridge is supported by four steel-wire cables, secured to anchors of rimu logs, each 24 ft. long by 4 ft. 6 in. in diameter, sunk 20 ft. under the ground, and assisted in their resistance to the strain by a platform of heavy slabs placed at right angles with the line of backstay and between the log and superincumbent earth. At the depth the anchors are placed the timber, if not imperishable, will last a great number of years. A truss 7 ft. high stiffens the floor of the bridge and prevents undulation. The bridge is 7 ft. wide between the trusses, and, though designed for pack-horses and stock only, a light vehicle can be taken over it. On several occasions over thirty head of cattle have been on the bridge at one time without any evil effects.

Ohura (Contribution for metalling part of Ohura Road).—Tenders have been invited for metalling two miles of the road from end of part metalled to Douglas Road, but as tenders closed on the 30th March they could not be accepted within the financial year. The metalling on Ohura Road extends continuously for nine miles and a half from Stratford, and should, if possible, be continued for a further five miles next season. This would bring it to the southern foot of dividing ridge between Makuri and Mangaotuku Streams, and make passable in winter the worst part of the Ohura Road. Generally, the road is now in excellent order as a summer road, but, the soil being light, it cuts up very quickly in wet weather, especially the flat or low-lying portions. The five miles of metalling above suggested would secure the worst portion of these.

Terrace End Special Settlement.—The loading money having been expended, but little work was done on the block during the early part of the year. A special grant having, however, been made towards completing the opening of roads in the block, work was resumed, and on Taihore, Makahu, and Kirai Roads a length of 2 miles 75 chains has been felled 1 chain wide, stumped and formed as 5 ft. bridle-road, including culverts and some small bridges. The work is still in hand, and a further grant is asked for in order to open up the whole of the roads in the block. In special-settlement and other blocks where the land is rough and closely roaded, through the areas of sections being small (200 acres and under) we find the amount of loading allocated for roads very insufficient for the purpose, and in many cases have to apply for special grants to assist the loading. Every settler who purchases land expects to have a road at once made to his section, and in many cases claims that his own especial loading should be spent in making a road in front of, instead of leading to, his section. As this cannot be granted, and as at times there is considerable delay in making the roads, the settlers consider themselves aggrieved and entitled to concessions from the Land Board.

Wingrove.—No expenditure; road under charge of Stratford County Council.

Mangaehu and Llewellyn Special-settlement Blocks.—Roadworks are in progress in Mangaehu (Punewhakau) Block, but no expenditure has taken place out of this particular vote.

Putikituna.—As previously explained, this road branches off from Kohuratahi Road at a mile and a half from Ohura Road, and extends to a point on Tangarakau River just opposite Putikituna Native Settlement, and distant about nine miles from Ohura Road, where it is expected steamers will come to from Wanganui. About five miles of the road has been felled and stumped, and three miles formed as 8 ft. bridle-road, both works being still pushed on. It is intended to open the road through to Tangarakau as an 8 ft. road (all bridges being, however, made of dray-road width), and the road, being then available for traffic, can be widened as required. About 3 acres of level plateau at confluence of Putikituna and Tangarakau Streams has been felled and burned for a depot, and will be sown with grass when the seed arrives.

Akama.—This vote was for assistance towards draining and forming a portion of Akama Road, in Mangaere Block. The road is now under charge of Stratford County Council, and no expenditure has been incurred under this item. As the money is urgently needed, it has again been put on the annual estimates to be revoted.

Mangaere Improved-farm Settlement.—Of the expenditure under this item, £48 2s. was for grass-seed for sowing clearings made last year, and £27 10s. for assistance in erecting two new houses and enlarging one. The remaining expenditure was for felling 25 acres of bush. This settlement is now well established; nearly the whole of the holders are resident. A school has been built, and arrangements are being made for the establishment of a dairy factory. The settlers are now fairly independent of the Government, and require but little assistance in the matter of road-employment.

Whangamomona.—The main road through this settlement will be described under heading of Stratford–Ongaruhe. The by-roads (service roads) are parts of Mangare, Prospect, Whangamomona, Marco, Kohuratahi, Whitianga, Mangaowata, and Toi. But little new work has been done on these roads during the year, but the portions formed have been maintained in passable order.

Huiroa.—The only roadwork done in the settlement during the year was the formation and culverting of about 30 chains of Douglas Road. The settlement is accessible by way of Makuri Road and by Douglas Road.

Stratford–Ongaruhe–Ohura Road.—The road is now open (and has been since December last) for coach traffic from Stratford to Whangamomona Township site, a distance of forty-two miles. In addition to this, a further length of about five miles of dray-road is constructed, but cannot be utilised for coach traffic until the Whangamomona bridges (three) are erected. A portion of the road completed this year, to the south of Whangamomona Township (thirty-nine miles to forty-one miles from Stratford), was the heaviest work we have had or will have on Ohura Road between Stratford and Ohura. The road had to be hewn out of the solid papa rock—in many cases a precipice—over 116,000 cubic yards of rock having to be blown or hewn out of the above two miles. This in explosives and labour involved a very heavy expenditure, and the progress made was proportionately slow. The work is now proceeding at a more rapid rate, and by next December I expect the coach will be able to travel a distance of about fifty-three miles from Stratford. The formation also includes 210 culverts, of a total of 5,048 lineal feet; dray-bridge over Mangare Stream, near Whangamomona, 100 ft. in length (main span 60 ft.); and dray-bridge over Awahoe Stream, 56 ft. in length (main span 40 ft.). As the experiment tried last season of coating the road with a dry yellow sandstone which abounds in some of the cuttings appeared to be a success so far as light traffic is concerned, the work has been continued this year, and over six miles of bad parts of the road has been sanded 12 ft. wide and 1 ft. deep. The sand will only answer for light traffic and on level or easy grades. On grades sharper than 1 in 30 I am afraid it would be washed away by storm-waters in winter. In all cases it will make a splendid dry bed for metal, and enable us to lay a lighter coat of metal than would otherwise be safe. On parts of the road where neither metal nor sand is available, and where blue papa rock is abundant, we intend trying the burning of papa as a substitute. At present we do not know of any shell rock further north than Pohokura (about twenty-six miles from Stratford) until we arrive at the second crossing of Tangarakau, about 64½ miles from Stratford. For this middle part, unless metal is discovered, we will have to rely upon sand or burnt papa for a coating on the road. Without some covering the road would be available for coach traffic only about six months in each year.

Tangarakau River Clearing.—This work is under charge of Mr. G. T. Murray, Road Surveyor, Wanganui.

Waiweranui.—Roads in Parihaka District: The money at our disposal only enabled us to do 40 chains of engineering survey and 31 chains of dray-road formation—cuttings, embankments, culverts, and draining on bad parts of Parihaka and other roads in that district.

Tikorangi Bridge.—During the year a suspension dray-bridge has been erected over Waitara River, on Bertrand Road, Tikorangi, about twelve miles from New Plymouth. The span to centres of towers is 200 ft.; total length of bridge, 220 ft. The bridge is supported by two wire cables, each cable containing 396 straight wires, No. 9 gauge. The cables are secured at the ends to blocks of concrete sunk into the ground, each block weighing about 35 tons, the total weight of anchors and superincumbent earth being over 200 tons. Each cable is bound with fine wire at every 2 ft. of its length, thus making it into one solid rope, each wire, however, taking its fair strain. The towers over which the cable rests are 12 ft. wider apart than the trusses of the bridge, and, as the cables are drawn in towards the centre of the bridge, they form lateral guys, which prevent oscillation. A strong truss is built on each side of the bridge to stiffen it and prevent undulation, and the bridge was built with a 2 ft. camber to allow for deflection, stretching of cables, shrinkage of timbers, &c. Since being erected the bridge has stood some very severe strains, on two occasions heavy mobs of cattle being driven across in a tumultuous rush. The last of these I have heard of numbered seventy bullocks, weighing over 30 tons, in addition to which the impetus of their rush would add a strain of fully 10 tons more. Ordinary dray traffic, with 2- or 3-ton loads, has no appreciable effect on the bridge. I mention these matters to show that the bridge is fully up to the work for which it was built. Over streams of large span, where foundations in the middle are difficult to obtain, or where the bridge has to be erected at such a height as to necessitate heavy and expensive piers, I would strongly recommend the suspension principle, as by it no obstruction is put in the waterway, heavy and expensive piers are avoided, and repairs can always be easily effected by taking up strains on special points with union screws from the cables. Where the anchors are of sufficient weight, the towers built of the best durable material, and the cables of sufficient strength, and kept painted to prevent rust, the remainder of the bridge could be of any fairly good material, as any part can be easily and cheaply repaired. With a pier bridge, on the contrary, especially on our mountain streams, the foundations are rarely safe, as the stream-beds are continually lowering through scour. Heavy piers are also expensive and difficult to replace.

Tracks and Huts, Mount Egmont.—This amount was a revote of a grant made in 1895–96 out of the vote for development of thermal springs and natural scenery, and has been used in improving tracks from various centres to Mount Egmont for the convenience of tourists and others, and in building or improving tourist accommodation-houses high up on the mountain-slopes. At present the mountain-slopes and Forest Reserve is divided into four parts, three of them—North Egmont, East Egmont, and South Egmont—being under charge of separate Boards of Conservators, who expend the money granted by Government as well as other moneys raised by subscriptions, charges for use of houses, &c., make roads, tracks, build houses, &c. This past year the North Egmont Board, New Plymouth, has formed a coach-road, on continuation of Egmont Road, two miles within the Forest Reserve, also improved about three miles of bridle- and foot-track, and made some

slight improvements to their house, a building 60 ft. long by 24 ft. wide, containing five rooms, built at an elevation of 3,200 ft. above the sea, and distant twenty miles from New Plymouth. The East Egmont Board, Stratford, has greatly improved over four miles of bridle-road, on continuation of Pembroke Road, within their boundaries, and are about erecting an accommodation-house at an elevation of about 3,800 ft. above the sea. The South Egmont Board, Manaia, has improved about four miles of bridle-road, on continuation of Manaia Road, and greatly enlarged their house—a building about 60 ft. long by 20 ft. wide, containing eight rooms, erected at an elevation of 2,990 ft. above the sea. The various Boards have spent their grants carefully and judiciously, and obtained good results for the expenditure; but if full advantage is to be taken of the accessibility of Mount Egmont and of the natural scenery about it these Boards will require some assistance each year to supplement the amounts they raise from fees, subscriptions, &c.

Anderson Roads and Bridges.—This road, now called Rawhitiroa Road, extends from Eltham to Waitotara Valley Road, about thirteen miles being dray-road and the remainder bridle-road. The metalling commenced last year by Hawera County Council, extending from Eltham to what used to be Mangamingi Road (a distance of about eleven miles), has been completed, about five miles being metalled with machine-broken stone and the remainder with shell rock. Our work has consisted in maintaining about two miles of dray-road, and the removal of slips, re-formation of road where it slipped away.

Ngaire.—The system of drainage commenced on these swamps (two) in 1894-95 has now been completed, 135 chains of drains being cut during the past year, and 7 miles 77 chains of main drains deepened, the work being equal to cutting new drains. As the swamps subsided so certain drains had to be deepened to keep the work in an effective condition. The system of drainage has, I think, fully answered expectations. All that is now required is that the drains as existing should be kept clear, and that, as portion of the land subsides more than others, the main drains thus affected should be deepened. Now that the drains are in good order one good maintenance-man on each swamp (about 2,000 acres) would keep them serviceable, but were they neglected great loss would quickly ensue. A small sum has been asked for on the estimates this year for maintenance, and unless it is granted the drains must be handed over to the charge of the local body, or the district be formed into a Drainage Board. Where fires have run over parts of the swamps grass grows more readily and luxuriantly, and it appears now to be only a question of time for the land o consolidate to become of great pastoral value.

Mangamingi Township.—The 43 acres felled last year has been sown with grass, the township surveyed, and will shortly be offered for sale. As the site is well chosen (at the junction of two roads), and is over ten miles from Eltham, it should soon be useful as a centre and depot.

Patea River Bridge.—On Rawhitiroa Road, about fourteen miles from Eltham. All the material (timber, ironwork, &c.) required for this bridge is now on the site, and a contract has been let (on co-operative principle) for its erection. The main span of the bridge is 80 ft., the total length being 125 ft. The erection of the bridge will be a great boon and convenience to all settlers on Rawhitiroa Road to the eastward, the ford hitherto used being dangerous at the best of times, and impassable even in slight floods. The lands in Kaitangiwhenua Block will be rendered much more accessible, and, in areas to suit sheep-farming, should find ready sale and occupation.

Poti–Ngaire, Maata, Improved-farm Settlements.—No road expenditure.

Central Patea Valley.—Ball and Maben Roads: Beyond a small payment for land taken, no expenditure has been incurred during the year under this vote. It is proposed to commence work on the new road-line from Ball Road to Patea River at an early date, felling, stumping, and forming it as a 5 ft. bridle-road, and continuing the same work on Maben Road up Patea River.

Kaimanuka and Rawhitiroa.—The balance of this vote has been expended on clearing slips off part of Waitotara Valley Road, improving part of the bridle-road, and maintenance of the upper part of the road. Other expenditure on this road is shown under the head of "Waitotara Widening."

Waitotara Valley.—See "Waitotara Widening."

Waitotara Widening.—The widening of this road from 5 ft. bridle-road to dray-road width (in continuation of the county road opened as a dray-road for twenty-two miles from Waitotara Township) has been pushed on during the summer, the dray-road being now completed to near Taumatatahi Improved-farm Settlement, about thirty miles from Waitotara. 6 miles 16 chains has been widened this year, part of it being in heavy rock. 125 culverts have been lengthened or renewed, the total length of new work being 2,268 ft. Repairs have also been made to the decking of the bridges, and six miles of dray-road, together with 13½ miles of bridle-road, has been maintained. The vote being nearly exhausted, work will shortly be suspended until the new votes are passed.

Ball Road (Blocks IX., X., XIII., XIV., Carlyle and Opaku Survey Districts).—A contract has been let for forming one mile of this road, and metalling with machine-broken stone 70 chains of it near Alton, about eight miles from Patea. As the stone had to be got at Waiwakaiho, near New Plymouth, railed sixty miles to Ball Road Station, and then carted an average of two miles and a half to the contract site, the work was naturally expensive, the metalling for 12 ft. wide by 8 in. deep costing £11 10s. per lineal chain. The whole of the formation has been completed. The metalling is commenced, and should be completed early in May, if the weather will permit.

Weraweraonga.—During the year 1 mile 8 chains of dray-road and 1 mile 4 chains of bridle-road has been formed; twenty-two culverts, containing 369 lineal feet, and one bridge, 30 ft., have been constructed, and five miles and a half of the road has been maintained. The road is now open as a dray-road from Waitotara Road to within about two miles of Taranaki provincial boundary, and is a bridle-road onward to Ridge Road.

Okahutiria.—The expenditure has been incurred for widening this road from bridle- to dray-road width, in continuation of the road from Waverley. Two miles of engineering survey and plans, 1 mile 62 chains of dray-road formation, 30 chains of extra stumping and logging where new road

deviated from old one, and fifteen culverts, containing 266 lineal feet, has been made out of the money voted, the work being carried to a point where sufficient flat ground is available for utilising the full length of the dray-road formation. It is desirable that further widening should be done beyond the present work, in order that settlers on Mataimoana Road (continuation of Okahutiria Road) should have better access to their lands.

Kaitangiwhenua No. 2.—Rawhitiroa Road. See vote 113, item 60.

Okotuku.—Four miles of engineering survey and plans have been made preparatory to opening up this road, but no expenditure has yet been incurred on formation works. These will probably be put in hand in spring, should the necessary exchanges of land for deviations be completed.

Taumatatahi Improved-farm Settlement.—No road expenditure.

Eltham–Waitotara.—No expenditure. This money, if revoted, would be serviceable in widening part of Rawhitiroa Road eastwards from Patea Bridge.

Miscellaneous and Engineering.—Under this heading is a grant of £200 towards opening up part of Motoroa Road inland of Waverley. The work was delayed pending arrangements being made for an alteration to part of the road. This having been settled, we are now laying off contracts for felling, stumping, and 5 ft. bridle formation, and the work will be proceeded with forthwith.

Okoke Block.—Three miles of engineering surveys, and 2 miles 5 chains of felling and stumping, and five miles of bridle-road formation comprise all that has been done on this block during the year. A considerable extent of roading is still required, but, the loading money being nearly exhausted, the remaining work must stand over until further funds are available.

Oxford Association Block.—The forfeited lands have been grouped into larger areas, and several holdings have been taken up. Until this had taken place it was considered inadvisable to push on the further improvements required on the roads, but now contracts have been let on Tunupo Road, and others will shortly be let on other roads in the block.

Lepperton Block.—Mimi Road runs through this block, and the roadwork in hand during the year has been charged against that road, with the exception of a bridge over Mimi Stream, the cost of which has been charged against this block. The bridge is of one span of 40 ft., total length 44 ft., on driven piles. The girders are of iron, 1 ft. 6 in. in depth. The bridge is strong and durable, the main timbers being of totara, and should last out any other bridge on the road.

Moanatairi Block.—This block has virtually been abandoned. The selectors were men from the Thames, and I presume the attractions of mining during the recent gold boom were greater than those of farming. As there was no occupation it was useless spending money on roadwork.

Toro Block (Section 23, Block IV., Huiroa).—The authority granted for this work was given out of vote 91, item 376, Huiroa, and the expenditure will be found under that heading.

Waikiekie Block.—A small block of land lying between the tunnel at White Cliffs (Parininihi) and Tongaporutu River. A bridle-road exists at present through the land, and the vote (loading) has not been spent, as no decision has yet been come to as to the most advantageous method of spending the money.

Mangaere Block.—No expenditure has been made on this work during the year, the loading money being exhausted.

Ross Block.—A small special settlement lying to the north of Pohokura, about thirty-three miles from Stratford. 1 mile 24 chains of engineering survey, and the same of felling, stumping, and 5 ft. bridle-road formation, has been made. The loading money being spent, no further work can be gone on with.

Manganui Block.—The only work on this block during the year was the completion of the work already in progress and 20 chains of draining and dray-road formation. This absorbed the whole of the money available.

Autawa Block.—The road serving the most of the sections in this block runs along the bank of the Waitara River. It has been an expensive one to make, and a difficult one to maintain. Slips carrying away the road are of common occurrence in winter, and I fear the road will have to be abandoned, and a new one made, as suggested under vote 91, item 366. During the year 25 chains of felling, stumping, and 5 ft. bridle-road has been done to give access to a section recently selected. This work would not be affected by the abandonment of the river-road.

Gatton Block.—No work during this year.

Puniwhakau Block (Mangaehu).—This block lies to the eastward of Terrace End Block, and, though allotted over two years since, has not advanced in occupation and improvements in consequence of want of roading. The roads to it lie through Eltham (or Gatton) and Terrace End Block. As roads are not completed through the latter, access was difficult (except by swagging) to Puniwhakau Block. Work was, however, started within the block this year, and 5 miles 8 chains of engineering surveys, 3 miles 74 chains of felling, stumping, and 5 ft. bridle-road formation has been made. Two bridges = 68 ft. in length, and five = 98 ft. in length, have been built, and 3 miles 64 chains of bridle-road has been maintained. The work is now being pushed on steadily, as fast as funds will permit.

Terrace End Block.—During the early part of the year we completed the expenditure of the balance of loading money on the block, two miles of engineering survey having been made, and 1 mile 30 chains of felling, stumping, and 5 ft. bridle-road formation done. Work was then suspended, but recommenced on receipt of fresh authority, particulars of expenditure on which is shown under vote 91, item 379.

Patua Block (Egmont V., VII., XI.).—2 miles 3 chains of the Carrington and Plymouth Roads has been felled, stumped, and cleared during the year. The work was kept back in order that the settlers on the block might have it, but as few of them cared for it we are now putting on others, and we expect the block will be fairly well opened up during the coming year.

Egmont (VI.) Block.—The roads have been felled and cleared through this block, and no work

is being done out of the balance of loading excepting as settlers desire particular parts to be improved.

Kaupokonui Block.—Auroa Road. The Waimate Road Board spent £30 of the loading money in improving about 40 chains of Auroa Road at its upper end.

Rangiwhakaoma Block.—No expenditure.

Kaitangiwhenua No. 2 Block.—Rawhitiroa Road. This expenditure includes also that from vote 91, item 406. 4 miles 51 chains of the road has been felled, stumped, and cleared; four miles and a half has been formed as a 5 ft. bridle-road, and 37 chains as a dray-road; fifty culverts, of a total length of 756 ft., and three bridges, of a total length of 131 ft., have been constructed; and eleven miles of road has been maintained. 1 mile 16 chains of engineering survey was made to complete that in hand the previous year. These works are in addition to any shown under the heading of "Anderson's Roads and Bridges."

Opaku-Kapara Block.—One mile of engineering survey, 20 chains of felling, stumping, and bridle-road forming, and the clearing of slips on the Upper Okahutiria and Lower Mataimoana Roads, comprises all done on this block during the year. One contract for felling and formation is now in hand, and will give access to the last section selected in the block.

Rawhitiroa Block.—No expenditure.

Whenuakura Block.—No expenditure.

Makahu Block.—No expenditure.

General.

The total number of contracts let during the year was 399, in addition to the thirty-eight in progress on the 1st April, 1897. With the exception of twenty-six, all of these are completed. All were on the co-operative principle, excepting three, one for metalling Ball Road, one for general carting on Ohura Road, and one for Purangi Bridge.

G. F. Robinson, Road Surveyor.

WELLINGTON WEST.

Pipiriki–Waiouru Road.—This road suffered considerably during last Easter flood. The Makotuku Bridge, 60 ft. span, was partially destroyed. Here a good ford has been made for traffic. The Toanui Bridge, 30 ft. span, was undermined, but has since been repaired. The Mangawhero Flats have also had to be extensively repaired. Maintenance, consequently, has been very costly during the period, amounting to over £650, of which the cost of repairs of damages caused by the Easter floods is responsible for about £370. A large amount of metalling has been done, extending over five miles. The metal consists of 2,800 cubic yards of gravel and grit, and 3,002 cubic yards of broken shell-rock. Two small contracts are still uncompleted. When done there will be continuous metalling from the Huikumu Saddle to the west side of Waipuna, and from the east side of Waipuna to Toanui—a total length of twenty-one miles, of which a net length of 11 miles 43 chains is metalled, and 1 mile 45 chains in progress. The shell-rock makes a splendid road, but, owing to heavy stripping and long cartage, is very expensive. Besides metalling, 21 chains of manuka fascines were laid down at Toanui, and 12 acres of bush felled around the Mangaetoroa metal-pits. The worst parts of the road are now done. There is no doubt, however, that as the traffic becomes heavier the whole road from Pipiriki to Ohakune, twenty-four miles, will require metalling. To prepare for this, shell-rock breaking should be started during the winter at Huikumu and Waipuna.

Raetihi–Ohura Road.—Except parts that do not require metalling this road is now metalled up to the Makotuku Valley Road Junction, a distance of 180 chains, of which 146 chains has been metalled with grit this season. Beyond that only maintenance has been done. A contract is now in hand for bridging the Mangaone Creek at 8 miles 30 chains.

Waimarino.—This includes several branch roads, on which work has been done as follows: Mokotuku Valley, 109 chains dray-road, 22 chains bridle-track; Waipuna Ridge, 62 chains bridle-track; Ameku Ridge, 48 chains bridle-track, 162 lineal feet culverts; Middle Road, 40 chains bridle-track; Pipipi Road, 20 chains dray-road, 24 lineal feet culverts. The Mokotuku Valley, being part of a future important road along the west of the mountains, is the one most requiring improvement. It is now a good bridle-track throughout. The Middle Road requires extension to give access to some sections. The other roads mentioned are fairly well completed as bridle-tracks for the present.

Hunterville, 1, 2, 3.—Considerable progress has been made in bridle-track extension during the past year. The work done comprises 865 chains engineering survey on various roads, 365 chains bridle-track on the Mangamahoe Road, and 73 chains on the Karetu Road. The Mangamahoe Road is now being extended to within a mile of the Panemango Junction, and contracts are ready for letting on the Karetu, Taheke, and Mataiaponga Roads.

Huikumu.—Beyond maintenance of the part of road already made no work has been done except one mile of engineering survey, but contracts for 120 chains bridle-track will shortly be let. The Huikumu Road will open up a large extent of country across the Manganuiateao River.

Turakina Valley.—Out of "accrued thirds" handed over for expenditure by the Rangitikei County Council 123 chains of dray-road has been formed. This road has also been maintained from the Turakina concrete ford and upwards, a distance of 10 miles 50 chains. Three contracts are now in hand for the extension of the bridle-track at the northern end, adjoining Harper's Track.

Rotoaira–Tokaanu.—Only a rough preliminary exploration has been made for this road.

Taumaranui–Ohakune.—This road has been maintained throughout. A large portion of the work done upon it is included under the item "Gladstone Block," which extends for about six miles along this road. The work done comprises 252 chains engineering survey and 339 chains bridle-track. Most of the bridle-track lies in the open country, where the ground is swampy. So here, as well as in the bush part, a large amount of ditching has been done. The excavated material has been formed 8 ft. wide, and makes a good dray-road, where formerly traffic of any description was impossible.

Rotoaira–Waimarino.—This dray-road, eighteen miles in length, was repaired during the past winter, several wash-outs having taken place during the Easter floods.

Okahukura.—Through this block the line has been located for 10 miles 45 chains, and 568 chains of bridle-track formation, principally by ditching, done on the permanent line, besides seven culverts and one small bridge. When a few more culverts are put in this new formation can all be utilised. Except for the crossings of the large streams, Whakapapanui and Whakapapaiti, this portion could very easily be converted into a rough dray-road. This will in future form part of the tourist route between the Wanganui River and the Taupo district.

Raetihi–Parapara Road.—The bridge across the Mangawhero River has been completed. It consists of one 62 ft. understrut span, one 26 ft. and one 14 ft. end-spans, with wing-walls on the northern side. The decking is 55 ft. above ordinary water-level. A rough bush-track, eight miles in length and about 8 ft. wide, has been cut through to join the formations at the northern and southern ends. At the northern end 44 chains of additional dray-road has been formed, and 42 chains of bridle-track at the southern end. This road was opened for horse traffic last December, and has been considerably used since, though in the bush-track part it is still rather rough for stock-driving.

Mangawhero–Murimotu.—Only maintenance work has been done on this track. The traffic returns are as follows: Travellers on horseback, 3,136; pack-horses, 1,154; cattle, 160.

Tongariro National Park.—The work done under this item consists in the opening of a bridle-track from the Rotoaira-Waimarino Road to the Ketetahi Hot Springs, a distance of 7 miles 20 chains, and a rise of over 3,000 ft. The length of bridle-track constructed is 5 miles 65 chains, the remainder of the road being over tussocky flats, on which no work was required for horse traffic. Thirteen culverts and three small bridges have also been put in. There has already been some traffic over this track, but in order that the full benefit of the springs should be secured it is necessary that a shelter-shed should be erected close to them.

Moawhango–Te Horo.—Maintenance only on this road has been done. The Easter flood destroyed the approaches to the Moawhango River ford, thus necessitating the formation of 7 chains of dray-road in heavy papa. For a mile along the Tautopawa Sideling the slips caused by the same flood were exceptionally heavy. Out of the total expenditure fully £170 was caused by that flood.

Taihape–Paengaroa.—The felling 2 chains in width and clearing 33 ft. in width has now been completed on this road, 113 chains being done during the year. 48 chains of dray-road has also been constructed, and extensive repairs of two miles of bridle-track has been effected at the upper end. Two additional contracts for dray-road formation are now in progress.

Mangaweka Township (Drainage).—Towards this work the Government contribution was £50, the Rangitikei County Council supplementing this by £25. A large outlet-drain has been cut down Raumaewa Street, thus leading the water off the main road and into the Mangaweka Creek. The excavated material formed 16 chains of dray-road and metalled 10 chains of this. There were also constructed 33 ft. of 36 in. by 36 in. culverts and 70 ft. of 24 in. by 24 in. culverts across the roads.

Ohingaiti–Tokaanu Road.—By the Easter flood a large amount of damage was done. The Hautapu Bridge, 40 ft. span, at Turangarere, was washed away; the Hautapu Bridge, 60 ft. span, at Taihape, was slightly damaged; two large culverts at 7 miles and 26½ miles, on the Ohingaiti Section, were washed out; and in the Turangarere Bush, and on the section 27 miles to 37 miles, there were numerous large slips. The total damage done amounted to about £700. All has now been repaired except the reconstruction of the Hautapu Bridge, Turangarere, a work that is much required. It is proposed to increase the span from 40 ft. to 60 ft., at the same time raising the whole 4 ft. The Makohine Bridge and the small bridge at 41 miles have been redecked; total length, 110 ft. Between 21 miles, Taihape, and 47 miles, Mangaonoho, a very large amount of metalling repairs has been done, totalling 5,200 cubic yards. It has been laid on continuously in places, notably in Bailey's Bush, above Mangaweka, and at Taihape, the remainder being put in patches where most required. The sanded part, 31 miles to 33 miles, usually almost impassable, is now being metalled with screened and broken stone. For all the long cartages the material is being screened so as to leave only stones over 1 in. in size, as it is not economical to cart any but the best material for such long distances. New metal-pits have been opened at 21 miles, Taihape, 23½ miles, 25½ miles, 28½ miles, and at 37 miles, with approach roads to them. During the past summer all metalling has been done by putting prices on the cartage at so much per cubic yard per mile of lead, averaging from 2s. to 3s. according to nature of lead. The loading and spreading have been done by specially selected men. The metalling of the long leads has cost less than if done by open tender, but the opposite is the case with the short leads. The earnings of the metalling contractors have ranged from £1 5s. to £1 15s. per working-day for three-horse teams with driver. The cost appears high, but it requires to be so to cover extra cost of feed and loss by broken time.

The season has been an excellent one for metalling. If more funds had been available much good work could have been done. If the fine weather continues operations will be carried on till the end of April. In view of the very heavy traffic on this road in connection with settlement, road-, and railway-works, a thoroughly well-metalled road is necessary.

Murray's Track.—Under this item a length of 4 miles 33 chains of engineering survey has been done. Several sections of this will shortly be let for construction of a bridle-track through Patukete clearing.

Rangitikei Bridge, Mangaweka.—Just before the Easter flood operations were in progress for sinking the cylinders in the centre of the river, all the gear being on the ground and the scaffolding well advanced. The flood made a clean sweep of everything. The flood, combined with the two previous ones, caused a loss of fully £600. Besides the Easter flood, reaching as it did a hitherto unthought-of height, necessitating the abandonment of the cylinder design and the adoption of a cantilever design with a central span of 244 ft., thus entailing a further loss of £400 at least, through the cylinders and other material having to be sent elsewhere after all the expense being incurred of bringing them there. The preparation of all the timber-work for the original design was completed shortly after the commencement of the financial year. There are now cut and partly delivered 36,884 superficial feet of totara, 5,024 superficial feet maire blocks, and 2,616 superficial feet ironbark, besides other plant and material as already fully reported on. All operations on the original design ceased last May, a new wire rope with hauling-gear was erected for passenger traffic, the former one having been washed away by the flood. A low-level temporary bridge 260 ft. long in 24 ft. spans, with decking at a height of 6 ft. above summer-level, was constructed between October and January, and has so far satisfactorily answered requirements.

Pohonuiatane.—No work has yet been done out of authority issued under this item. (See "Hunterville, 1, 2, 3.")

Awarua.—This includes the following roads: Mangaweka–Tekapua, Kaweka, Mangawharariki, Rakautoru, Torere–Horouta, and Pukeokahu. Taking them in their order, the work done comprises: Mangaweka–Tekapua, 12 chains dray-road approaches to the Makohine Creek, and a bridge 66 ft. long and 6 ft. wide over the same. Owing to the Easter floods the turning of the creek through a cut was abandoned. A large number of slips and one wash-out were caused by the same flood. The maintenance of this road is heavy. The Kaweka Road branches off the Mangaweka–Tekapua Road, about eight miles from Mangaweka; on it 108 chains of bridle-track has been formed. On the Mangawharariki Road 66 chains of metalling has been done between Mangaweka Township and the Rangitikei River. On the Rakautoru Road, adjoining Mangaweka, 30 chains has been side-ditched and formed dray-road width. On the Torere–Horouta Road a large amount of work has been done, embracing 70 chains dray-road, 183 chains bridle-track, clearing approaches to Moawhango Bridge, one mile of traverse, and general maintenance work. On the Pukeokahu Road, 184 chains has been cleared for horse traffic. At Taihape Township grass-seed was supplied for sowing 90 acres. The engineering surveys made on these various roads in this block total up to 15 miles 10 chains. These returns are exclusive of all returns of works done on improved-farm settlements, which are forwarded separately.

Taihape State Farm (under vote 91, item 912).—Work was commenced here in February, 1897. The Pukenawa and Kaka Roads were first cleared, then formed as bridle-tracks, with the exception of 7 chains at a cliff, where the road was made dray-road width. The total length of bridle-track is 338 chains, on which are nine small bridges and ten culverts. An engineering survey of 150 chains on ahead has also been executed. At the wettest parts 40 chains of side-ditching has been done. Bushfelling was started in July and continued till early in January, when a block of 642 acres of bush was felled. The bush was fairly heavy and the scrub dense. The maximum number of men, sixty, was reached in September. At the present time there are only three men employed. The wages earned at bushfelling during the first three months were very low, but latterly they were rather high. Cocksfoot has already been sown on the 40 acres of road-clearing, and a supply of mixed seeds for sowing the main block is now on its way from Wellington. A drive in the papa has been made at Taihape to act as a powder-magazine in connection with the roadworks on the farm. A large assortment of tools is still left over from the works, but they will be required if the roadworks on the farm are continued.

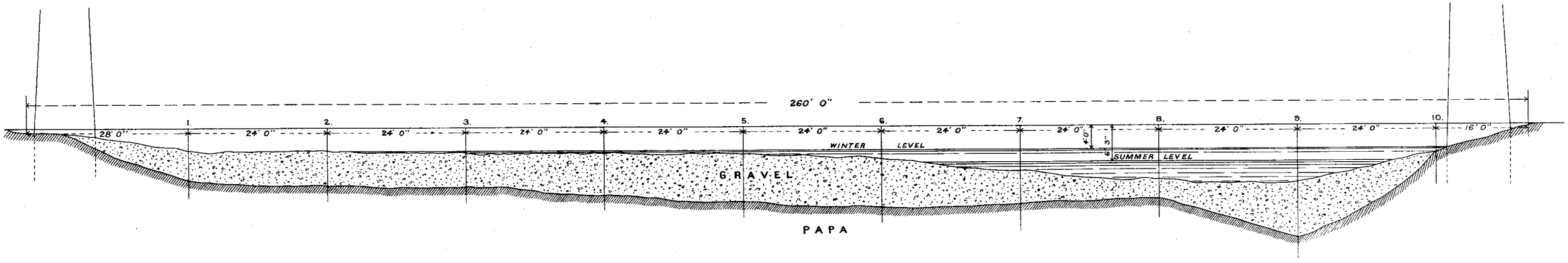
Flood-damages.—In connection with the flood of April, 1897, the Rangitikei County Council have done the following works on the Rangitikei River, the total value being £876, and Government contribution £350: Construction of punt, 39 ft. by 8 ft., together with gear, and 20 chains approaches to ferry at a position about one mile south of Bull's; erection of cage and 200 ft. of temporary dray-road bridge at Vinegar Hill (this bridge is well built, and will stand any ordinary freshes for several years to come); erection of cage across the river at Onepuhi. A punt and gear have also been re-established at Scott's Ferry, but subsidy on same is not included in this year's returns.

Miscellaneous.—Out of "accrued fourths" from the Mangawhero Road Board a length of 57 chains of bridle-track has been constructed on the Otaranoho Road leading from Jerusalem to Mr. Syme's small grazing-run. Under this item is also entered the sum of £36 10s. 9d. expended in paying miscellaneous railway-fares on the Longburn–Wanganui Section.

Makohine Village Settlement.—This authority of £200 was issued in the period 1896–97 under vote 118, item 489, for the construction of a road from Mangaonoho Railway-station to this settlement. 60 chains of clearing has already been done, thus allowing of horse traffic. The contract for the construction of dray-road formation is now in hand.

Momahaki Village Settlement Block.—The dray-roads, two miles and a quarter in length, on this block were finally repaired last April, and handed over to the Waitotara–Momahaki Road Board.

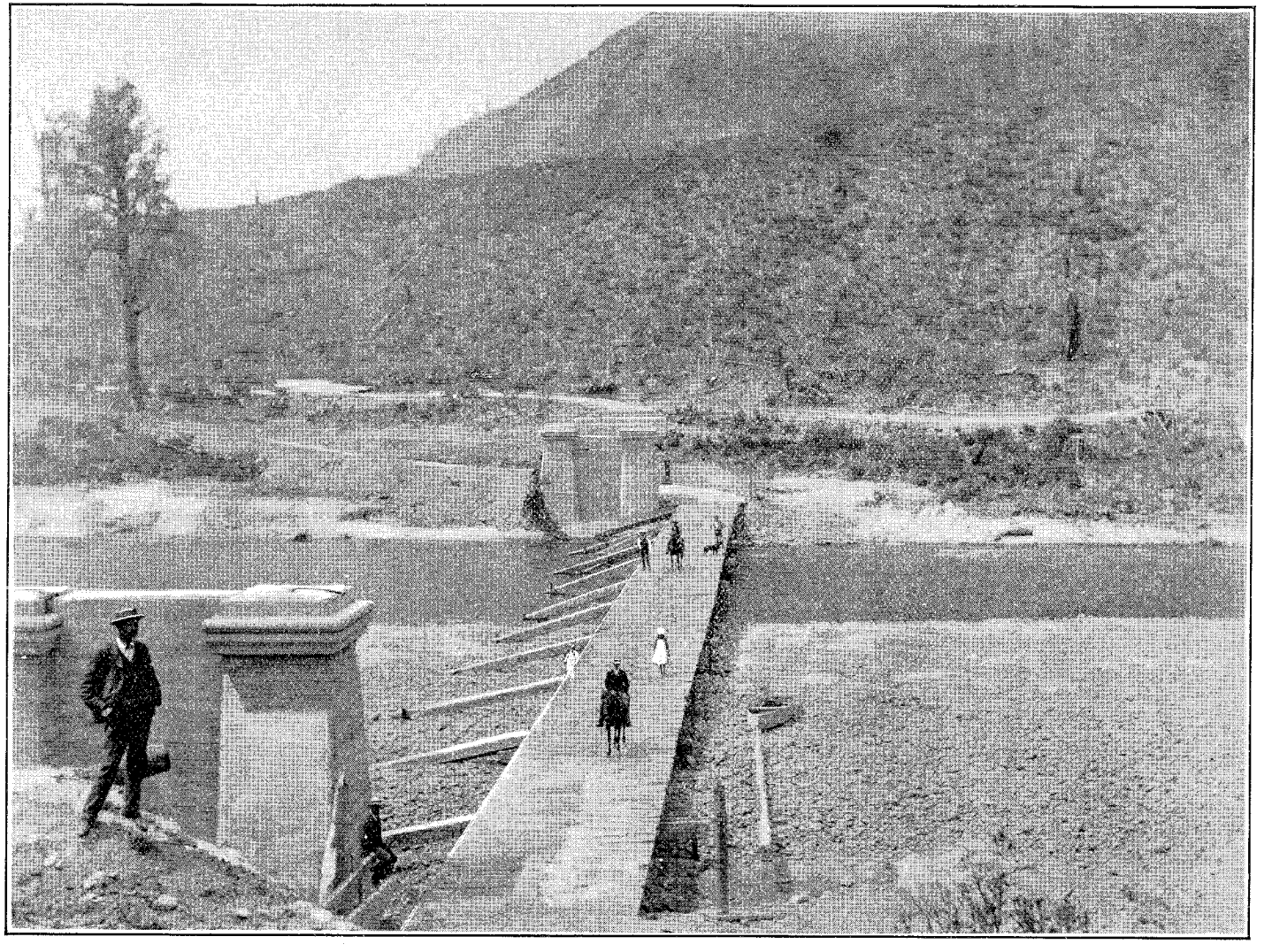
PRELIMINARY DRAFT — NOT FOR PUBLICATION



LONGITUDINAL SECTION.— SHEWING LOW LEVEL TEMPORARY BRIDGE, MANGAWEKA

Scale of Feet

10 5 0 10 20 30 40 50 60



Mangaweka Bridge, from West Bank of River.

Clifton Block.—This block is now well opened out. During the year 269 chains of engineering survey has been executed; also, there has been 158 chains of dray-road formation on the Rangatana and Makaranui Roads, and 40 chains of bridle-track on the Mangarewa Road, besides 80 lineal feet of culverts. Three large culverts on the Makaranui Road were destroyed through the overflow of the Mangawhero River during the Easter floods. To replace these by bridges 16,372 superficial feet of totara has been sawn and delivered at the sites. This Makaranui–Rangatana Road may now be used as an alternative route to the part of the Pipiriki–Waiouru Road in the same locality. By this means the crossing of the Mangawhero Ford on the main road may be avoided by using the bridge at Mr. McDonnell's homestead.

Kaitieki Block.—Only maintenance-work has been done during the year, the work extending over 9 miles 49 chains of bridle-track.

Wanganui Block.—The work done comprises 49 chains of dray-road on that part of the Rangatana Road which lies within this block; also, 74 chains of bridle-track on the Rata–Maire Road, and 40 chains of bridle-track on the Hukaroa Road. This latter road is now being continued for 120 chains. An engineering survey is also being done on the Mangaetoroa Valley Road. Some clearing on the road-lines is much required on the block to the north-east of Ohakune.

Manganui–Ruapehu.—Forty-one chains of dray-road have been formed by side-ditching and rounding up on the Middle Road.

Gladstone Block.—As before stated, the Taumarunui–Ohakune Road runs through this block for six miles. On this road the bushwork is now all completed except two contracts extending over about a mile, both of which are nearly finished. One hundred and seventy-three chains of formation has been done by the excavation of one large upper ditch and rounding up the material thus obtained 8 ft. wide between the centre-line and ditch, so that a partial dray-load is for considerable distances already formed. Three ditching contracts are still in progress; 73 lineal feet of culverting has been done. This clearing and ditching has made a very great improvement in this road. On the Pukaka branch road 120 chains of clearing has been done. As the ground is flat, this road is now passable for horses, though side-ditches are much wanted; they will shortly be started. During the past season the roads in this block have been well cleared up by fires.

Tekapua Block.—The Easter flood caused many slips on the roads in this block, but they are now almost cleared away, though the cost of maintenance has been much more than hitherto. 222 chains of engineering survey has been done on the Rongoiti Road. The work done on the other roads comprises 51½ chains bridle-track on the Wairepu West Road, thus completing it to the boundary of the block; 162 chains bridle-track on the Whaka Road, also completing it to the boundary of the block; and 80 chains bridle-track on the Nguinga Road. The roads in the Sommerville Block now want most attention, the Knights of Labour portion being now fairly well provided with tracks.

Ohinewairua Block.—This embraces part of the Torere–Horouta Road, on which 34 chains of dray-road has been completed, three additional contracts being still in hand. A road has been laid off from the Torere–Horouta Junction through the Kotukuraeroa clearing to the crossing of the Moawhango River at the Kaiangaroa–Taihape Road. As the Horouta Road gives access to a large area of first-class country, chiefly across the Moawhango River, it is desirable that it should be pushed on. Also, a bridge across the Moawhango River at about a mile above its confluence with the Rangitikei River is much required.

Temporary Bridge, Mangaweka.—My recommendation of the 10th August last that a temporary low-level bridge be erected at the site of the proposed cantilever bridge was approved of on the 14th August. Preparations for a start were made during the last week of August and the first week of September, but owing to the unfavourable state of the weather it was considered expedient to postpone operations for a time. This decision turned out to be correct, for during the next two months the river was in almost continuous flood owing to the exceptionally heavy rainfalls. Work was again started during the last week of October, and has been continued without interruption, except during the first ten days, till the completion of the bridge on the 29th January. The first vehicle crossed the bridge on the 27th December, and traffic across it has been uninterrupted since that date, though the bridge, as above stated, was not finally completed till later. The total length of the bridge is 260 ft., consisting of nine spans of 24 ft. each, with two end spans of 28 ft. and 16 ft. respectively. The height of decking is 6 ft. 3 in. above summer level on upstream side, and 7 ft. 1 in. on the downstream side, the heights of same above winter level being 4 ft. and 4 ft. 10 in. respectively. This allows for a rise of 2 ft. 6 in. before the water strikes the underside of stringers. From observations made, very little timber comes down till the water gets 3 ft. or 4 ft. above the level of decking, thus it is hoped the timber will float clear over the bridge. The cant of the decking causes the downstream side to be 10 in. higher than the upstream side. The width of decking is 12 ft. The piers are each composed of three railway rails weighing 52 lb. to the lineal yard, driven into the bed of the river as far as possible, and in a line up and down the stream, spaced 6 ft. apart. In driving, the rails had to be well supported and stayed up to prevent buckling. In spite of all the care taken about ten rails either buckled or broke. The final results of driving were, however, fairly satisfactory. A ton monkey with a 4 ft. drop was used for the finishing blows, with a movement of about ¼ in. to the blow on an average. The average length of rails driven, 16 ft. 1 in.; average depth through gravel, 6 ft. 9 in.; average depth in papa, 3 ft. 9 in.; below surface of ground, 10 ft. 6 in. The cutwater rails, driven in line with the piers, and from 18 ft. to 24 ft. above them, have been connected by strong timber stays with the top of upstream rails of piers. These stays, or cutwater timbers, are intended to divert all floating timber from striking the piers. On piers (8) and (9) an extra rail is driven alongside the centre of these cutwater timbers, and two timbers instead of one are fixed at each of the piers, as it is there that the greatest current is, measuring five miles an hour at winter level. The cutwaters, braces, caps, and stringers are nearly all of white-pine, roughly squared and dressed in order that the

fitting of the joints might be better and stronger than if only round bush timber had been used, as at first intended. Except 40 ft. at the eastern end, which is floored with damaged totara planks, the decking is all composed of split white-pine slabs, roughly dressed, and secured to stringers by spikes. This split decking was used for the sake of economy, as sawn decking would have cost £30 additional, but the sawn decking would have made a stronger and better-looking job. The abutments of the low-level bridge are sills bolted into the papa, the bolt-holes being grouted up with cement concrete. Each span is independent of the others, so that in the event of one span being carried away by floating timber the others may not be affected. Most of the cost is in the piers; the stringers and decking are comparatively inexpensive. So, to avoid risk of the piers being damaged in the event of heavy timbers smashing the stringers, the whole superstructure is only fastened to the caps by hook-bolts, which are, however, strong enough to overcome the buoyancy and resist any ordinary shocks. The difficulty experienced in driving the rails (those previously in stock proving to be too light, thus necessitating the procuring of heavier ones), the squaring and dressing of the timber-work, and other extras found to be advisable in the course of the operations, have all contributed to make the cost considerably greater than that stated in my report of the 10th January, 1898, and in your authority of the 14th January, 1898. My requisition of the 3rd December shows this. There I put the extra sum required to complete the structure at £150. The total cost of the bridge has turned out to be — Iron rails, £36 3s. 3d.; ironwork, £4 17s. 8d.; ropes, spikes, wire, &c., £17 10s. 3d.; haulage, £21 17s.; horse-feed, £7 9s. 8d.; sundry accounts, £11 19s. 7d.; wages, £233; inspection, £34 10s.; contingencies, £2 8s. 3d.: total, £369 15s. 8d. This includes a considerable amount of extra plant still in hand. Including cost of material and plant previously in hand, at present charged against permanent structure, the total cost of low-level bridge will be about £500, or, approximately, £2 per running foot. Although I was aware that the amount authorized was being overrun, I could neither stop the work nor judiciously cheapen it during the course of it. The work is well done for the money, and could not be done appreciably cheaper. The weather throughout was most favourable for the work, the river being most of the time at an abnormally low level. The bridge is extensively used by all kinds of traffic, including stock. Approaches at easy grades have been formed down to it. There are fences guiding on to the bridge, but there are no handrails or guards on it. A notice has been posted up to the effect that no loads of over 2 tons are allowed to cross the bridge, nor is any speed above a walking-pace permitted. Besides being of great advantage for public traffic, the bridge will be almost indispensable for conveying material, &c., across the river when the permanent structure is proceeded with. The late flood was 4 ft. over the decking, or 10 ft. above summer level. The bridge sustained no damage, and stood the test very well. Several large snags which were caught on the bridge have now been cleared off.

G. T. Murray, Road Surveyor.

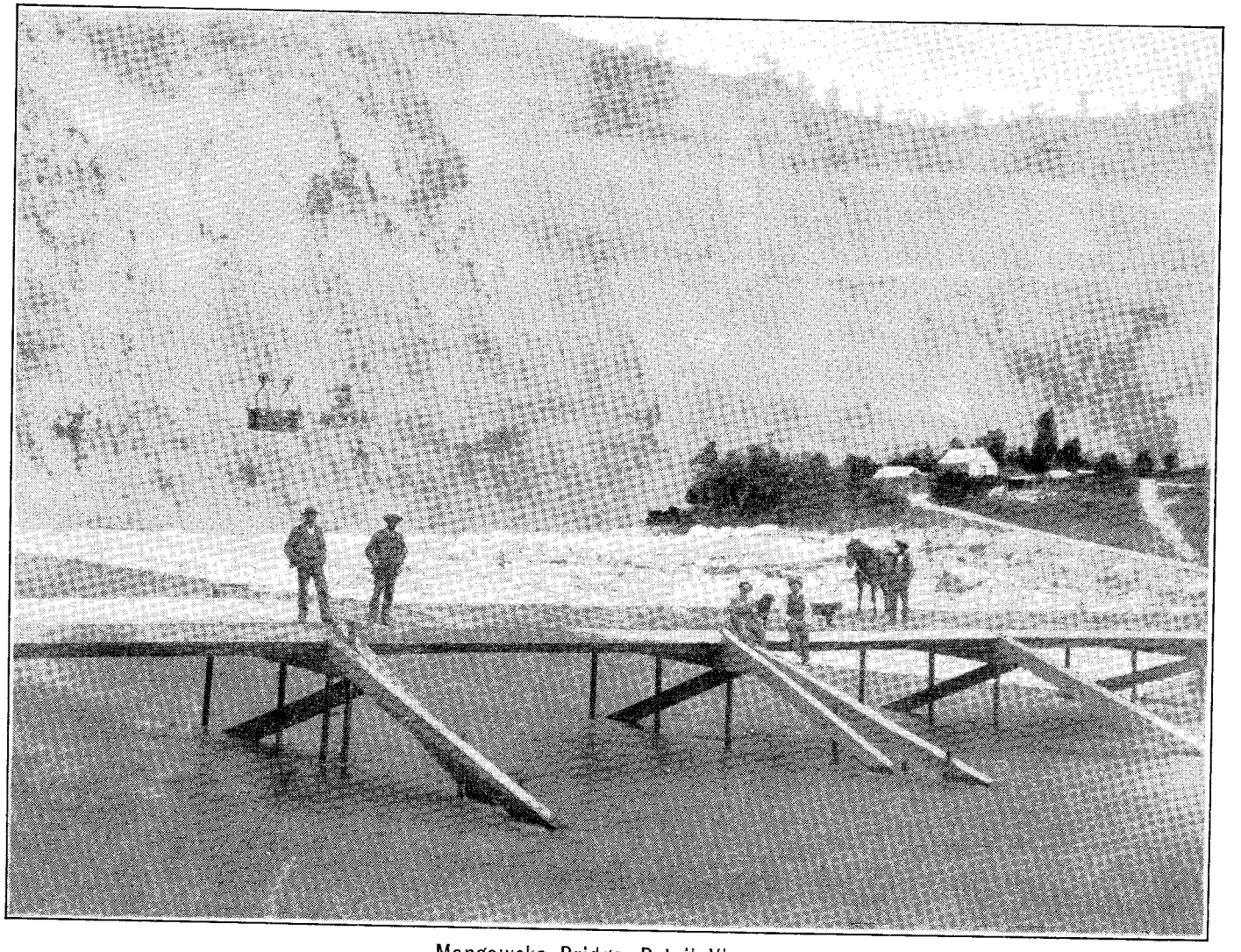
WELLINGTON EAST.

Potaka Road (Awarua Block), Ngaio.—This road, which passes through bush country, has been formed and is now open for horse traffic for 1 mile 10 chains. For another 50 chains the bush has been felled and cleared, but will not be available for traffic until graded and formed. Contracts are in progress for felling and clearing a further length of 60 chains. The following are the details of the operations during the year: 140 chains of road-line felled and cleared; 90 chains of formation 6 ft. wide; 1 log bridge 22 ft. long; 276 cubic yards of slips cleared; 56 chains of water-tables opened, and 358 cubic yards of rock excavated.

Mangakokeke (Awarua Block).—During the year this road has been felled and cleared for a distance of 43 chains, and, as it runs through flat country, is now passable for horse traffic for the entire length.

Upper Kawatau Road (Awarua Block).—The completion of two co-operative contracts for bush-felling has cleared this road-line for 63½ chains, 33 of which, being level, is fit for horse-traffic. About 60 chains of this road passes along steep cliffs, where, to insure safety, it will be necessary to have a formation of at least 8 ft. in width. This work will certainly be very costly, in consequence of the nature of the country entailing extensive rock-excavations.

Kawatau Valley Road (Awarua Block).—This road has been graded and pegged for 35 chains; bush felled and cleared 169½ chains, connecting with the Auputa Road; widened to 16 ft. for a distance of 89 chains; 64 chains have been metalled, 12 ft. wide; a temporary log bridge, 46 ft. in length, has been erected; twelve culverts (nine 12 in. by 12 in., two 18 in. by 18 in., and one 3 ft. by 2 ft.), 216 ft. in length, have been laid; 3,670 cubic yards of slips cleared; 810 chains of water-tables opened; 2,211 cubic yards of rock excavated; two chains of corduroying laid; 141 chains of drains cut; and 1 chain of embankment formed. The length of road where the bush has been felled is not yet passable for horse traffic, being steep sideling ground requiring formation. Considerable damage was done to the lower part of this road by the Easter floods of last year, 15 chains of formation being almost washed away, and a truss bridge of 56 ft. span being destroyed. It is proposed to replace this bridge by one of 80 ft. span. The work of widening the sideling and an exceptionally heavy block cutting deviation in papa rock is now in progress. The length of this road to maintain is four miles, the first of which is very expensive, owing to the numerous papa rock slips.



Mangaweka Bridge, Detail View.

Kew Road (Awarua Block).—During the past year 74 chains of this road has been graded and pegged, 44 chains of bush felled and cleared, 75 chains of road formed, seven culverts (12 in. by 12 in.) laid, 450 cubic yards of slips cleared, 30 chains of water-tables opened, and 475 cubic yards of rock excavated. This road, which is 75 chains long and 6 ft. wide, is completely finished for horse traffic. It passes through very broken forest country, and forms a connection between the Kawatau Valley and the Titirangi roads—leading to Ruahine Village.

Titirangi Road (Marton Nos. 1 and 2).—3 miles 7 chains have been graded and pegged, 2 miles 74 chains of bush felled and cleared, 2 miles 19 chains of road formed, 2,418 cubic yards of slips cleared, 5,496 cubic yards of rock excavated, and 1 chain of corduroy laid. This is a horse-road, formed 6 ft. wide, and passes wholly through bush country; it is now available for horse traffic as far as Section No. 21, involving a maintenance of four miles. Owing to liability to slips, it will require constant attention during the wet season.

Titirangi Road (Kawatau Block).—The following work has been done on this road during the past year: Bushfelling and clearing, 25 chains; formation, 6 ft. wide, 1 mile 65 chains; slips cleared, 175 cubic yards; rock excavated, 117 cubic yards; road grassed, 200 chains. One log bridge, 25 ft. in length, has been erected; ten culverts, 12 in. by 12 in., aggregating 88 ft. in length, have been laid. The 25 chains of this road which has been felled and cleared requires grading and forming before it will be passable for horse traffic. A further length of 40 chains of bushfelling is under contract and in progress.

Titirangi Road.—45 chains has been graded and pegged, 45 chains felled and cleared, 45 chains formed, 140 cubic yards of slips removed, and 2,240 cubic yards of rock excavated. This road extends from the northern end of the Lagoon Road to the Kew Road, involving a maintenance of 45 chains. It passes wholly through rough bush country, and is now open for horse traffic.

Kelpie Road.—37 chains of this road has been widened from 8 ft. to 14 ft., making the distance open for dray traffic one mile. 12 chains, from the top of the Mangawhahariki Cliff to the river-bed, has been metalled to a width of 12 ft.; also, 59 chains of road-line has been graded and pegged, 430 cubic yards of slips cleared, and 6,464 cubic yards of rock excavated. This road passes through a very rugged, precipitous country, thereby entailing heavy expense in the maintenance of one mile.

Lagoon Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2).—During the year 68 chains of road-line has been graded and pegged, 9 chains of bush felled and cleared, 1 mile 34 chains formed, 1,260 cubic yards of slips removed, 2,451 cubic yards of rock excavated, and 12 chains of drains cut; three bridges of one span each, totalling 43 ft. in length, have been erected; and twelve culverts (six 12 in. by 12 in., three 18 in. by 18 in., and one 18 in. by 24 in.) laid. This road, which has been formed to a width varying from 3 ft. to 6 ft., passes through bush, and at present the work of widening to a uniform width of 6 ft. is in progress. The distance maintained during the year is three miles.

Auputa Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2).—This horse-road is at present being widened from 3 ft. wide to 6 ft., and contracts are let for further formation. The following work has been done during the year: 18 chains of road-line graded and pegged, 25 chains formed, 2,460 cubic yards of slips removed, 1,055 cubic yards of rock excavated, and 10 chains of drains cut. Two bridges, of one span each, have been erected, of an aggregate length of 20 ft., and three culverts (two 12 in. by 18 in., and one 18 in. by 24 in.), 48 ft. in length, have been laid. This road is seven miles and three-quarters in length, and affords access to the Awarua Block, tapping the Upper Kawatau Road at the confluence of the Kawatau and Pourangaki Rivers. The annual maintenance was six miles.

Mania Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2).—5 chains of road formed, 2,128 cubic yards of slips cleared, 250 cubic yards of rock excavated, and 6 chains of drains cut. Six culverts (one 3 in. by 2 in., two 12 in. by 12 in., two 12 in. by 18 in., and one 18 in. by 24 in.), of a total length of 102 ft., have been laid. This road, which is formed 4 ft. wide, passes wholly through bush country, and has to be maintained for a distance of two miles.

Karewarewa Village Settlement.—Fifteen chains of road-line within this settlement has been graded and pegged, the bush felled and cleared, and the road formed 6 ft. wide. Besides this, 340 cubic yards of rock has been excavated. As the road passes through and traverses flat country, the whole length is available for horse traffic.

Mangatohu Road.—The only work done on this road since my last annual report has been the felling and clearing of 26½ chains from its junction with the Auputa Road.

Main South Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2.)—1 mile 59 chains of bush has been felled and cleared, 1 mile 5 chains formed 6 ft. wide, 2,140 cubic yards of slips removed, and 5,653 cubic yards of rock excavated. Six culverts (12 in. by 12 in. and 75 ft. in length) have also been laid. That portion of the road which is cleared but not yet formed, being quite level, renders the whole distance available for horse traffic. The distance maintained—viz., two miles—is likely to be a costly charge, owing to the nature of the bush country through which it passes.

Te Parapara Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2.)—The continued traffic during the last wet season having rendered this road extremely dangerous for horse traffic, it has been necessary to widen it from 4 ft. to 8 ft., which work is being done by a party of settlers. During the year the bush has been felled and cleared on 36 chains of road-line, 1,090 cubic yards of slips removed, and 60 cubic yards of rock excavated. It runs wholly through bush country, and has to be maintained for three miles.

West Mangahuia Road (Hautapu-Ruahine Block, Marton Nos. 1 and 2.)—Forty-five chains of road-line has been graded and pegged, and 14 chains of bush felled and cleared, 37 chains formed 6 ft. wide, 176 cubic yards of slips cleared, and 1,378 cubic yards of rock excavated. One bridge, of a single span, 12 ft. long, has been erected, and one culvert (12 in. by 12 in.), 18 ft. long, has been laid. This road passes through bush, and is formed 6 ft. wide, the length of maintenance being one mile.

Ruahine School.—A sum of money was granted by the Government last year to assist in defraying the cost of this school. During this year the erection of the building has been completed and the money duly paid over.

Mangawharariki Road and Kimbolton–Wairaki.—The following work has been effected during the past year: 1 mile 38 chains of road formed; 1 mile metalled 12 ft. wide; 17,630 cubic yards of slips cleared; 9,737 cubic yards of rock excavated; 20 chains of corduroy laid; 72 chains of drains cut, and 16 chains widened. Nine culverts, four 12 in. by 12 in., three 12 in. by 18 in., one 2 ft. by 2 ft., one 3 ft. by 3 ft., of a total length of 232 ft., have been laid. The whole length of this road—viz., 7 miles 46 chains—is now available for dray traffic, and, with the exception of about two miles where it passes along the shady side of a ridge, is in very good order and condition. The coach from Feilding to Mangaweka now passes over this road three times a week.

Pukerimu Road (Kimbolton–Wairaki).—This road is now formed 16 ft. wide and metalled 12 ft. wide for four miles, much to the satisfaction of the surrounding settlers. The maintenance during the year has incurred the necessity of removing 3,440 cubic yards of slips, and excavating 80 cubic yards of rock. The maintenance of this road is four miles, and is used three times a week by the Feilding–Mangaweka coach.

Mangarere Road (Hautapu).—The following work has been done on this road: Bush felled and cleared, 36 chains; formation, 36 chains, 6 ft. wide; slips cleared, 2,215 cubic yards; and rock excavated, 1,509 cubic yards. Three bridges have been constructed, of one span each, and 17 ft., 18 ft., and 26 ft. long respectively. Six culverts, three 12 in. by 12 in., two 12 in. by 18 in., and one 18 in. by 18 in., of a total length of 66 ft., have been laid. A deviation of this road has been made in order to tap Section No. 10, the bushfelling and formation (6 ft. wide) being now complete, and the road in fair order. 76 chains have to be maintained.

Watershed Road (Hautapu).—During the year this road has been formed 6 ft. wide for a distance of 48 chains. It passes along steep cliffs through a bush country, and is now in good condition. The following work has been done: 48 chains of road-line graded and pegged, 15 chains of scrub felled and cleared, 48 chains of road formed, 510 cubic yards of slips cleared, and 3,164 cubic yards of rock excavated. The annual maintenance is 1 mile 20 chains.

Cross Road (Hautapu).—25 chains of road-line graded and pegged, 8 chains of scrub felled and cleared, 1,670 cubic yards of slips cleared, and 702 cubic yards of rock excavated. Three single-span bridges (two of them 16 ft. and one 9 ft. in length) have been constructed, and four culverts (12 in. by 12 in.), of a total length of 40 ft., have been laid. This road, which begins at Bosun's Creek bridge, on the Mangawharariki Road, and terminates at the Watershed Road, involving a maintenance of four miles, passes wholly through a bush country, is 6 ft. wide, and is now open for horse traffic.

Mangarere Road (Hautapu No. 2 Block).—There has been 5 chains of road formed and 4 miles 5 chains maintained, involving the removal of 690 cubic yards of slips and the excavation of 175 cubic yards of rock.

Peka Road (Hautapu No. 2 Block).—This road, which passes through bush, has been formed 6 ft. wide for 3 miles 50 chains. During the past year the following work has been done: 1 mile 30 chains graded and pegged, 1 mile 15 chains of bush felled and cleared, 1 mile 2 chains formed, 786 cubic yards of slips removed, 505 cubic yards of rock excavated, and 34 chains of drains cut. Three log bridges, each 6 ft. wide, have been erected, and eleven culverts (ten 12 in. by 12 in. and one 18 in. by 24 in.), of an aggregate length of 133 ft., have been laid. The length of maintenance is 3 miles 50 chains.

Conspicuous Road.—The following work has been done on this road during the year: 34 chains of bush on road-line felled and cleared, 1 chain of corduroying laid, 1,868 cubic yards of slips cleared, and 1,585 cubic yards of rock excavated. To provide egress to Section No. 15 a zigzag pack-track, 4 ft. wide and 12 chains long, has been made from the Mangoira Stream to the level land on the top of the cliff. The total length of road maintained is 2 miles 30 chains.

Oroua Main Road (Mangoira Coal Creek Block).—On this road 2,110 cubic yards of slips have been removed, 1,260 cubic yards of rock excavated, and 2 chains of corduroy laid during the year; the last half-chain of widening to 14 ft. has been completed, and the distance maintained is two miles.

Main Road, Mangoira–Coal Creek.—£300 was lately authorised to be expended on this road, but the work has not yet been undertaken.

Kaheke Road (Mangoira Coal Creek Block.)—Work commenced on this road in September, since when the road-line has been felled and cleared of bush for 51 chains, and it is intended to proceed with the formation forthwith.

Umutoi–Table Flat Road, Upper Pohangina Valley (Pohangina Block.)—During the past year 1 mile 29 chains of road has been formed, 10 chains widened from 6 ft. to 14 ft., 6 chains metalled 10 ft. wide, 690 cubic yards of slips removed, 340 cubic yards of rock excavated, and 1½ chains of corduroy laid. Nine culverts, seven 6 in. by 8 in. and two 12 in. by 15 in., of an aggregate length of 109 ft., have been laid. The length maintained is 10 chains of dray-road and 3 miles 36 chains of horse-road.

Apiti–Norsewood Road.—The following is the work recorded as having been done during the year: 30 chains of road-line graded and pegged, 22 chains of bush felled and cleared, 29 chains formed 6 ft. wide, 1,587 cubic yards of slips removed, 51 cubic yards of rock excavated, 2½ chains of corduroy laid, and six culverts (one 3 ft. by 2 ft., and five 6 in. by 8 in.), 65 ft. long, laid. This road has been maintained for a distance of 3 miles 6 chains.

Umutoi Road (Pohangina Block).—2 miles 46 chains of this road has been formed 6 ft. wide, and 45 chains has been widened to 7 ft. 6 in.; 138 chains of road-line has been graded and pegged, 1,297 cubic yards of slips cleared, and 176 cubic yards of rock excavated; one bridge of a single span, and 22 ft. long, has been constructed; and twenty-two culverts (seven 12 in. by 12 in., two

18 in. by 12 in., eight 6 in. by 8 in., three 8 in. by 10 in., one 36 in. by 24 in., and one 24 in. by 24 in.), of a total length of 280 ft., have been laid. The maintenance has extended over two miles and a half.

Umutoi Road (Umutoi Block).—The length of road-line which the previous year was felled and cleared of bush has this year been formed 6 ft. wide. The following is a detailed account of the work done: 1 mile 59 chains of formation, 1,582 cubic yards of slips cleared, 1,543 cubic yards of rock excavated, 1¾ chains of drains cut; twenty-one culverts (two 24 in. by 24 in., one 18 in. by 12 in., three 12 in. by 12 in., two 10 in. by 12 in., and thirteen 6 in. by 8 in.), aggregating 252 ft., have been laid, and 2 miles 23 chains of horse-road maintained.

Tunupo Road, Apiti–Norsewood (Salisbury Block).—A considerable amount of work has been done on this road during the year—viz., 1 mile 37 chains of road-line has been graded and pegged; 1 mile 64 chains of bush felled and cleared; 1 mile 70 chains of road formed, and 4 chains metalled; 949 cubic yards of slips has been removed; 719 cubic yards of rock excavated; 6 chains of drains cut, and half a chain of embankment formed. Twenty-six culverts have also been laid, of a total length of 306 ft., the sizes being—one 36 in. by 24 in., twenty-one 12 in. by 12 in., one 6 in. by 8 in., one 15 in. by 12 in., one 24 in. by 24 in., and one 24 in. by 20 in. The maintenance was 2 miles 57 chains.

Makoura Road, Upper Pohangina Valley (Salisbury and Delaware Blocks).—This road was practically completed last year, leaving for the year under review only maintenance of four miles and three-quarters. This involved the removal of 1,529 cubic yards of slips.

Coal Creek North Block.—In my last annual report it was shown that the Government had granted the sum of £100 to the Pohangina County Council to assist in the construction of a track from Coal Creek to the Main Bridge Road, and that a mile and a half of road-line had been felled and cleared of bush, and 6 chains of horse-track formed. Since then, in order to obtain an easier grade, it has been found necessary, during the period under review, to make a deviation from the junction with the main road. The distance is about 30 chains, and the road has been formed to a width available for wheel traffic. The work is being carried out by the County Council, and the cost defrayed out of the above-mentioned £100 Government subsidy.

Makiekie Road, Upper Pohangina Valley (Salisbury and Delaware Blocks).—This road is now completed to the southern boundary of the Delaware Block, and is now open for traffic for three miles and a quarter. It connects with a road constructed by the Pohangina County Council, and is of great service to the surrounding settlers. The construction and maintenance of this road has involved the following operations during the period under review: 60 chains of road-line graded and pegged, 10 chains of bush felled and cleared, 76 chains of road formed 6 ft. wide, 274 cubic yards of slips removed, 153 cubic yards of rock excavated; and eight 12 in. by 12 in. culverts, 80 ft. in length, have been laid. This road has now been handed over to the Pohangina County Council.

Umutoi Road, Upper Pohangina Valley (Salisbury and Delaware Blocks).—According to my last annual report a very considerable amount of work was performed during that year. This year the record is not so great. The following are the details: 33 chains of road-line graded and pegged, 61 chains of road formed 6 ft. wide, 412 cubic yards of slips cleared, and 55 cubic yards of rock excavated; fifteen culverts (one 10 in. by 8 in., eleven 6 in. by 8 in., one 18 in. by 12 in., one 24 in. by 24 in., and one 12 in. by 12 in.), of a total length of 157 ft., have been laid. A distance of six miles and a half has been maintained.

Takapari Road, Upper Pohangina Valley (Salisbury and Delaware Blocks).—No further work was done on this road during the year until January last. Since then 2 miles 7 chains of road-line has been graded and pegged, and 1 mile 2 chains of road formed 6 ft. wide. This formation completes a distance of 1 mile 2 chains. This horse-road passes through forest country, and has been maintained during the year for a distance of one mile.

Upper Pohangina Valley Road.—The only work done on this road during the year has been two miles and a quarter of engineering survey, and half a mile of 8 ft. formation.

Pohangina Valley Road (Forest Reserve).—As will be seen in my last report, it was considered in the interest of the settlers in the valley to open a road-communication into this reserve, and accordingly the sum of £150 was granted to the Pohangina County Council for this purpose. In order to avoid expensive protective works it was deemed advantageous to make a deviation, the engineering survey of which has now been completed, but nothing further has been done.

Kimbolton–Wairaki Road.—During the year one mile of this road has been metalled and maintained to a width of 12 ft., and is now in excellent order.

Kimbolton Road.—In my last report it was stated that 1 mile 45 chains had been metalled. During this year the metalling has been continued on portions of the road between Beef Creek and Whare Road (Pemberton). This work has been supervised by the Kiwitea Council, and the cost defrayed out of a Government grant.

Pakihikura Road and Bridge.—This work, which was practically completed last year, has been inspected and passed during this, the final payment of the grant being paid to the Kiwitea County Council in May, 1897.

Oporae Road.—During the year 43 chains of road has been formed 6 ft. wide, and 8 chains of drains and 12 chains of river-crossing tracks cut. Formation contracts are at present in operation which when completed will bring the road within 50 chains of the main road at Oporae Station. When this connection is made it will prove of great convenience to the settlers in the Rising Sun Association Block. As soon as funds are available it is intended to erect two large bridges on this road-line.

Dannevirke–Weber–Wimbledon Road.—The sum of £400 was granted by the Government to be expended by the Weber Road Board on this road. A plain bridge 20 ft. long has been erected, and contracts for the following work are at present in operation: 15 chains of 16 ft. formation and

27½ chains of 18 ft.; 2,856 cubic yards of earth-excavation; 460 cubic yards of metal-quarrying; 3 chains of river-deviation; 150 cubic yards of shingle; and twelve culverts, aggregating in length 284 ft., and of the following dimensions—ten 12 in. by 12 in., one 18 in. by 12 in., and one 24 in. by 12 in. Besides this work, which has been assisted by the above subsidy, the local body has erected a 24 ft. span bridge in place of one that was burnt. Protective works have also been constructed in the Wainui River, to prevent the road from being undermined.

Mangatoro Valley Road.—2,218 cubic yards of slips have been cleared, 515 cubic yards of rock excavated, 2 chains of embankments formed, and 8½ chains of fencing erected. This dray-road has been maintained for a distance of seven miles, 1 mile 22 chains of which has been metalled 10 ft. wide during the year. During the late calamitous bush-fires a platform forming a portion of this road was destroyed, and it was considered expedient to replace it by a stone retaining-wall of upwards of a chain in length.

Towai Road.—The following works have been carried out during the year: 74 chains of road-line has been felled and cleared of scrub, 1 mile 38 chains formed 16 ft. wide, 1 mile 38 chains widened from 6 ft. to 16 ft., 1 mile 4 chains metalled 10 ft. in width, 994 cubic yards of slips have been cleared, 4,486 cubic yards of rock excavated, 1 chain of embankments formed, and three miles of the road grassed; ten culverts (seven 10 in. by 12 in. and three 12 in. by 12 in.), of a total length of 197 ft., have been laid. The length of road maintained is five miles.

Towai Road (Rising Sun Association).—The maintenance of this road extends over one mile, besides which 4 miles 20 chains has been graded and pegged, 2 miles 31 chains felled and cleared of bush, 1 mile 2 chains formed 6 ft. wide, and 304 cubic yards of slips removed; fourteen culverts (one 12 in. by 8 in., four 12 in. by 12 in., and nine 9 in. by 9 in.) have been laid. The engineering work for the remainder of this road to the junction of the Waihi Valley Road is well in hand, and formation will shortly be started.

Upper Makuri Valley Road.—As in my last report, ten miles of this road has been maintained during the year, involving the removal of 953 cubic yards of slips. Besides this 1½ chains of drains has been cut and 4 chains of river protective works constructed.

Alfredton–Weber Road.—During the period a very considerable amount of work has been done on this road, the details of which are as follows: 1 mile 28 chains of road-line has been graded and pegged, 60 chains of bush felled and cleared, 18 chains formed 15 ft. wide and 7 chains 18 ft., 34 chains widened to 15 ft. and 2 miles 60 chains to 16 ft., 57 chains have been metalled with burnt papa rock to a width of 10 ft., 31,867 cubic yards of slips removed and 8,266 cubic yards of rock excavated, 1 mile 17 chains of corduroying has been laid, 1 mile 30 chains of drains cut, 54¼ chains of embankments formed, 51,124 ft. of timber sawn and 43,100 ft. hauled, fifty-five culverts (one 9 in. by 9 in., thirty-four 12 in. by 12 in., two 18 in. by 24 in., four 24 in. by 24 in., four 9 in. by 12 in., one 18 in. by 24 in., one 48 in. by 48 in., two 36 in. by 36 in., two 18 in. by 18 in., and one 48 in. by 36 in.) have been laid and three 9 in. pipe culverts have been bedded, seven truss bridges (of an aggregate length of 227 ft.) and one temporary one (25 ft. long) have been erected. The Easter flood of last year caused the Akitio River to encroach on several parts of the road, and considerably strained and otherwise damaged the Waihi Bridge. As the water was running 2 ft. deep on the decking I deemed it advisable to raise the bridge 6 ft., and construct two land spans (33 ft.), in order to secure the structure against similar floods. Contracts are at present in progress which, when completed, and one bridge erected, will connect this road with the Weber Road. Metalling, however, will be required to make it available for regular traffic, good material for which can be obtained from the Akitio River bed and from some places on the road. The total length of road maintained is 27½ miles, and the cost is extremely heavy, owing to the continuously heavy landslips.

Waihi–Akitio Road, Pahiatua No. 3 (Akitio Improved-farm Settlement).—During the year 53 chains of roadway 6 ft. wide has been formed, 1,278 cubic yards of slips removed, 189 cubic yards of rock excavated, 4½ chains of corduroy laid, 11 chains of drains cut, 4 chains of embankment formed, 3,325 ft. of timber hauled, and 1 mile 50 chains of road-line grassed; one truss bridge, 50 ft. long, has been erected; and three 12 in. by 12 in. culverts, 34 ft. in length, laid. This road is now completed to the junction of the Waihi Valley Road, and is maintained for four miles and a half.

Mount Arthur and Waihi–Akitio Roads, Pahiatua No. 3 (Flood-damages).—In March of this year the sum of £240 was authorised for expenditure, out of which amount repairs are at present being executed.

Akitio Road, Pahiatua No. 3 (Akitio Improved-farm Settlement).—Work was commenced on this road in February last, since when 4 chains of bush has been felled and cleared, and 63 chains of road-line formed and road maintained, 6 ft. wide.

Pukewhinau Road.—This is a road in the Akitio Improved-farm Settlement, and last year I had to report an engineering survey of 72 chains as having been made, since when nothing further has been done.

Mount Arthur Road (Akitio Improved-farm Settlement).—This 6 ft. horse-road has been graded and pegged 57 chains and formed 1 mile 51 chains, 1,463 cubic yards of slips cleared, 474 cubic yards of rock excavated, and 61 chains of drains cut; six culverts (two 24 in. by 24 in., one 18 in. by 24 in., one 18 in. by 18 in., and two 12 in. by 12 in.), of a total length of 160 ft., have been laid; and one bridge 16 ft. long, with a 6 ft. roadway, has been erected; 19,062 ft. of timber has been sawn, and 21,642 ft. hauled; 399 ft. of 12 in. by 12 in. piles and 700 ft. 8 in. by 5 in. have been driven; and 50 chains of roadway grassed. The formation of the road is now completed to within a few chains of the lower river-crossing, involving a maintenance of two miles and a half. A 54 ft. span bridge was in course of construction over the Akitio River at the time of the Easter floods, but as the level proved to be too low it was deemed advisable to raise it. The time necessary to procure the extra timber caused such delay that it was impossible owing to the condition of the roads to get it hauled to the site. If this road were widened for dray traffic it would be a great benefit to the surrounding settlers, by giving them an opening to Dannevirke, Weber, and the East Coast.

Kawakawa Road (Pahiatua Nos. 2 and 3).—The only work done has been felling and clearing the road-line 1 mile 42 chains. There is at present one bushfelling and clearing contract in progress.

Waihoru Road, Pahiatua No. 3 (Akitio Improved-farm Settlement).—This road-line has been felled and cleared of bush for 71¾ chains.

Kaituna Road (Pahiatua No. 2).—The following work has been done on this road: 5 miles 77 chains of road-line graded and pegged, 3 miles 7 chains of bush felled and cleared, 45 chains of road formed 6 ft. wide, 11½ chains of drains cut, and 2 chains of embankments formed. One temporary bridge, 27 ft. in length, has been erected, and four culverts, 12 in. by 12 in., and one 24 in. by 18 in., have been laid.

Waipatukaka Road, Akitio Improved-farm Settlement (Pahiatua Nos. 1 and 3).—3½ chains of scrubfelling and clearing, 120 chains of 6 ft. formation, 80 cubic yards of rock excavated, 27 chains of drains cut, and 2½ chains of embankments formed; nineteen culverts (fourteen 12 in. by 12 in., one 12 in. by 18 in., one 24 in. by 36 in., two 9 in. by 9 in., and one 24 in. by 24 in.), of an aggregate length of 265 ft., have been laid.

Akaroa Road (Pahiatua No. 2).—Since my last annual report 3 miles 14 chains of road-line has been graded and pegged, 2 miles 24 chains of bush felled and cleared, 2 miles of road formed 8 ft. wide, 9 cubic yards of slips cleared, 38 cubic yards of rock excavated, 28 chains of drains cut, 11 chains of embankments formed, and a mile and a half of road-line grassed. One temporary bridge, 37 ft. long, has been erected, and twenty culverts (one 9 in. by 9 in., thirteen 12 in. by 12 in., one 36 in. by 24 in., two 12 in. by 18 in., one 18 in. by 24 in., and two 24 in. by 24 in.) have been laid.

Manuharahara Road (Pahiatua No. 1).—Since my last annual report 1 mile 29 chains of this road-line has been felled and cleared of bush, 1 mile 79 chains formed 6 ft. wide (including 2¾ chains of bridge-approaches), 26 cubic yards of rock excavated, 1¾ chains of corduroy laid, 27 chains of drains cut, 6½ chains of embankments formed, and two miles of road grassed. One platform-bridge, 20 ft. long, has been erected, and twenty-one culverts (eight 9 in. by 9 in., five 18 in. by 18 in., seven 12 in. by 12 in., and one 12 in. by 18 in.) have been laid.

Paraengahuata Road (Pongaroa Village Settlement).—In my last annual report I returned a mile and a half of this road formed 6 ft. wide. Since then only the following has been done: ¾ chain of corduroy laid, ½ chain of embankment formed, and 1 mile of road grassed.

Huia Road (Pongaroa Village Settlement).—60 chains of formation 6 ft. wide, 69 cubic yards of slips removed, 23 cubic yards of rock excavated, 44 chains of drains cut, 1 chain of embankment formed, a mile and a half of road grassed, and seven culverts (five 12 in. by 2 in., one 9 in. by 9 in., and one 18 in. by 18 in.) have been laid. There has also been 8,903 ft. of timber supplied.

Waihi Valley Road (Akitio Improved-farm Settlement).—1 mile 75 chains of bush has been felled and cleared, which carries the clearing to the junction of the Waipatukaka Road. At the junction of this road with the Towai Road temporary tracks have been cut down to the Waihi River on both sides to enable the settlers to approach the ford.

Waihi Road.—Since my last report the following work has been done on this road: 1 mile 29 chains of road-line has been felled and cleared of bush, 1 mile 32 chains of road formed 6 ft. wide, 435 cubic yards of slips cleared, 1½ chains of corduroy laid, 28¼ chains of drains cut, and 2 chains of embankment formed; twenty-five culverts (ten 12 in. by 12 in., one 18 in. by 14 in., eight 10 in. by 12 in., one 18 in. by 12 in., two 9 in. by 9 in., two 18 in. by 18 in., and one 48 in. by 48 in.), of a total length of 345 ft. The maintenance of this road extends over 3 miles 46 chains.

Range Road (Masterton Reform Association).—Considerable work has been done on this road road since my last report. 1 mile 72 chains of road-line has been felled and cleared of bush, 1 mile 62 chains formed 6 ft. wide, 1,174 cubic yards of slips removed, 85 cubic yards of rock excavated, 1½ chains of corduroy laid, 4½ chains of drains cut, and 15 chains of embankment formed; one temporary bridge of two spans and 60 ft. in length has been erected, and twenty-nine culverts (two 24 in. by 24 in., one 18 in. by 18 in., four 9 in. by 9 in., twelve 12 in. by 12 in., six 10 in. by 12 in., three 18 in. by 12 in., and one 48 in. by 48 in., of an aggregate length of 427 ft., have been laid. The length of horse-road maintained is three miles, and runs through a bush country.

Cross Road (Masterton Reform Association).—In my last annual report two miles of this horse-road was returned as maintained. No constructive work has been effected since then, but the maintenance has been continued. During the late bush-fires a horse-bridge 25 ft. in length was so materially damaged as to require complete renewal.

Makuri–Pongaroa Road.—Great activity has been exhibited in operations on this road during the year. 7 miles 28 chains of dray-road and 9 miles 52 chains of bridle-road has been maintained during the period, and the following work has been done: 10 miles 19 chains of engineering survey has been made, 8 chains of bush and 2 miles 14 chains of scrub have been felled and cleared, 2 miles 28 chains widened to 16 ft., 2 miles 2 chains metalled 12 ft. wide, 2 miles 15 chains of dray-road formed, 10,944 cubic yards of slips removed, 10,509 cubic yards of rock excavated, 27½ chains of corduroy laid, 5½ chains of drains cut, and 39½ chains of embankments formed. There have been forty-eight culverts laid, of an aggregate length of 1,178 ft., and of the following dimensions: Twenty-four 12 in. by 12 in., four 18 in. by 24 in., nine 9 in. by 9 in., two 10 in. by 12 in., six 12 in. by 18 in., one 24 in. by 24 in., and two 18 in. by 18 in.

Mangatiti Road (Pahiatua No. 4).—Beyond the mile mentioned in my last report there has been 3 miles 27 chains more of this road-line felled and cleared of bush, 1 mile 17 chains has been formed 6 ft. wide, 42 cubic yards of slips has been removed, 30 cubic yards of rock excavated, and 1½ chains of embankment formed; seventeen culverts, of a total length of 230 ft. and the following dimensions, have been laid: Eleven 12 in. by 12 in., three 12 in. by 18 in., one 9 in. by 9 in., and two 18 in. by 24 in. Operations on this horse-road have not been active, owing to shortness of funds.

Makuri-Aohanga Road.—The following work has been done on this road: 14 chains of scrub felled and cleared, 3,311 cubic yards of slips cleared, 3 chains of corduroy laid, and 8½ chains of drains cut. There has also been three 8 in. by 10 in. and two 9 in. by 9 in. culverts laid. A distance of six miles and a half of this road has been maintained. It is intended to immediately widen this horse-road for dray traffic.

Rakaunui Village Settlement.—The only work done in this settlement during the year has been felling and clearing 32¾ chains of bush from the road-line.

Rakaunui-Makuri-Pongaroa Junction.—In February last £400 was authorised to be spent on this road, but at the end of the year under review nothing had been expended. The widening of the road for wheel traffic will, however, shortly commence.

Aohanga Gorge Road.—The only work done on this road has been an engineering survey for 12 miles 12 chains. This will be a dray-road, and the work of formation will be commenced as soon as funds are available. The completion of this road will open wheel-communication with the coast, and will greatly relieve the Alfredton-Weber Road by causing a considerable diversion of traffic.

Mecalickstone-Aohanga Road (Mecalickstone Block.)—Last year I had to report one mile of engineering survey as having been made. During this year a contract for 70 chains of scrub-felling and clearing was completed, and a contract for 65 chains of 6 ft. horse-road formation has been let, and is at present in progress.

Huia Road (Woodville Block).—23 chains of road has been formed 6 ft. wide, 74 chains has been widened to 6 ft., 3 miles 70 chains maintained; one culvert 10 in. by 12 in., and another 12 in. by 12 in., together 26 ft. in length, have been laid; 4,538 cubic yards of slips have been cleared, 139 cubic yards of rock excavated, 9½ chains of corduroy laid, 6 chains of drains cut, and ½ chain of embankment formed.

Bone Creek Road (Mecalickstone Block).—Nothing has been done on this horse-road in extension of the 1 mile 8 chains of engineering survey mentioned in my last report.

Spur Road (Dannevirke Centennial Block.)—Nothing further has been done on this road in extension of the 1 mile 10 chains of engineering survey made the previous year.

Waihoki Valley Road (Mecalickstone Road).—Maintenance of three miles, involving the removal of 583 cubic yards of slips, and the laying of 1 chain of corduroy, comprises the greater part of the work done on this road during the year. Besides this, 15 cubic yards of rock has been excavated and three miles of the road grassed.

Waiowaka Road (Dannevirke Centennial Block).—On this road 35 chains 20 links has been felled and cleared of scrub, and the same distance has been formed 6 ft. wide. 492 cubic yards of rock has been excavated, 7 chains of drains cut, and 1 chain of embankment formed. One temporary bridge, 30 ft. long, has been erected, and four culverts (one 18 in. by 18 in., two 12 in. by 12 in., and one 24 in. by 24 in.), of a total length of 44 ft., have been laid.

Waikereru Road (Mecalickstone Block).—The following work has been done on this road during the year: 1 chain of scrub-felling and -clearing, 2 miles 45 chains of formation 6 ft. wide, 26 cubic yards of slips cleared, 9½ chains of drains cut, and 9½ chains of embankments formed. Four temporary bridges, of three spans each, of a total length of 146¾ ft., have been erected, and thirty-two culverts (two 24 in. by 24 in., eleven 10 in. by 12 in., one 18 in. by 24 in., two 18 in. by 12 in., and sixteen 12 in. by 12 in.), of an aggregate length of 368 ft., have been laid.

Burling's-Mecalickstone Road (Puketoi-Aohanga).—Beyond 1 mile 20 chains of 6 ft. formation little has been done beside maintaining 46 chains. The other work has been the removal of 53 cubic yards of slips and 109 cubic yards of rock-excavation; 5½ chains of drains have been cut, and 2 chains of embankment formed. Timber is being cut for the erection of a large bridge on Mr. Burling's property.

Puketoi Road (Christchurch Association).—In my last annual report the work returned as done on this road was one mile of bush felled and cleared. Nothing further has been done, beyond an extension of this work for 76 chains.

Utewai Road (Christchurch Association).—The only work done on this road during the year has been one mile of road-line grassed, 542 cubic yards of slips removed, and 1 chain of embankment formed.

Smith's Foot-bridge, Totara Reserve.—In March of last year £100 was granted to the Wairarapa North County Council for the construction of this bridge, none of which is yet expended. The work is, however, in progress.

Alfredton-Tenui Road (contribution).—Authority to expend £180 on the formation of this road was given in February last, but up to the present time no work has been undertaken.

Makairo Road.—17 chains of this horse-road has been widened to 16 ft., which has been metalled 14 ft. wide; 11 chains of the bridle-road has also been metalled 3 ft. in width. Besides the general maintenance of eight miles, 91 chains of scrub has been felled and cleared, 1,917 cubic yards of slips removed, 90 cubic yards of rock excavated, 6 chains of drains cut, and 3 chains of embankments formed. One culvert, 10 in. by 10 in. and 24 ft. long, has been laid.

Makairo-Kumeroa Road.—This is a new road, where the only work done is an engineering survey of 5 miles 12 chains. The construction will, however, shortly commence, a contract for formation having already been let.

Waewaepa Road.—£100 was authorised to be spent on this road conditionally on the adjacent settlers giving an equivalent in labour. Up to the present time nothing has been done, owing to the settlers neglecting to accept the conditions.

Thompson's Road.—Work has just commenced on this road, for which an expenditure of £400 has been authorised. The progress made before the end of this financial year was only in effecting an engineering survey of 52 chains. Two contracts have, however, been let for forming the portion graded and pegged to a width of 16 ft.

Pahiatua West Village Settlement.—The sum of £75, returned in my last annual report as having been granted to the Pahiatua County Council, is still unexpended.

Malton Block.—In my last report it will be seen that the only work done on this block was felling and clearing 3 miles 15 chains of road-line. During the year under review this distance has been graded and pegged, with a view to its formation when funds are available.

Central Road (Hall Block), Hall Special Settlement.—The expenditure of £150 having been authorised on the Hall Block, the following work has been done on this road: 20 chains of scrub-felling and -clearing, 140 cubic yards of slips removed, and 3 chains of corduroy laid.

Fitzherbert Road.—A sum of £60 was authorised in 1896 for the purpose of constructing this road, but up to the present time nothing has been done.

Fitzherbert Bridge, Palmerston North.—As instructed, I examined and reported on this bridge. The structure was greatly shaken by the flood of Easter, 1897, which carried away the end of the southern approach for a distance of more than a chain, taking with it the aqueduct supplying water to the Borough of Palmerston North. In consequence of the damage sustained, it was found necessary to erect an additional span of 85 ft. at the southern approach, and to replace the wooden piers with three cast-iron cylinder piers, and to insure a solid foundation it was requisite to have each cylinder 56 ft. in length. The remaining wooden piers being greatly strained, it was considered expedient to strengthen them throughout, and otherwise effect such repairs as are calculated to insure permanent stability. As the execution of these repairs will necessitate an outlay of more than £5,000, the Government have granted a subsidy towards the cost of the work, which is being carried out under the supervision of the engineer to the Palmerston North Borough Council, through this department.

Ballance–Manawatu Gorge Road.—The following work has been done on this horse-road during the year: 30 chains graded and pegged, 65 chains of bush felled and cleared, 1 mile 24 chains of 6 ft. formation, 2,067 cubic yards of slips cleared, 2,950 cubic yards of rock excavated, 42 chains of drains cut, and upwards of 115 ft. of embankment formed. There has also been five culverts, of a total length of 78 ft. and the following dimensions, laid: Three 12 in. by 12 in., one 36 in. by 24 in., and one 24 in. by 24 in.

Pahiatua–Palmerston Road.—Nothing whatever has been done on this road since my last annual report. £80 has lately been granted to the Pahiatua County Council for the purpose of defraying the cost of restoring a bridge destroyed by the great bush-fires.

Mangaramarama Roads (Village Settlement).—The only work done on these dray-roads during the year has been the maintenance of two miles and a half, which included metalling repairs for a mile and a half.

Tiraumea North Road.—One mile of this dray-road has been maintained during this year, which has involved the cutting of 1 chain of drains and considerable metalling repairs. The charge of maintenance has now devolved on the Pahiatua County Council.

Makuri Township Roads.—In my last return I reported the erection of a wire suspension foot-bridge here. This year the only work done has been repairs to fords across the Makuri River, by day-labour, there being no funds available for further work.

Woodville–Aohanga Road.—The maintenance of this road has comprised two miles of horse-road and three miles and a half of dray-road. Beside the ordinary work of maintenance, 1 mile 36 chains of bush has been felled and cleared, 53 chains formed 6 ft. wide, 1,179 cubic yards of slips removed, and 632 cubic yards of rock excavated. Twelve culverts, of an aggregate length of 192 ft. and the following dimensions, have been laid: Four 12 in. by 12 in., three 18 in. by 18 in., two 9 in. by 9 in., one 12 in. by 18 in., and two 10 in. by 12 in.

Toritea–Makuri Road.—The work of maintaining this seventeen miles of dray-road during the year has comprised the following operations: The removal of 3,718 cubic yards of slips, the excavation of 151 cubic yards of rock, and metalling repairs for upwards of two miles. Besides this, 3 miles 4 chains of scrub has been felled and cleared, 2 chains formed 16 ft. wide, 48 chains of drains cut, and a small embankment formed. One culvert 18 in. by 18 in., and one 16 in. by 12 in., of a total length of 41 ft., have been laid. Also, a bridge which was partially destroyed by the bush-fires has had to undergo considerable repairs.

Kaitawa Ridge Road.—The sum of £150 has been authorised to be expended on this road, but nothing has yet been done.

Tiraumea Valley Road.—In maintaining the six miles of this dray-road during the year the following work has been done: 5,074 cubic yards of slips have been cleared, 3 chains of embankment formed, 1 chain of corduroy laid, and the metalling has been renewed for 1 mile 52 chains. Six log culverts, varying from 9 in. by 9 in. to 12 in. by 12 in. in size, have been laid, and a temporary platform-bridge of three spans and 63 ft. long has been erected. Another bridge over the Rotopango is at present under construction.

Tiraumea River Road, Pa Valley.—The only work returned in my last report as having been done on this road was the felling and clearing of 1 mile 72 chains of bush. During the period under review 1 mile 73 chains of this has been formed 6 ft. wide for a horse-road; 17 cubic yards of rock has been excavated, 5 chains of embankments formed, and two miles of the road laid down in grass. Twenty-seven culverts have been laid, of a total length of 382 ft. and the following dimensions: Sixteen 10 in. by 12 in., three 18 in. by 12 in., two 12 in. by 12 in., five 18 in. by 24 in., and one 9 in. by 9 in.

Bridge Road to Makakahi.—During the year 1 mile 12 chains of this road has been engineered, 32 chains of road-line felled and cleared of bush, 1 mile 7 chains formed 16 ft. wide for dray traffic, 73 chains metalled 12ft. wide, 560 cubic yards of earth removed in repairing flood-damages, 1 mile 4 chains of drains cut, 24 chains of embankments formed, and 1 mile 12 chains of the road laid down in grass. Three culverts 12 in. by 12 in., and one 24 in. by 24 in., 57 ft. and 21 ft. long respectively, have been laid. The maintenance, which extends over 73 chains, has entailed extensive metalling repairs.

Hukanui–Kakariki Road leading to Kakariki Special Settlement.—Just before the end of the financial year an engineering survey of 1 mile 27 chains was made, and the work of formation will be immediately undertaken.

Newman–Stirling Road.—In March, 1898, the sum of £300 was granted to the Eketahuna Road Board, and I have been informed that tenders have been invited for the immediate prosecution of the work.

Mangaone Road (Norling's), Tiraumea North.—The operations on this road are under the control of the Eketahuna Road Board, to whom a grant of £200 was made in February, 1897. The road, which passes through open country, has been formed for dray traffic for 25 chains, 20 chains of which has been metalled 9 ft. wide and 6 in. deep. Several culverts have also been laid.

Eketahuna–Alfredton Road.—In June last a grant of £50 was made to the Wairarapa North County Council for the purpose of metalling and repairing this road. This has been done to the extent of laying 222 cubic yards of metal in places on the road that have suffered damage by traffic into the Pongaroa district.

Barton's Road, Wairere.—During the year 32 chains of this road has been felled and cleared of scrub, graded, and pegged. Upwards of 30 chains has been formed 13 ft. wide, sufficient for dray traffic; one bridge, of a single span, 30 ft. long, has been erected; and nine 10 in. by 12 in. culverts, 170 ft. in length, have been laid. Operations on this road are under the control of the Mauriceville Road Board, to whom the sum of £250 was granted, the whole of which has been expended.

Barton's Road.—An engineering survey of 2 miles 66 chains of this road has been made, 57 chains of bush felled and cleared, 1 mile 69 chains of formation 6 ft. wide, 16 chains 12 ft. wide, and 60 chains 16 ft. wide; 148 cubic yards of slips have been cleared, 7 chains of drains cut, and nearly 6 chains of embankment formed. No less than forty-one culverts, of a total length of 803 ft., and of the following dimensions, have been laid: Nine 12 in. by 18 in., twenty-six 12 in. by 12 in., three 12 in. by 36 in., one 12 in. by 48 in., one 16 in. by 18 in., and one 24 in. by 36 in. These culverts have all been constructed of such length as to admit of the road being widened without requiring any addition or alteration. A 24 ft. span bridge is also in course of construction, and will be completed very shortly. This road, which for 76 chains is available for dray traffic, for 1 mile 69 chains is a 6 ft. horse-road, with good grades. It connects with a road already made, and opens communication between the Alfredton and Tiraumea districts with Masterton, Mauriceville, and Mangamahoe.

Mangatainoka Valley Road.—In May, 1897, the sum of £200 was granted to the Eketahuna Road Board to be expended on this road. Plans and specifications were applied for, but have not yet been received; consequently, up to the present time no payment has been made. Just prior to the end of the financial year £200 was authorised, which amount is to expended by this department, and works will be commenced immediately.

Parkville–Mangatainoka Road.—£200 was authorised to be expended on this road, and steps were taken to arrange for the right of way, but in consequence of certain settlers being unwilling for the road to go through their holdings it was left to the local body to perfect arrangement, but up to the present time nothing has been determined.

Kaiparoro Roads.—In February last £200 was authorised for expenditure on these roads, but at the termination of the financial year nothing had been done. The work, however, will immediately be put in hand.

Mount Holdsworth Tracks.—In January last £300 was authorised for expenditure, £150 of which was shortly afterwards transferred to the Taratahi-Carterton Road Board for the purpose of constructing a bridge over the Mangatarere Stream, and I understand that the remaining £150 is to be handed over to the local body to be expended on the Mount Holdsworth Tracks.

Pori Road.—The sum of £150 was granted to Wairarapa North County Council for this road, the whole of which has been expended in the removal of slips and various other repairs.

Ruamahanga Bridge (£1 for £1), Masterton–Gladstone Road.—In September, 1897, £500 was granted (£1 for £1) to the Taratahi-Carterton Road Board as a contribution to assist in repairing flood damages.

Ruamahanga Bridge (Repairs).—The sum of £200 has been expended on repairs to this bridge by the Taratahi-Carterton Road Board, to whom it was granted in September last. Included in these repairs was the construction of a large crate groin to protect the eastern approach.

Makakahi Road, Kaiparoro Block.—In my reports for last year it was stated that this horse-road was felled and cleared for a total length of 1 mile 49 chains, and formed 6 ft. wide for 54 chains. During this year nothing further has been done, owing to the want of funds.

Tenui Bridge and Road, Taueru Bridge, &c. (Contribution).—In January, 1897, £300 was granted to the Wairarapa North County Council, none of which has been expended. This bridge was duly reported on by myself, but up to the present time the County Council has taken no action in the matter.

Uruti–Castlepoint Road.—This dray-road is formed 16 ft. wide, and passes through open country. The Wairarapa North County Council was granted £100 in December, 1896, which has been expended in payment of felling and clearing upwards of 43 chains of scrub, and repairing nearly 35 chains of the road. The locality of the work is between the Blairlogie Homestead, on the East Coast Road, and the junction of the Tenui loop-line at Birkett's.

Wingate, or Castle Hill, Road.—The following work has been done on this road during the year: 49 chains of scrub-felling and -clearing, 88 chains of 12 ft. formation, and 100 chains of bridle-track, 4 ft. formation. The Wairarapa North County Council has control of the work, for which a grant of £180 was issued in March, 1897.

Mikumiku Bridge.—In March, 1897, the sum of £500 was authorised for the construction of this bridge. The amount was afterwards granted to the Masterton Road Board, who assumed control of the work. The bridge has two spans of 72 ft. and 45 ft. each, making a total length of 117 ft.;

26,597 ft. of totara, 1,388 ft. of ironbark, 6,580 lb. of iron, and 115 cubic yards of concrete have been used in construction. The approaches contain 735 cubic yards of earthwork.

Mangatariri Road (Kaitangata Block).—During the year this horse-road has been formed 6 ft. wide for 1 mile 44 chains up the Mangatariri Valley, through a rough heavily timbered country, and gives access to nineteen sections of land, varying from 100 to 200 acres each in area. In consequence of the rugged character of the country through which the road-line passes, it has been expensive to construct, and will be costly to maintain. Included in the formation, the following work has been done during the year: 1 mile 24 chains graded and pegged, one mile of road-line felled and cleared of bush, 5 chains of scrub felled and cleared, 114 cubic yards of slips cleared, and 107 cubic yards of rock excavated. Two log bridges, 18 ft. each in length, have been erected, and two culverts 12 in. by 12 in. and two 12 in. by 18 in, of a total length of 50 ft., have been laid. The total length of this road is now 3 miles 14 chains.

Waingawa Road, Te Mara (Kaitangata Block).—During the year 6 chains of this road has been engineered and 8 chains of the road formed 6 ft. wide. It is a horse-track, and passes along hillsides through heavy forest country. A strong wire suspension foot-bridge, 132 ft. long, has been thrown across the Waingawa River, which supplies a means of egress to the settlers in the Kaitangata and Te Mara Blocks and unsold Crown lands.

Waiohine Road (Kaitangata Block).—The following work has been done during the past year: 34 chains of road-line has been graded and pegged, 4 chains of bush felled and cleared 34 chains of horse-road formed 6 ft. wide, and one culvert 3 ft. by 2 ft., 25 ft. long, has been laid. This road, which passes up the Waiohine Valley through rough heavily timbered country, has been made to tap the land lately settled upon in that locality. It is intended to continue the work further up the valley, to reach the upper sections, at an early date.

Dalefield Road (Kaitangata Block).—In my last annual report I returned 30 chains of this road as being formed, and 25 chains of fencing erected. Since then nothing further has been done.

Tauera Bridge, Masterton–East Coast Road (£1 for £1).—In March of this year a grant of £300 was issued to the Taratahi-Carterton Road Board for the construction of this bridge.

Hurunui-o-rangi Bridge (Flood-damages).—In February last the sum of £1,600 was granted to the Taratahi-Carterton Road Board as a subsidy towards repairs to this bridge. Plans have been prepared by the Public Works Department, and the work is now in progress, subject to the supervising inspection of this department.

Gladstone–East Coast Road.—A sum of £200 was authorised to be expended on the restoration of this road, which amount was afterwards transferred to the Taratahi-Carterton Road Board, who assumed control of the work, and have since spent the whole.

Kaiwhata (Kaiwhata Reserve Run, near Brancepeth)–Rewa Road (through Chalmers's to Kaiwhata Runs).—During the year there has been 35 chains of engineering survey made, 40 chains of a 12 ft. dray-road formed, 140 cubic yards of slips cleared, 1 chain embankment formed, 400 cubic yards of block cutting, and 1,910 cubic yards of side cutting removed, 6 chains of fencing removed, and 1 chain of the road grassed. This work has been undertaken for the purpose of giving access to the Crown runs in the Kaiwhata district, and requires the construction of about 20 chains more to complete it as far as Run No. 54.

Rocky Hill, Wainuioru Road.—£200 authorised for expenditure was transferred to the Taratahi-Carterton Road Board, and another sum of £50 was granted to the same local body, all of which has been expended.

Turner's Road, Wainuioru.—An authorised expenditure of £200 was transferred to the Taratahi-Carterton Road Board, and a further sum of £50 was granted for this road. The work is now being proceeded with.

Tokomaru Bridge.—This bridge is 175 ft. long, and consists of two land spans 12 ft. 6 in. each; two truss spans 45 ft. each and one truss span of 60 ft. were completed early in the year by the Horowhenua County Council, out of a Government grant of £450.

Ohau Bridge.—This is a low-level bridge of seven spans, three of which (25 ft. each) are constructed wholly of timber, the remaining four have iron girders with timber decking. The last mentioned spans are 36 ft. each, making the total length of bridge 219 ft. This work having only recently been completed I have not yet had an opportunity of inspecting it. This bridge has been built to test the suitability of structures of this nature for withstanding heavy floods. When the river is sufficiently high to bring down trees the bridge will be completely submerged, and it is expected that all timber *débris* will float over it without doing any injury. Should this experiment prove as successful as anticipated it will provide an economical way of bridging similar rivers.

Akatarawa Road (£1 for £1).—In March last £100 was granted to the Hutt County Council as a subsidy (£1 for £1) for expenditure on this road. At the termination of the financial year no work had been undertaken.

Waikanae–Hutt Road.—Out of a sum of £70 6s. 11d. granted to the Hutt County Council only £10 remained at the commencement of the year, and has since been expended on improvements. Another sum, of £100, was placed at the disposal of the Horowhenua County Council, which during the year has been spent on metalling the road from Rikiorangi to Waikanae. As in all similar cases, the work passed the inspection of this department before the grants were paid over to the local bodies.

Akatarawa–Waikanae Road.—A sum of £150 was granted by the Government to the Hutt County Council, which has been expended through this department in opening a bridle-path between Rikiorangi and the dray-road on the Hutt side of the Akatarawa Range. To effect this about four miles of scrub has been felled and cleared, a number of slips removed, and considerable metalling repairs done. Two single-span bridges, 22 ft. and 20 ft. in length respectively, have been erected, and two 30 in. by 24 in. concrete and one 24 in. by 24 in. timber culverts have been laid.

Martin's Road.—This is a branch road of the Hutt–Waikanae Road, for which the Hutt County Council was granted £50, to be expended to the satisfaction of this department. This has been done in the following work: 36 chains of dray-road 12 ft. wide has been formed, 16 chains metalled 9 ft. wide, 7 chains of drains cut, and four culverts, each 14 ft. in length, have been laid. A considerable amount of work has been done on this road by an adjoining settler, and the Government grant, with assistance from the County Council, has satisfactorily completed it.

Whiteman's Valley Road.—This road passes through open country, and is nearly all sideling formation. A sum of £200 was granted to the Hutt County Council, which has been expended satisfactorily in widening a 6 ft. track to 12 ft., and metalling about 12 chains 9 ft. wide. Several timber culverts and pipe drains have also been laid. One mile of this road is at present under construction, which, when completed, will still leave 57 chains of road to be formed to connect the Upper with the Lower Whiteman's Valley. This work is required to be done for the purpose of giving access to some education reserves.

Paekakariki–Waikanae–Hadfield Road.—This road forms a portion of the main north-western line, commencing at a point north of Paekakariki, and extending to Hadfield. The Hutt County Council received a grant of £500, and the Horowhenua County Council £453 7s. 11d., to aid in the construction, which has been carried out subject to the supervising inspection of this department. In consequence of a difficulty about the route, and also a crossing over the Wellington and Manawatu Railway, the Hutt County Council has been compelled to suspend expenditure for some time. Satisfactory arrangements, however, have been made by which all additional crossings will be avoided, and the formation is consequently being proceeded with. The only work done by this local body before the termination of the year has been the cutting of an outlet-drain 32 chains in length, which, with the private drains already in existence, has perfected a system of drainage for the whole swamp. The Horowhenua County Council have displayed considerable activity on their portion of the road north of Waikanae. The line passes through a swamp, thereby necessitating considerable expenditure on drainage. The following work has been done by this local body: 2 miles 2 chains of road-line has been felled and cleared of scrub, 2 miles 32 chains formed 16 ft. wide, 30 chains metalled 13½ ft. wide; two large culverts of a total length of 44 ft. have been laid; and two miles and a half of drains cut, in which is included the laying of 110 ft. of 18 in. and 400 ft. of 8 in. pipes. This Council maintains eight miles and a half of this road.

Moonshine Road.—A grant of £100 was expended by the Hutt County Council through this department upon the construction of 50 chains of this road, 30 chains of which has been metalled to a width of 9 ft. The local body is pushing the work on this road with energy, having already formed another 30 chains, and intend extending it still further.

Land for Settlements.

Aurora Road (Paparangi Estate).—Since the engineering survey was completed work has been pushed forward with energy on this settlement. A good dray-road, 16 ft. wide, has been constructed from Johnsonville Township to the Horokiwi Road, which not only gives access to the sections lately taken up, but will be greatly used by Horokiwi settlers to get to the Johnsonville Railway-station. The following are the details of work done: 1 mile 77 chains of road engineered, 8 chains of road-line felled and cleared of scrub, 1¾ miles formed, 758 cubic yards of rock excavated, 1 chain of drains cut, and 15¼ chains of footpaths formed and kerbed. One single-span bridge, 14 ft. long, has been erected; one 24 in. by 24 in. culvert and one 48 in. by 48 in. have been laid, and 245 ft. of 9 in. pipes and 240 ft. of 18 in. pipes have been inserted.

General.

During the Easter floods, and also during the recent fires which desolated the country, the Inspectors, Road Overseers, foremen, and workmen worked with unselfish zeal, saving the bridges and other public property in many cases at the risk of their lives. In several instances the men lost their sight for a time; and many settlers, including their wives and families, have occasion to remember the conflagration, likewise the noble manner in which the co-operative workmen battled for them, in order that their farmhouses, fences, crops, orchards, cattle, sheep, &c., might escape the devouring elements.

The floods above referred to were remarkable on account of the waters rising to an abnormal height; in many instances trees which had existed for more than a hundred and fifty years, also hundreds of acres of valuable bush, were carried away by the raging torrents.

None of the bridges, with one exception—viz., the Mangawharariki Bridge—was destroyed, and this may easily be understood when it is stated that the water rose in the Mangawharariki Stream 33 ft. above ordinary level in a few hours. A great deal of timber, sawn and ready for use in constructing bridges, culverts, &c., was lost. The total damage amounted to £5,344.

The number of contracts let and completed amounted to 325, and there were also sixty-eight in various stages of completion. 9 miles 29 chains of dray-road and 45 miles 18 chains of bridle-track were constructed; 8 miles 45 chains of dray-road and 45 chains of horse-road were widened; 11 miles 79 chains of dray-road and 31 chains of horse-road were metalled; 45,319 cubic yards of rock were excavated, and 151,410 cubic yards of slips were removed; 103 miles 63 chains of dray-road and 130 miles 66 chains of horse-road was maintained; 79 miles 32 chains of roads were engineered; 47 miles 10 chains of bush was felled and cleared; and 632 culverts, of a total length of 10,477 ft., were constructed. In addition to this vast amount of work, mention might be made of the scrub-clearing, tunnelling, opening of side drains, fencing, road-grassing, &c., which had to be undertaken.

The average number of men at work per week during the past period amounted to 308, and the average number of men off work per week or those taking off time was 338. The lowest rate

of wage earned was 2s. 5d., occasioned by old men being employed who were indifferent workmen. The highest rate—viz., 11s. 3¾d.—was owing to the men employed using teams of bullocks.

The number of vouchers dealt with during the past period amount to 2,011.

A. C. TURNER, Road Surveyor.

MARLBOROUGH.

It has hitherto been the practice to construct the bridle-tracks in the Sounds of a width generally of 4 ft. to 6 ft., sometimes more, of which at least 3 ft. was cut out of the solid. All through the Sounds the tracks are almost entirely along sidelings, and very seldom on level ground. In many cases long lengths of track already formed are not available for through traffic owing to short breaks or gaps where nothing has been done, and which are often impassable. I am therefore devoting my attention towards the completion of these portions, so as to make the tracks continuous. In order to accomplish this object as soon as possible I am making the tracks somewhat narrower than usual—viz., 2 ft. in the solid, but still quite wide enough for horsemen, except where the hill-side is too steep to allow the track to be widened or made up with excavated material. These places will be widened at once, and the whole track will be widened from year to year as funds permit. If it be thought that 2 ft. in the solid is a narrow track, I may be allowed to point to the pack-tracks in the Clarence Valley, which are often less than this for miles together, and very frequently the grades are steeper than 1 in 3, and yet all the traffic has been conducted by pack-horses on these tracks for many years past.

The most important track in the Sounds, and the one giving the greatest advantage to the greatest number of people, is the track which, when completed, will be known as the Mahakipawa–Titirangi Track, and will be about sixty miles in length. It begins at the main road through the Linkwater Dale, connecting the head of Queen Charlotte Sound with the Mahakipawa Arm, but nearer the latter. It then crosses a high saddle, and follows the south side of Mahau Sound and Kenepuru Sound to within three miles of the Kenepuru Post-office. (This part is now let, and will be opened in a few months). It then follows the south side of Kenepuru Sound to its head, and back along the north side to Waitaria Bay, and thence over the Manaroa Saddle, about 980 ft. above sea-level, and then down to the Manaroa Post-office. It then runs along the east side of Clova Bay and Beatrix Bay to a low saddle, where the present formation terminates. A contract is now in operation to carry the track on to Te Puru Post-office (Hocquard's), and I hope to have this track extended to the head of Anakoa Bay (Redwood's) before the summer is over. Next season it will probably be completed to Titirangi Bay (Neave's), which will be the terminus. Another useful track will be one connecting the head of Kenepuru Sound with the head of Anakoa Bay with a branch track to Endeavour Inlet.

Tracks, Queen Charlotte Sound.—By authority of this vote a bridle-road has been constructed from Section 33, Otenarua Bay, to the saddle between it and Te Awaiti. A connection has been made between this bridle-road and the west side of Otenarua by a fork branch to Section 29. This road, connecting as it does with the Arapawa bridle-road, puts Otenarua and Queen Charlotte Sound in easy communication with the post-office and school of Te Awaiti and Tory Channel. Length of road constructed, 3 miles 37 chains; and 2 miles 47 chains of heavy bush cleared.

Whatamonga–Port Underwood Track.—The works on this line have during the past year been chiefly of a maintenance character—repairing damages caused by floods and bush-fires.

Tory Heads–Whatamonga–Picton.—Tracks have been formed on the east and west shores of Onapua and Opua Bays, Tory Channel. These prove of advantage to the resident settlers for postal convenience, and more especially for educational purposes. Length of tracks, 4 miles 11 chains.

Arapawa – Te Awaiti.—Under this heading and vote bridle-roads have been constructed connecting the following bays—Onopopiti, Te Awaiti, Wekenui, and Okukari—and joining at the Saddle the bridle-roads from Otenarua. The carrying-on of these roads ceased for a short time, pending the receipt of an additional authority, but have since been resumed. The completion of these bridle-roads to the Saddle and connection with those from Otenarua is much appreciated by residents of the district, as the Te Awaiti Post-office and the school have to suffice for the whole of Arapawa Island. Driving of cattle and sheep is also greatly facilitated between Tory Channel and Queen Charlotte Sound. Mileage of bridle-road formed, 4 miles 22 chains; bush cleared, 66 chains.

Manaroa–Hopai.—An extension of this bridle-road has been made to Eli Bay from Hopai; the old track widened by the blasting away of rock, and partially re-formed; four 20 ft. log bridges and four crates constructed. Length of bridle-road formed, 1 mile 34 chains.

Manaroa–Okoha.—Bush-fires having caused a stoppage on this line, a small contract was entered into and completed for the removal of fallen trees and clearing the bush-track.

Crail Bay Track.—This bridle-road forms a section of a long line of road extending from Torea Bay, Queen Charlotte Sound, to Te Mautau-a-Maui Bay, Kenepuru Sound, of which about five miles, between Eli Bay and Wet Inlet, remain incomplete, though progress is being continued. On the completion of the above five miles the settlements in the following sounds and bays will be in direct land-communication with each other: Queen Charlotte Sound, Torea Bay, Kenepuru Sound, Portage Bay, Waitaria Bay, Pelorus Sound, Clova Bay, Hopai Bay, Crail Bay, Wet Inlet and Te Mautau-a-Maui Bay, Kenepuru—in all a distance of about forty-two miles. Under the vote for Crail Bay 37 chains of bridle-road have been graded, cleared, and formed, earth-slips removed, and four log bridges constructed.

Kenepuru–Anakoa.—An engineering survey has been made on this line for a dray-road. It is proposed to construct this road to near the head of Kenepuru Valley; from thence a bridle-road

will be continued over a saddle about one mile to the south-east of Mount Stokes to Anakoa Bay: height of the saddle, 1,850 ft., aneroidal measurement. This route has been partially explored—the exploration to be resumed in the spring—and the dray-road is in progress. Engineering survey, a mile and a half. Of the exploration, about five miles graded and 40 chains of dray-road constructed.

Anakoa–Manaroa.—This bridle-road forms a continuation of Manaroa–Okoha. The country has been explored and the route decided. The road will be, for the most part, through bush country, and open clearing reached at the head of Anakoa (or Okoha) Bay. This bay is connected by the bridle-road with Lewis and Forsyth Bays, near which last it crosses a saddle and connects with Manaroa–Okoha Road and Manaroa Bay; this puts it in direct land-communication with all the districts previously enumerated under the heading of Crail Bay. In the estimates for 1898–99 a recommendation has been made to extend the benefits of this bridle-road to Titirangi Bay. Bridle-road constructed, 3 miles 45 chains, for the most part through fallen and standing bush.

Torea Neck.—The dray-road connecting Toreamoua Bay, Queen Charlotte Sound, with Portage Bay, Kenepuru, has been, from the saddle to the last-named bay, wholly reconstructed, pipe-drained, and metalled. This work, to make it complete, should be continued to Torea Bay; but, as no funds exist for the purpose, an amount has been put on the estimates to complete it. Length of dray-road re-formed, drained, and metalled, 46⅓ chains.

Crail Bay–Homewood.—The cutting and grading lines for a bridle-road have been executed under the vote of this heading, preparatory to the formation of the road, and a party formed for its construction.

Robin Hood Bay–Ocean Bay.—Only a small matter of clearing off slips has been done on this bridle-road, which was performed by the rural postman working in this district. The permanent work of the road will be resumed on or about the close of May or beginning of June.

Beatrix Bay–Kenny's Isle.—From Richmond Bay to Ketu Bay, both of Kenny's Isle, a bridle-road has been formed nearly the whole distance. About one month will see it completed to the post-office in Ketu Bay, after which it is proposed to start a branch road from near the saddle between the aforementioned bays in the nearest practicable direction of and connect with Beatrix Bay, where it will be in connection with Manaroa–Okoha and have direct communication by land with bays and settlements in the Kenepuru and Pelorus Sounds for a distance of upwards of seventy miles; and on the completion of the seven-mile section, now in progress, from Portage Bay to Te Mehia the land-connection will be complete to Havelock, and the province generally. Bridle-road formed, 2 miles 68 chains.

Kenepuru Sound.—The bridle-roads on the north-west and south-east have been continued to the head of the sound. No provision has been made in the past by reservation of a road-line for a connection between the two lines of road. At low and half tide stock is driven along the beach; between half and high tide trespass has to be made on private property and through stockyards. This will be obviated by proposed exchanges, shortly to be given effect to, when a road-connection will be constructed. The Kenepuru River will be spanned by a 50 ft. suspension-bridge, constructed for driven stock and pedestrians, plans for which have been prepared. Work executed, 2 miles 70 chains of road, 1 mile 65 chains of clearing, 1 mile 4 chains of bush felled and two log bridges of 25 ft. span.

Te Mahia Bay–Portage Bay.—This section of bridle-road is a link now being formed in a long line extending from Mahakipawa, *viâ* Kenepuru Sound, to Crail Bay, in the Pelorus Sound, and may be said to be a main trunk line. Work executed: Grading, 5 miles 40 chains; bridle-road formed, 33 chains; bridle-road cleared, 29 chains; and 11⅓ chains of dray-road formed and metalled.

Ohinetaha–Te Mehia.—The remarks made under the above heading—Te Mehia Bay–Portage Bay—apply equally to this line of bridle-road, with the exception that it is completed. This road relieves settlers of driving stock along a very rough beach; also puts them in closer touch for stock purposes with Havelock and Picton, and wholly independent of water-carriage and tides. Its full benefit, however, will not be felt until the completion of the Te Mehia–Portage section. Bridle-road formed, 3 miles 69 chains; bush felled and cleared, 60 chains; scrub cleared, 3 miles 3 chains; ditching, 13 chains; and six log bridges.

Tawhiunui–Rai.—A clearing has been opened up to form a cattle-drive from Grego Point, west of and near Brightlands Bay, Tawhiunui Reach, to the west boundary of Section 4, Block V., Tennyson Inlet—each in Pelorus Sound. The clearing is through dense, heavy bush, 33 ft. wide. The bush has been felled and stacked, and the underscrub cleared. 5 miles 74 chains of cattle-drive were executed.

Picton–Waikawa.—This dray-road has been re-formed and metalled between Waikawa Creek and village. Provision has been made on the estimates for a continuation of this work from Waikawa Creek, going in the direction of Picton. The creek has given signs within the last two years of, in the near future, becoming troublesome. The floods of June and July, 1896, brought down about 2,000 tons of boulders and shingle to the vicinity of the ford, and threatens to change the direction of the creek. The Maoris of Waikawa, who are interested in the road, erected a groin in the stream, which temporarily holds it in check. Dray-road re-formed and metalled, 42 chains.

Omaka Bridge.—To protect the Renwick Ford below the foot-bridge river-protective works have been carried out by the Omaka Road Board. The works undertaken up to date are protective groins to the banks, the planting of willows on the right and left banks, to protect the road, and an extension of the foot-bridge. The Omaka, being a shingle-bearing river, requires frequent attention, and more especially after partial floods. For this and other protective river-works a sum has been put on the estimates on behalf of the Omaka Road Board; grant-in-aid, £300.

Foot-bridge, Taylor River.—Floods in the Taylor River having destroyed the foot-bridge that spanned the ford on the new Renwick Road, the Wairau Road Board has had it replaced by a

structure partly built of the materials that formed the old one. The new bridge is longer, and considerably above the highest flood-level. The right and left banks of the Taylor River in the vicinity of the bridge have also been protected by groins. The Board was assisted in these works by a Government grant-in-aid of £50.

Double Bay.—Works of maintenance have, during the past year, been carried out on the bridle-road in the neighbourhood of this bay.

Picton–Queen Charlotte Sound.—An engineering survey for a dray-road to connect Picton with the Grove, Anakiwi Bay, has been made, and the road commenced at each end. When completed, this line of road will, without doubt, be of great public utility, leading, as it will, direct from the Port of Picton to the goldfields of Mahakipawa, the Town of Havelock, and the goldfields of Wakamarina. The tourist also will find it a route of great beauty, as it winds along the shores of Queen Charlotte and Pelorus Sounds. A sum has been placed on the estimates to continue the works. Work completed: A mile and a half of engineering survey; 1 mile 12½ chains of sidling dray-road (partly rock-cutting, and of full regulation width); and 5 chains of sea-wall.

Grove Wharf and Shed.—The old piles of this wharf and shed have been drawn, new ones substituted, and other repairs to each effected. The original piles were much worn—several entirely through—probably eaten away by small crustacea, as search was made for the *Teredo navalis*, but none found. This being the case, it was decided to coat the new piles with chunam, sheath with Muntz-metal, and stiffen the structure by introducing on the cross-section walings and diagonal braces. The old piles were of totara of excellent quality, though unable to resist the limnoria; the new ones are also of totara, but it is confidently expected that the sheathing will give them a much longer life than those replaced, which but slightly exceeded six years. The wharf timbers above the top line of the sheathing have been well coated with pitch and tar, and the shed twice painted. A small balance remains to credit, which will be expended on road-repairs within the boundaries of the lease.

Clarence Bridge.—Repairs to this bridge, consisting of renewals to parts of the decking, providing and fixing sheep wire-netting to the girders on each side, tarring and sanding the deck, and sundries.

Blenheim–Kaikoura–Waiau.—Works of general maintenance to road and bridges, and removal of slips, have been executed by the Amuri County Council, assisted by a Government grant-in-aid.

Nelson–Havelock (and Bridges).—The crown of Totara Hill, about a mile and a half north-west of Canvas Town, on the Nelson–Havelock Road, has been lowered, and, as far as the cutting extended, metalled. Plans of a truss bridge, of 45 ft. span and embanked approaches, are being prepared for Flat Creek, and tenders will shortly be invited for the work. During floods in the Rai River the water backs up Flat Creek to a depth, at times, of 11 ft. above the level of normal flow, causing great inconvenience and delay, it being on the main line of coach-road. Work executed and completed: 404 cubic yards road-cutting at Totara Hill, and four chains of road-metalling.

Nydia Bay–Havelock.—Works of maintenance to this bridle-road, removal of fallen trees and slips, have been carried on during the past year. Fires in the bush near the bridle-road was the cause of the track being blocked by timber, and which demanded removal.

Blind River Road.—No return was made prior to 31st March of work executed under this vote, though a start was made on the new road through the Starborough Run, connecting Blind River Estate with the Awatere. This line of road will lead in a more direct line to Blenheim than the present road by the Taylor Pass, a great advantage to the settlers of Blind River, as it shortens by time about an hour and a half for a dray trip between Blind River Estate and Blenheim. One other advantage it has, in that the height of the Redwood Pass is nearly 450 ft. lower than that of the Taylor Pass. Under a grant (Land for Settlement, 20), sundry works of road-formation and construction of culverts have been carried on on the roads of Blind River Estate, and are being continued. Dray-road constructed, 44 chains.

Omaka Estate.—The embanked approaches to the Mill Creek Bridge, executed by resident settlers, is the only work of formation carried on during the past year on this estate. Arrangements are being made to expend the balance of the grant (Land for Settlement, 18) on roading, ditching, and a 30 ft. span bridge over the Mill Creek where it crosses the Renwick line. By request of the resident settlers, the commencement of these works has been postponed, as they desire themselves to carry them out under the co-operative system during intervals when work on their farms is slack. Work: 8 chains bridge-embankments, and metalling.

Flood Relief, Awatere Road Board.—A grant-in-aid having been made for the purpose of reinstating roads and bridges within the jurisdiction of the above Board, works were undertaken between Flaxbourne and the Shades, on the Blenheim–Kaikoura Main Road. The works consisted of putting the road generally in passable condition, making up the various fords, removing slips, filling wash-outs, re-forming bridge-approaches, and general repairs to bridges. These works were rendered necessary in order to put the line of road in safe condition, by repairing all damages occasioned by the severe floods of June and July, 1896, and were carried out by the Awatere Road Board under the supervision of this office.

Kahautara–Conway and Hundalee Block.—The roads under this heading and expenditure form a portion of the Cheviot–Kaikoura Road, lying between the Conway and Kahautara Rivers. It was considered, when first laying off these works, that funds would not be forthcoming for a dray-road, so a bridle-road 4 ft. wide, and through a bush-clearing of 45 ft. in width, was first constructed. This proved of great service in locating the co-operative contractors on their sections, it being formed along the levels of the permanent road afterwards constructed, and in getting forward tools and supplies. Of bridges, none were completed during the twelve months of a span exceeding 30 ft., though one was finished after the close of the financial year having a span of 46 ft. Works executed: 13 miles 41 chains of roading complete and of regulation width; 10 miles 27 chains of bridle-road through a bush clearing; and two bridges of 20 ft. span each.

C. W. Adams, Chief Surveyor.

NELSON.

Takaka Roads and Bridges.—Out of this grant to the Collingwood County Council money has been expended in tarring the bridge over the Takaka at Paine's Ford.

Ferntown–Pakawau Road.—The same local body was intrusted with the expenditure of the vote, and 75 chains of bushfelling, formation, metalling, ditching, &c., was done in forming a road round the estuary.

Lloyd's Valley Road.—The Waimea County Council received a grant of £100 for the opening-up of this road, and 79 chains of road-formation, 17 ft. wide, with the necessary culverts, was let in three contracts, one of which has been completed, and the remainder of the work is proceeding satisfactorily.

Maitai Road.—60 chains, in continuation of previously formed dray-road, has been converted from a rough bridle-track into dray-road by co-operative labour. Deviations from the old track were found necessary to improve the grade, and a few chains of rough stonewalling against the river has to be built. The work will be continued in a few months' time, and a further length made available for wheeled traffic.

Wakefield–Stanley Brook.—The expenditure of this grant has been intrusted to the Waimea County authorities, and contracts have been let and the work in hand for widening the existing road at several sharp and dangerous turns in the road, but no advance has yet been made.

Pigeon Valley–Dovedale.—This vote of £100 has been spent in putting a light coat of gravel on 109 chains of the road.

Tracks, Mount Arthur.—6 miles 22 chains onwards from the Flora Saddle of rough bridle-track through the bush has been vastly improved, and formed throughout into a good horse-track 4 ft. on the solid, overhanging trees and scrub cleared, and requisite fords made. A great deal of rock was met with, and numerous deviations had to be made to improve grades. This work, with the expenditure of £200 from the Mines vote, which was spent on this side of the Flora Saddle, enables the table-land, from which Mount Arthur and other high mountain-peaks can be climbed, to be reached with comfort on horseback, as well as affording easy access to the mining claims in the vicinity.

Aniseed Valley.—An engineering survey of a very necessary deviation of the road, to avoid two rough fords, has been made, and it is intended shortly to commence road-construction with co-operative labour.

Wairoa Gorge Road.—A length of 70½ chains of old horse-track has been converted into a dray-road 17 ft. wide under the supervision of the Waimea County Council.

Rawson's Creek Road.—Part of the vote has been spent in the purchase of land for a new line of road, and the balance is about to be used in forming a bridle-track along it.

Marahau Valley Road.—The Riwaka Road Board has constructed a cart-road 16 ft. wide for a distance of 53½ chains out of this grant.

Little Sydney Branch Track.—The same local body has made a bridle-track 5 ft. wide for a distance of 127 chains.

Motueka River Protection.—A very effective work was carried out under the management of the Motueka Road Board in the construction of protective works where there was a serious breach in the banks threatened, which, if not prevented, would have destroyed much of the farm-lands in the immediate neighbourhood. The nature of the work has been similar to what has answered so admirably in previously executed works near at hand—viz., the systematic building of sloping banks, with layers of manuka fascine, weighted at the foot with stones, bound together in a mass by strong wires, and staked with willow stakes. In addition, two crates filled with boulders were built to act as groins, with the object of turning the course of the river.

Motueka–Waiwera.—Out of this grant to the Motueka Road Board there have been made 22½ chains of cart-road 13 ft. wide; a new line of road at Waiwera, in substitution of a badly graded one over the hills, has been bought, which will be of great service to the holdings affected.

Takaka–Riwaka Road.—A mile and a half of the main road going up the hill from Riwaka has been metalled, and 43 cubic yards of stonewalling built by the Collingwood County Council, but no money has been yet paid out of the vote.

Belgrove–Tophouse–Tarndale.—At the beginning of the year there was a small credit balance, which was laid out in repairing and gravelling the worst places from Reay's Hill to Tophouse.

Road to Torea Southwards.—34 chains has been cleared, formed, and gravelled by a grant of £200 to the Buller County Council.

Tophouse–Wairau Gorge Road.—The work consists of improving approaches to fords near the place known as the "Slips," and clearing scrub and overhanging trees along the track, and general repairs to the road between Tophouse and the Rainbow River.

Wangapeka–Rolling River.—The reopening of this prospectors' track, which had been completely blocked with fallen timber by the heavy falls of snow last winter in that locality. Several old and dangerous bridges had to be replaced, and the track repaired generally.

Tableland Horse-track.—Five miles and five-eighths from Hodges's to the Flora Saddle has been improved by co-operative labour in clearing overhanging trees and scrub and generally widening the track, especially at some dangerous points and rocky bluffs.

Wangapeka–Wanganui Road.—At the eastern or Wangapeka end of this road a great deal of work was entailed in rendering the existing portion, which was blocked throughout by slips and timber (the result of the heavy snowfall of last winter), fit for pack-horses, to convey materials, stores, &c., for use of road parties before works in continuation of new road could be undertaken. This was spread over a distance of sixteen miles. About one mile of new bridle-road was made through heavy rock cutting, and ten miles of a good walking-track has been carried down the Karamea River towards the junction of that river with the River Crow. The bush and scrub has been cleared 12 ft. wide, and roots, logs, &c., removed, and in a few places round shoulders of

spurs a sideling formed, specially wide, to allow swagmen to pass along in safety. It is reported that numerous, and in some cases moderately sized, flats, with good agricultural land, can now be reached by this track, and miners will now be able to get provisions into the gold-bearing country. At the Wanganui end 67 chains of metalled horse-track was done by contract and by co-operative contracts; 50 chains of dray-road was formed (40 chains of it being gravelled); 27 chains of horse-track formed; and 1 mile 53 chains of bushfelling, 1 chain wide, with centre cleared, was done.

THOMAS HUMPHRIES, Chief Surveyor.

WESTLAND.

Reconstruction of Road around Slips on the Old Nelson Road (Belgrove–Tophouse–Tarndale).—£150 has been authorised for making the road round the slips safe, and keeping the Buller River away from the foot of the hill where the slips occur. This money has been expended, but the work is not quite completed, and a further sum of about £15 will finish it.

Belgrove–Westport–Reefton Road.—During the year the ordinary maintenance has been well attended to. The damage caused by floods in March, 1897, has been repaired, and the road has been remade through the slip on the Matiri Hill. The Dee Hill has given a lot of trouble too, by continually slipping. The maintenance of this road is a very heavy item, and it is necessary to keep one experienced bridge-carpenter and a party of four or five men doing nothing besides repairing and renewing bridges and culverts and crib-logging. So many of the smaller bridges have needed attention during the year that nothing has been done to the Inangahua Bridge or the Waitahu, both of which are in need of repairs. The works done during the year comprise the repairs to the Newton Bridge, Whale's Creek Bridge and approaches, bridge at Goddard's, bridge at Fern Flat and approaches, Husband's Creek Bridge and approaches, bridge and approaches at Hunter's sawmill, piers of Matiri Bridge, new bridge at Eight-mile and a deviation of the road, new bridge at O'Rourke's (near the Eight-mile), and a new bridge close to Junker's; repairs to the Flaxbush Creek Bridge, and ford at Paved Creek; new culvert at the Rotoroa Bank, and improvement and widening of road there. Many old log and box culverts have been replaced by new box culverts, and many new box culverts have been put in where it was found they were required. Several foot-bridges have been built. At the Inangahua Junction a new piece of crib-logging has been put in, and a new box culvert, and the road has been raised and widened. At Hawk's Crag a new piece of crib-logging has been put in a little higher up the valley, a dry stonewall has been built, and the road has been widened. At Batty's Creek the ford has been crib-logged and raised, but after every heavy rain there is considerable scour. At both sides of the tunnels the road has been improved and several new culverts have been put in. The Nine-mile Bridge has been redecked, and one end pier has been temporarily repaired, pending the construction of a new pier. Between the Nine-mile Punt and Westport two new bridges have been built. At Berlin's a deviation about 13 chains long has been put in hand, in order to get the road on the high ground away from the river, which is encroaching here. Near the Hope Junction the Buller threatened to wash away the road, so a short deviation has been made there to prevent the stoppage of traffic. Boatman's Creek has been troublesome at every fresh, and a good deal of time and labour have been expended there in trying to protect the northern bank. Larry's Creek has also needed much attention. The creek-bed is being raised very fast by the amount of shingle brought down in flood-time, and I am afraid it will leave its present channel, and then the bridge will be useless. I therefore recommend that a bridge be provided for at Boatman's, and that provision be made for protective works at Larry's. The Landing Creek has not caused so much trouble since the crate was repaired and the channel cleared of the accumulation of logs and rubbish. Generally the road throughout has been well maintained.

Hampden Cemetery–Murchison Road.—£50 was voted for this work, but as yet nothing has been done.

Ahaura–Haupiri Road.—£200 was voted for the continuation of this road, and the authority for its construction has been issued to the Grey County Council.

Clarke River Road.—£150 was granted for this, but no work has as yet been done.

Repairing Bridges, Grey County.—£500 has been granted to the Grey County Council for repairing several bridges on the Main Road, between Greymouth and Reefton. A contract has been let, but no work has as yet been done, unless it is the getting of timber.

Construction of Track from Lyell towards Victoria Range.—£100 was granted to make a prospecting track from Lyell towards Victoria Range. About three miles of this track was cleared the previous year, and about four miles more has been cleared. The country is very rugged, and great difficulty has been experienced in getting a line that would be good enough for a pack-track.

Landing Creek Bridge.—A survey of the site for this bridge has been made, plans have been prepared, and the contract is now being advertised.

Walker's Creek Bridge.—A survey of the site for this bridge has been made, plans have been prepared, and the contract is now being advertised.

Granity Creek Bridge.—A survey of the site for this bridge has been made, but it has been decided not to proceed with its construction at present.

Dee Creek Bridge.—A survey of the site for this bridge has been made, and the plan and longitudinal section were prepared.

Mangle's Bridge.—A survey of the site for this bridge has been made, plans prepared, and the contract for constructing the bridge and approaches has been advertised. The wire-rope for the bridge has been delivered at the site of the bridge.

Greenstone-Teramakau Road.—The works upon this road are now finished, which comprises 74 chains bushfelling, formation, metalling, culverts, drains, and turn-outs, and were carried out upon the co-operative system by settlers on the settlement, and which is found to be of great convenience, as when the river is in small flood it cannot be forded. With the balance of funds in hand I am now putting the present dray-roads on flat in order, as they are very much worn out. The road from ford to main Christchurch Road is also being repaired, that being part and parcel of settlement road.

Stafford-Waimea Road.—The construction of this road has been retarded, chiefly on account of its passing through private property; but this difficulty has lately been overcome, so that in the near future I may be able to proceed with the works.

Drainage, Stafford Township.—This provided for construction of 30 chains protective-works along bank of Waimea Creek to prevent flood water getting into Stafford Township, which was in imminent danger of being wholly washed away, and also to obviate the necessity for a costly deviation of the main road.

Hokitika-Valley Road.—During the year two miles of a horse-track has been completed, which includes bushfelling 16 ft. wide, formation, with all level crossings over creeks. 20 chains of this passed along the Green Bluff, and was cut out from the solid rock, some of it being sheer. There still remains one mile to complete horse-track up to cage over Hokitika River, after which a pack-horse can go from Diedrich's Upper Station to that point, being a distance of seven miles and a half. I find all the sidling country along which our track passes to be very rotten, and no sooner do we disturb the surface than down comes a landslip, which, of course, must be cleared away, so is therefore double work and extra expense.

Dawson Road.—This road was drained, formed, metalled, and completed a distance of 78 chains from the main Kokatahi Road to Raft Creek, at the foot of terrace. Thorough access is now provided for settlers and miners into the block of country west of Lake Kanieri.

Great South Road.—The completion of widening and maintaining the main road from Mikonui to Mount Hercules, about thirty-one miles, thus enabling the settlers in the adjoining districts to cart their produce to market, as hitherto all supplies had to be packed. Quite an impetus to settlement has been given by the construction of this work.

Flood Damage, £1 for £1 (granted to Westland County Council).—This was in connection with roads repaired throughout Westland County in consequence of damage caused by floods.

Westland Ferry Service.—This was an amount granted to the Westland County Council towards the maintenance of ferries over fourteen rivers in the county. The service has been efficiently performed.

Franz Josef Glacier Track.—The track from wire-bridge up to glacier has been greatly improved; the old zigzag has been done away with, and a new one made by carrying an even grade along terrace to flat. Most of the large stones on track have also been cleared away, so that now the track is in good order. I have also had erected an iron shelter-hut some 30 ft. long and containing three compartments, which will be found very convenient for tourists. Its situation is good, and within easy distance of glacier.

Track to Fox Glacier.—This track was balloted for under the co-operative system upon two different occasions, but was given up, as the men considered the estimate was too low. I am now constructing it by day labour, and so far the prices given were good, and I should say will leave a margin to the good.

Haast Pass Track.—This track has suffered a good deal during year from the big floods which have taken place, but repairs have always been punctually done, so that no inconvenience takes place to travellers. A deal of rock-blasting has also been done at Clarke Bluff, and I am still doing further works there, which is expensive owing to distance men have to come.

Whitcombe Valley Track.—This track is a continuation of the Hokitika Valley Track, and passes through the Whitcombe Pass, being a distance of eighteen miles. The work done upon this portion during the past year consists in prospecting, cutting, and grading a line up to Price's Flat. Upon the best route being chosen, I put on a party of men to clear and bench out a track 18 in. wide, so that foot-travellers have now good walking to that place (Price's Flat). The country from Hokitika River crossing to Slip Creek, being a distance of about 2 miles 50 chains, is extremely rough, and passing through Collier Gorge the slope has an angle from 40 to 50 degrees, with a deal of rock-cutting; and I am of opinion that if a pack-track were made the landslips would be fewer than what took place upon the Hokitika Valley Road, as the country appears to be firmer. From Slip Creek to bottom of Park Gorge, being a distance of 3 miles 30 chains, the track traverses a succession of flats, where fairly good firm ground is to be had, so requiring very little making.

From mouth of Park Gorge to Price's Flat, being a distance of 3 miles 40 chains, the country becomes more broken, and some of the sideling ground is steep and very much on the move if disturbed; but this is the only possible line that can be got. This has been benched 18 in. wide, so the travelling is fairly good, except where slips have taken place.

From Price's Flat to Cave Camp, being a distance of 4 miles 40 chains, only a survey line exists in places, and progress is very slow, as you have to go up and down into the river-bed so often. I find it will be necessary to take the road-line away from the river-bed and try a new line along the face of mountain, say, some 200 ft. or 300 ft. above river-bed, and I am of opinion this can be done, but, of course, the grades will have to be dodged so as to pick fairly good country; but wherever the line may be I am certain it is rough, with steep slopes and a good deal of rock to contend with. From Cave Camp to Pass is a distance of four miles, and the proposed route to be graded must be well away from river-bed, and from what I can see of the country from below it

looks fairly well, although there will be some nasty slips and gullies to pass along. When funds are available I intend sending up a party to run the above graded line, so should it be adopted I will have it benched in the usual way for foot-passengers. No difficulty exists in getting down the Canterbury side, following the Louper Stream to its junction with the Rakaia River; distance, three miles and a half.

Woodstock–Mahinapua Road.—This dray-road has now been completed, being a distance of 1 mile 44½ chains of formation, metalling, along with side and outfall drains, also culverts, and has been found to be of very great convenience to the general public in that locality.

Turnbull River Road.—This road is now being widened and gravel being put on to it, but is very difficult to keep in repair, chiefly on account of scour from river when in flood.

Cook's River (Upper).—9 chains, in continuation of Cook's River Flat Road (widening), have been widened and metalled, with level crossings and turn-outs.

Barn Bay Track.—A 4 ft. metalled horse-track 60 chains long was made down sideling from main road to ford over Martyr River on Cascade Flat. An extremely necessary work to provide safe access to the lower valley.

Hokitika–Christchurch Road.—The portion of this road under care of the Westland Office comprises from Arthur's Pass to the Kumara Borough boundary, being a distance of forty-two miles. During the year the work consisted principally in general repairs and maintenance, but the whole road throughout has suffered very severe damages by floods, which have brought down large slips, scoured out creeks, and altogether changed the river-crossing, so that new fords and approaches had to be made. From 15th to 21st July 5 ft. of snow fell on top of pass, with 3 ft. at bottom, which blocked coaching traffic until 7th August. A pack-track was made to pass the mails, but it took a deal of extra labour and expense to open up the road for wheel traffic. From 24th September to end of March we had no less than nine floods, which damaged the road seriously in different parts, but chiefly in Otira Gorge, from wash-outs, slips, and fords scoured. Flood on 21st October—damage to road, £300; flood on 14th January—damage to road, £325; flood on 10th February—damage to road, £575: a total of £1,200 above the ordinary maintenance. The three floods of March carried away most of the former month's repairs, together with roadway, leaving only 5 ft. to pass between perpendicular rocks 30 ft. high and a precipice down to Otira River some 80 ft. deep, which rendered necessary the blasting away of a large quantity of solid rock. These damages occurred from the enormous quantity of shingle coming down the mountain-sides and filling up the river-bed (which runs parallel to road) to a depth of about 18 ft., causing an overflow, which cuts away all loose material down to the solid rock; and until the river scours to its natural bed we may expect further damage by large floods. The cribbing-work at Selby's Hut has also dropped into the river to a depth of 15 ft.; this we are now building up upon top of old crib-work, which I think will now be able to resist the strong current which continually sets in there. With the exception of a few wash-outs at various creeks and river-crossings along the route, the road throughout is in excellent order, and reflects credit upon Mr. McIntosh.

Poerua Estate (Crooked River Road).—The bush and scrub on this road-line were felled and cleared away during the previous year, and some of the formation was done, and a few culverts and 12 chains of fascines were also put in. During the year just ended 54 chains of formation has been completed, four log culverts have been put in, and a ford with approaches has been made at Puzzle Creek. Now the formation of this road 1 mile 51 chains in length is completed, but no metalling has been done, and the traffic will be very slight for some time yet, so that it is hardly necessary to metal it.

Bell Hill Road.—This road is at present a 5 ft. pack-track, and is the main road from Teramakau to the Grey Valley. It also passes through part of Poerua Estate. As a good deal of traffic now passes along here, it has been proposed to widen it to 8 ft. for wheel traffic, and for that purpose I have received authority to expend £200, the work to commence at Poerua Railway-station.

Reefton–Hokitika–Ross Road.—This portion of the main road extends from Kumara Borough boundary to Hokitika and Ross Borough boundaries, including road from Kumara to Kumara Railway-station, being a distance of 38 miles 31 chains. The road has been maintained in splendid order throughout the year, and when worn has got a coat of metal, and when metal was not to be had a good coat of pit-gravel was put on. The several bridges and culverts have from time to time been examined, and where faulty have been renewed. The north approach to Arahura Bridge was threatened by flood-scour, but piles are now being driven which will remedy the evil; the south end looked to be in danger, and had scoured a little, but immediate attention prevented any further damage. Paddy's Creek and approaches have now been filled up to a height of 4 ft., so that during floods and high tides the road is made passable for foot and wheel traffic. The bridge at Stafford on main road is now almost blocked up with tailings, in so far as when extra flood-water comes down it gets blocked, consequently flooding and scouring the road. It is therefore necessary that it be raised at least 4 ft. from its present bed. The cost of this, with approaches, will be £300. That part of the road from Kumara to railway-station is now in splendid order, but to keep it so it will require continual watching, as the traffic is exceptionally heavy along it. The Stafford protection-works have also been completed. This was a very necessary work, as the town of Stafford and main road was in very great danger of being continually flooded. As it now is it will require careful watching, as tailings and tail-water are being continually deposited into it, thereby directing current against the works and scours down to the foundation. As a remedy for this I see nothing but pile-driving, which, owing to its extent, would be costly. Upon the southern end of the road, or from Hokitika to Ross, we have a large quantity of broken metal, which will be put on as occasion requires. The bridges along the whole route require to be tarred for their future preservation.

Wire Foot-bridge, German Gully Track.—A wire foot-bridge of 120 ft. span has been put across the Waimea Creek on the German Gully Track, just above Stafford; also, approaches to the bridge have been made and metalled.

Kokatahi Road (Raft Creek Bridge).—This brfdge has replaced an old bridge on the main Kokotahi Road. The bridge is 47 ft. long altogether, consisting of two spans of 23 ft. 6 in. each. It is built on trestles. The sills, posts, caps, braces, and corbels are silver-pine, and the rest of the timber is heart of red-pine. The approaches to the bridges were made good on the completion of the bridge.

Stafford–Awatuna Road.—To complete this road a sum of £300 will be required, and I intend to let it out in three sections on the co-operative system.

Cook River Flat Road (widening).—The survey of this road was done, and 42 chains of the Gillespie's end widened to an 8 ft. metalled road; also bridge over lagoon renewed.

Okuru River Ford Track.—The completion of this track is very necessary, and I trust the amount (£150) required will be forthcoming.

Track from Ross Road towards the Ranges.—This track extends from the Ross Road in towards the ranges for a distance of 4 miles 27 chains, and passes through a country having indications of being gold-bearing. Several parties have sunk holes, but so far they have not been payable. The track is a great boon to the prospecting miner, as he can now get in his supply of provisions at little cost.

W. G. Murray, Chief Surveyor.

CANTERBURY.

Oxford Bush Road Extension.—£300 has been granted to the Oxford Road Board for this work, and it has proposed to expend the amount in the construction of four concrete culverts and a bridge of one span of 30 ft. across Gamman's Creek on the Main Bush Road, the old bridges having been destroyed by the late fire. The bridge will consist of five 14 in. by 6 in. rolled girders crossed, braced with 6 in. by ¼ in. plate iron, abutments of stone, and the sleepers, decking, and handrailing of the heart of black-birch, and when completed will be a neat and substantial structure.

Protective Works to and redecking the Ashley Bridge.—The total amount expended on this work during the year is £1,116 15s. 6d., the Government vote being £1,000. The work was carried out for the purpose of keeping the River Ashley (which has an estimated drainage-area of 470 square miles) permanently in its present channel, and comprised the formation of a protective bank 22 chains in length, 10 ft. wide on top, with slopes 1½ to 1, and 12 ft. in height above probable limit of scour, faced with gorse fascines, sheep-netting boulder bolsters and willows. Along the toe of the bank a protective fence has been erected, composed of willow stakes and railway-iron posts 3 ft. and 1 chain apart respectively, and seven plain wires. A protective fence has also been erected on the south side of the embankment, consisting of willow stakes 9 ft. apart and six plain wires with one barb-wire on top. With respect to the bridge, it has all been redecked with 4 in. by 8 ft. black-birch, and the south approach thereto raised. The work, which was carried out under the supervision of the Ashley Road Board, was found, on inspection by District Surveyor McClure, to be completed in a most satisfactory manner. He, nevertheless, at the same time gave the opinion, which I indorse, that a further extension of the embankment westward will in time have to be made to prevent the river breaking through behind the present bank.

Waimakariri–Ashley Water-supply.—Two votes of £900 and £200 each were granted the Board for this work during the year. The former was wholly expended in the Brown's Rock subdivision, and comprised the construction of a race 7 miles 41 chains in length, being a main branch from the main race, and joining the latter at a point 7 miles 42 chains from the intake at Brown's Rock. The race is 8 ft. wide at the bottom, with slopes 1 to 1, and an average depth of about 1 ft. 6 in. It is provided with suitable sluice-gates of a substantial character at the junction, and with timber falls to break the velocity of the current in the steeper grades. There are timber gate-crossings provided where necessary for the convenience of landowners, and pipes under the race to carry off surface storm-water. The works also comprise a flume of 20 ft. span over a creek, and another of eight spans of 20 ft. each over the River Eyre upon piers of ironbark piles. The works were let in three contracts, amounting in all to £1,055 18s. 9d., of which amount £261 3s. 9d. was expended on the flume over the River Eyre and overflow-channel. Of the £300 vote, £200 has been expended in the Cooper's Creek subdivision, in the construction of about four miles of distributing channels, chiefly in the Oxford Township, in addition to a large number of small flumes, culverts, and fords at road-crossings. A further vote of £1,000 has been granted the Board for the purpose of providing the North Mairaki district with a water-supply. None of this amount, however, can be expended until the ratepayers have carried a loan poll.

Waipara–Cheviot Road.—Amount voted, £100. I have notified the Waipara Road Board that this amount is available, and in reply they have advised me that the plans and specifications for the work will be forwarded for my approval at an early date.

Selwyn Bridge.—Amount voted, £500, as a pound-for-pound subsidy. The Selwyn County Council submitted plans and specifications prepared by Mr. Edward Dobson, M.I.C.E., for the construction of this work, which will be a plain but substantial wooden structure, 703 ft. in length, and will consist of thirty-two 21 ft. and two 15½ ft. spans; width between hand-rails, 15 ft. The piles, capsills, and stringers will be of ironbark, and the remaining timber of black-birch and kauri. Thework is now well advanced, and I expect shortly to be advised of its completion.

Hae-Hae-Te-Moana Gorge Road.—Amount voted, £120. This work was carried out in one contract, under the supervision of the Geraldine Road Board, and comprised clearing slips, blasting and removing all impediments, forming parts not already formed, building retaining-walls, and constructing fords and water-tables over a distance of 180 chains. The road is now open for wheel traffic up to the point covered by the contract.

Arowhenua Native Road.—Amount voted, £50. This work will comprise about 34 chains of formation, the construction of an embankment about 3 ft. high over a gully, and the putting-in 6 in. pipes under same. After considerable negotiation with the Natives I agreed that they should be allowed to carry out the work in their own time, on the co-operative system, under their headman, no payment to be made until the satisfactory completion of the work.

Orari Bridge.—The expenditure on this work was £1,200, which is inclusive of £200, the cost of the retaining-walls to restrict the width of the river, the Government vote-in-aid being £500. The structure is a plain wooden one 336 ft. in length, built on piles in fourteen spans of 24 ft. each. It is 11 ft. wide between the curb beams, but the hand-rails having an outward cant of 1 ft. on each side, thus leaving 13 ft. between the top rails. The bridge is built on the Main North Road crossing of the river, and was a very necessary public work, for in flood-time traffic had to be suspended. The work was carried out under the supervision of the Geraldine County engineer, and in accordance with the plans and specifications prepared by him.

Pukaki–Omarama Road.—Amount voted, £100, the greater portion of which has been expended. The work comprised the gravelling of about 57 chains of road to a width of 12½ ft., improving the road at the Quail Burn Saddle, and the approaches to the Ohau Bridge on both sides. The gravelling was done by contract, and the other works by day-labour, under the supervision of the Waitaki County Council.

Fairlie–Pukaki Road.—Amount voted, £200. This work, which is in progress, comprises new formation, shingling, general surfacing, and removal of rocks where required on four sections of the road, situated two on each side of the Tekapo Bridge, and is being carried out under the supervision of the Mackenzie County, who are providing the necessary plant for the purpose free of cost.

Mount Cook Road.—The amount expended on this work during the year was carried out partly on the co-operative-contract system and partly by day-labour. The co-operative work comprised the formation of 1 mile 42 chains of road, which was carried out under the supervision of a Government overseer, and in a very creditable manner, the men giving no trouble. All the culverts and fords, however, in this section were constructed by day-labour, chiefly because the stone had to be carted some distance, and the men had no horses and carts. Keeping all the accounts, arranging for feeding and transporting the men to ground, paying part of their wages to their wives, receiving orders for accommodation, fares, &c., add considerably to the cost of supervision. The work performed by day-labour, assisted by the drays, ploughs, scoops, &c., comprised 1 mile 60 chains of formation, 16 ft. to 18 ft. wide, shingling 67 chains, constructing nineteen culverts (20 ft. in length), 1 ft. by 1 ft., two culverts (20 ft. in length), 2 ft. by 2 ft., nineteen fords, and 1 mile 10 chains of catchwater drains. In addition to the foregoing the drays have carted the firewood used by all classes of workmen from a place eight miles distant, at the rate of two loads per week, the co-operative men having cut it in their own time. Part of the above formation was flat, the remainder ordinary cutting and embanking, the material clay, gravel, boulders, and rock. The culverts and fords are most substantially built of stone. Some of them entailed a large amount of labour, as they are of considerable size, and in a few cases the stone had to be carted a long way. All this work was executed in a first-class manner, and will, I trust, last for years. The work done by the two surface-men has been very satisfactory. In addition to the constant attention the fords have required, they have been much improved by clearing out the road cuttings and chipping off the line of tussocks which had grown in the centre. There have been many floods during the year, nevertheless, the coach has been running regularly, and to my knowledge has not been detained a single day; when the creeks were high the surface-men have piloted the coach through them. The works in progress consist of widening the road by cutting off points and embanking with material in the old Glentanner Section, and gravelling about 6 chains near same, re-forming a wet place, and putting in culvert about three miles down Lake Pukaki; formation of about 10 chains where the road leaves Lake Pukaki to go over hill. After the work here enumerated has been done I have instructed the overseer to discharge the men for the season. Work to be done: New road round Lake Pukaki, or else considerable repairs to old one, £1,500; repairs to old formation on lake; re-forming section near Jack's Creek, and clearing cuttings between Bush Creek and the rabbit-fence, £300; two surface-men, £100: in all, £1,900. The road is in very good order throughout except between the Ohau finger-post and the lake, which is the piece that would not be used if the lake-side route was adopted. Part of it has never been properly formed, and it is getting into a very bad state, and should have something done to it next season, if the other is not to be formed. The £300 I have put down for clearing the cuttings and widening and forming here and there would have to be spent if the road is to be made really good, but there is no immediate necessity for it. The surface-men are indispensable, because of the everchanging creeks and damage by flood. The coaching company have now an excellent lot of horses and coaches on the road, and have been running all the season without any hitches or breakdowns.

Hooker Bridge.—The work of strengthening this bridge is now complete, and District Surveyor Brodrick, who had the supervision of it, states in his report that Mr. Riddle, the carpenter in charge, did his work very creditably, and that all the ironwork ordered in Christchurch for the bridge fitted in a satisfactory manner. The only changes from the original design were in using railway-irons for anchors instead of concrete, and in lengthening the cables by the addition of part of the old Ohau cable to get better places to sink the anchors, both of which alterations are an improvement. The decking is now 2 ft. wide instead of 1 ft.; the hand-rail is of wire rope instead of a single wire; and the whole structure is infinitely stronger and stiffer than it was originally. The decking and all underground ironwork received three coatings of tar, and the whole bridge was painted. Altogether it is very much improved in appearance, and I do not think even very nervous people will be afraid to cross it, as many used formerly to be. Just after the new cables had been hung, but before the attachments were made to it, the old bridge was completely wrecked by a terrific

gale of wind, and would have been lost had not the new cables been threaded through the old bows. This added to the cost of strengthening considerably, for much of the decking was broken up, a number of the old cables had to be spliced, and the whole structure again raised into position. It is now very strong and firm, and should resist the force of the wind well. The amount paid over during the year was £39 4s. 7d.; the balance of the amount incurred will appear in next year's expenditure, the chief items being ironwork, new cables, wages, and carting. The amount voted will be exceeded to some extent, which, however, was unavoidable. Bad weather delayed the work, and men will not go to such out-of-the-way places unless they are paid for full time.

Tracks, Mount Cook, and Glaciers.—The amount expended on these works during the year is £98 2s. 6d., but a much greater sum has been incurred, which will appear in the coming year's expenditure, and comprised improving the Ball Horse-track, forming to a width of 4 ft. 48 chains of the track from the Hermitage to the Hooker Bridge, re-forming 18 chains between the bridge and the Hooker Glacier, 11 chains from the Hermitage towards Kea Point, 15 chains from back of Hermitage to moraine, 183 chains from where the men left off last year to near Ball Pass, and 18 chains from Tasman Glacier to Malte Brun hut—total, 293 chains. The works also comprised the construction of the Malte Brun hut, alterations to the Ball hut, also replacing the Hooker cage. The following is a general report of the works by District Surveyor Broderick:—

"The Malte Brun hut, which was built this season, is situated on a grassy spur of Mount Malte Brun, on the south-east side of the Tasman Glacier, about one mile below the Darwin Glacier, and eight beyond the Ball hut. It is, roughly speaking, about 5,500 ft. above sea-level, and 175 ft. higher than the usual camping-place on the moraine, and is approached by a winding track up the side of the hill 18 chains long leading from the glacier. The hut is 20 ft. long by 12 ft. broad, built of wood and iron, lined with felt, divided into two compartments, and has an iron chimney with a stone and cement fireplace. Each compartment has a window and outer-door, and contains four canvas bunks, and the largest of them has two large iron-lined boxes for holding the blankets, &c., and two stools in it. The partition is partly of wood finished at the top with Willesden roofing-paper, the intention was to have made it entirely of wood, but the wind broke up some of the boards while they were being carried forward, and so the Willesden paper was substituted. The door connecting the apartments is the canvas one so long in use at the Ball hut, the wind having blown the wooden one down a crevasse during the same gale which destroyed the other timber. The hut stands on a most substantial platform of rock 30 ft. by 24 ft., and 5 ft. high at the outer and lower side. The floor-plates are wired to the rocks below the surface of the platform. Two double wires are carried along the outside of the roofing-iron, midway between the eaves and the roof-tree, crossed at the ends of the hut and fastened to anchors. These wires are strained tight and clinched to the purlins with staples. At each end of the building a double wire is also tightly stretched across the tops of the wall-plates under the roof and fastened to the rock. The hut is protected from avalanches and the north-west wind by a huge rock 50 ft. by 24 ft., and 20 ft. high, so that it should be safe in the severest winter, and it has already withstood the highest gale we have had for years. The foundation was made so large and solid in order to get the hut as close as possible to the rock I have just mentioned, and it is in reality more substantial than it appears, for the centre is solid rock, the top of which was levelled off by blasting; in fact, every precaution has been taken to make the building withstand the rigour of the winter climate. Great care was also taken in choosing the site to select a safe and pleasant place. The view from the hut is extensive and admirable: it embraces all the fine peaks from Mount Cook to the Hochstetter Dome, and the Tasman ice from the Rudolf Glacier upwards. It is now possible for tourists to explore the glacier by easy stages, and to visit the top of the Hochstetter Dome (over 9,000 ft.), from which a fine view of the West Coast is obtained. There are few more interesting trips in New Zealand than that up the Tasman Glacier, and now that it can be done in short stages, with comfortable and safe huts to stay in at the end of each day's journey, I feel sure it has only to be better known to become very popular. There is some small stunted scrub in the vicinity of the hut, which will be useful for fuel; and coarse snow-grass, celmisias, a large and handsome variety of buttercup, and the alpine fern also grow there; but it is almost on the extreme limit of vegetation at that place.

"The cost of building this hut may appear to be very high, but the great difficulty of carrying the material over the rocks and ice for thirteen miles must be considered. Great praise is due to Mr. John Riddle and the men working under him for persevering in the undertaking; they had many privations to bear, and, as it was a very windy season, vexatious delays frequently occurred. It was impossible to carry timber and iron over the ice when it was blowing hard, and the wind often scattered the material and broke up some of the timber after it had nearly reached its destination. The improvements to the Ball hut consist of an iron chimney with stone and cement fireplace and shelf to the outer room, a tongued-and-grooved wooden partition with a wooden door in it between the two compartments, and an outer door to the ladies' room, in which the position of the bunks had to be altered; a washing-stand, cupboard, and new stool were also added to the latter room. The horse-track to the Ball hut was cleared of the *débris* brought down by the unusually large spring avalanches. Much small gravel was carried in slings and deposited in the places where the rocks were too loose to afford a secure footing for the horses, and the track was generally improved, and is now by no means unpleasant to ride over. The Hooker wire rope and cage, which was carried away by a flood, was replaced, and is in good working-order. The span is 36 ft. longer than it was before. The cocksfoot grass-seed sown on the moraine where the bush was burnt has taken well, and is beginning to look very green. No sheep or cattle have so far been on it, so if any native trees or shrubs spring up they will have a fair chance of growing, though my experience of that class of forest is that after having once been burnt it will never grow again in the same form. Birch bush springs up rapidly after fires, and Ross has tried to get some of the seed from Governor's Bush, but it was blown out as soon as it ripened this year, so he failed. All the trees were not killed, and some are beginning to recover

and look green; so that if a few spruces and larches were planted and acorns sown broadcast, I believe in the years to come the moraine would regain much of its pristine beauty. I scattered some seeds of the mountain ash, which I obtain from Mr. Matheson of Simons's Pass; the soil is rich and they may grow, but I feel certain that oaks, larches, and spruces would thrive well. The two latter varieties of tree have been planted near the Hermitage, and are in a most flourishing condition. Clarke carried some of the cocksfoot grass-seed to the Ball hut, and as it happened to be wet when I was there I sowed it in the paddock. It seems to be growing, and will no doubt increase the amount of horse-feed, a thing much to be desired, for the Ball-hut trip is now a most popular one—more people visit it every year, and, of course, that means the horses are more constantly kept there.

"His Excellency the Governor, Lady Ranfurly, and party visited the Hermitage in February, and the former went up to the Ball hut and on the Tasman Glacier. I am told he was very much pleased with the place and its management; but, unfortunately, I was at the other end of the district when his visit was made, so had not an opportunity of hearing his opinion. I, however, met many tourists, who all praised the Rosses and guide Clarke, and were full of admiration for the scenery. Much approval of the Government was expressed for having done so much to make the Hermitage comfortable and open up the place by improving the roads and tracks, and for building the huts; and the chimneys you directed me to have added to them were much appreciated."

Tengawai Stock-bridge.—I have notified the Mackenzie County Council that it has been granted a sum of £80 as a pound-for-pound subsidy in aid of this work; and in reply has informed me that, in the event of the Council accepting this amount, the bridge will be erected by the Railway Department, as it is proposed to be attached to the existing railway-bridge over the Tengawai River.

Fraser's Road, Tengawai.—£30 was granted the Mackenzie County Council as a pound-for-pound subsidy in aid of the construction of a part of this road, in order to give Mr. W. Fraser access to the wool-shed on his leasehold Section 36358. The work comprised formation, 18 ft. wide; the construction of two pipe culverts, one 12 in. and the other 9 in., and one chain of gravel spread 12 ft. wide over each; also a catchwater drain along the upper side of the formation for the whole distance. The balance of the amount was expended in acquiring from Mr. John Nixon 1 acre 3 roods 32 perches of land to give Mr. Fraser access to the western portion of his leasehold Section 36088, and for a like purpose a further expense has been incurred in acquiring 6½ acres of land from the National Mortgage and Agency Company. The payment, however, of this amount has been deferred pending completion of fence, to be erected according to agreement made. A further sum of £25 has been granted as a pound-for-pound subsidy in aid of additional improvements, but the work has not yet been put in hand.

Clement's Road.—Amount voted, £150. The Waimate County Council have notified me that they have purchased from the Waimate Estate 65 acres of land, being part of Rural Section 27828, at £2 10s. per acre, which will enable them to give Mr. Clement the required access to his section. I have requested the Council to furnish me with a plan showing the piece of land purchased, before approving of the amount voted being paid over.

Nukuroa-Studholme Junction.—Amount voted, £100, nearly all of which has been expended. The works were let in two contracts—No. 1 to four of the settlers on the co-operative-contract system, and comprised the preparation for gravelling of the half-chain road between the railway and Meikle's Road; No. 2 was let as an ordinary contract, and comprised shingling the 46 chains of the half-chain road between the railway and the main road, a width of 12 ft. and 6 in. in depth. An additional vote of £188 has been granted for further improvements to the above roads, £90 of which I propose expending in gravelling chiefly the road before mentioned east of the railway. On completion, I estimate that no further roadworks will be necessary in this settlement for some time to come.

Pareora Bridge.—The vote in aid of this bridge was £500, and the total cost, exclusive of engineering charges, £1,390 1s. The old Pareora Bridge, at the Main South Road Crossing, was a wooden and pile structure 800 ft. in length, in twenty spans of 40 ft., the width between the wheel-guards being 13 ft., supported by a great deal of complicated understrutting. It had fallen into such a state of decay as to be unsafe, and was closed to the public, who were obliged to use the ford a little below it. Several accidents occurred during flood time in consequence; so that the restoration of the bridge has been a great boon to the travelling public, as well as to the settlers of the thickly populated surrounding district. The work of restoration comprised the complete removal of three 40 ft. spans, the 20 ft. end-span, and sheet-piling at the southern end of the bridge; and the drawing of the piles, the removal of the decking from the whole length, and the redecking of it with new timber to a width of 14 ft.; the strengthening of each span by understrutting with four lines of strutting and girders, and the construction of an embanked approach at the southern end, and fencing the same. The water has been confined and directed under the new structure by the erection of training-walls protected by willow and wire fencing, thereby making altogether a substantial and durable job of it.

Hokitika–Christchurch Road.—The expenditure during the year on the Canterbury section of this road is in excess somewhat of the previous year's average, due to the unusual severity of the season. During the winter the road through the Bealey Valley to the top of Arthur's Pass was blocked with snow. A seven-mile pack-track was cut through, and then widened into a coach-track. This work was very laborious, and, owing to the scant accommodation in the Bealey Valley at such a time of year, the men suffered many privations. During the spring the floods caused considerable damage to the road at Broken River, Craigieburn, and Bealey Valley, causing landslips, scour, and other damage, rendering necessary new and extra work on various sections of the road; and during the summer months the north-west rains brought down many heavy floods, causing large landslips on the cuttings, more especially up the Bealey Valley, thereby giving a large

amount of extra work. A considerable amount of river-bed work has been done in making and forming new tracks, renewing and making new fords, opening up and making new crossings at the creeks, and cutting 8 chains of new road along the edge of the river at the 49½-mile sideling-cutting. A considerable amount of work has also been carried out in cutting the road back twice on the solid, at the sideling-cutting near forty-seven-mile peg; building log-groins and breastwork at foot of cutting, near forty-five-mile peg, to protect the flat and road; building several lengths of log-cribbing in the Bealey Valley; renewing culverts and other works; besides repairs and additions to the roadmen's huts at Porter's Pass, Craigieburn, and Castle Hill. The expenditure next year, I fear, will be a heavy one, as there is a considerable amount of work in view, and every appearance of more to follow, and no doubt extra hands will be required in the Bealey Valley during the winter. I have made provision in the estimates for substantial additions and repairs to the overseer's house, which is in a very delapidated condition, the roof leaking in places; also, for a hut in the Bealey Valley for the use of the men working on the road, which is very badly wanted.

Planting Willows and Poplars at Lake Pukaki.—£114 19s. 8d. has been expended during the year on this work, the total amount voted being £200, £89 14s. 5d. of which was expended last year. The vote has, therefore, been exceeded to the amount of £4 14s. 1d. The work comprised the planting of willow and poplar stakes along the northern shore of Lake Pukaki and along the edge of streams emptying into the lake, and round the edges of the several islands in these streams, and also poplars at the outlet of the lake, within the rabbit-fence enclosure on both sides of the river. The willows were cut by contract from the County Council's plantations on the Opihi River, near Burke's Pass, and the poplars were got at the Ashwick Station, both of which were given free of cost. Between thirty and forty thousand stakes were planted in all, and when last inspected the planting showed every sign of being successful. The roots were getting a good hold of the sand, and the shoots for one year's growth were from 2 ft. to 4 ft. in length. The stakes which had failed to strike would not exceed 5 per cent., and a number—say, 5 per cent.—were washed away by streams of the Tasman River. Owing to the quicksands, the planting at times was a difficult matter to carry out, and nearly the whole of the stakes had to be taken along the shores of the lake in a punt which the Council provided for the work. The County Council who carried out the work anticipate that the plantations in a few years will make a good show, and render the Mount Cook Road more attractive to tourists.

Boring for Water at Cheviot.—£281 0s. 10d. has been expended on this work during the year, and, I regret to say, without any result. Altogether a depth of 825 ft. was bored, without any indication of water appearing. Excepting a narrow band of sand, and one of a hard slaty substance about 2 ft. thick, the boring has been all through papa or blue slate. It was at first decided to incur no further expenditure on the bore reaching 600 ft., but at the earnest entreaty of the settlers, who had subscribed amongst themselves £25, the Government agreed to vote an equal amount, which allowed an additional depth of 225 ft. being tested, with the result as before stated.

Roimata Settlement Road.—Amount voted, £53 13s. 4d. The work performed comprised the spreading of 200 yards of blue metal on the crown of Parkes Street, deepening and cleaning out the water-channels on each side of same, and supplying and laying drainpipes across the river road into the river. This now completes the work as agreed to by the Woolston Borough Council before taking over control of the road.

Otaio Settlement Roads.—Amount voted, £80 9s. The work was carried out by the settlers in three contracts on the co-operative system. No. 1 contract comprised forming the cross-roads in the settlement—in all, a length of 66 chains. Nos. 2 and 3 contracts comprised the construction of two fords and the spreading of about 450 cubic yards of gravel over the roads above stated. District Surveyor Brodrick, who supervised this work, reported the men as being satisfied with their earnings, although their prices did not exceed those obtained for outside work of the same character in the district. I propose expending the balance of the vote later in the season in gravelling the worst portions of the roads remaining unmetalled. At present they are in first-rate order, and do not require any further work upon them.

Hekeao Settlement Roads.—Amount of vote, £500. The works were carried out in two ordinary contracts, under the supervision of the Rangitata Road Board, and comprised the formation of the Cameron Road, Twentyman Road, and 180 chains of the Hekeao Road—in all, a length of 290 chains. The works also comprised the construction of twelve fords, supplying and fixing hurdles during formation, supplying and laying-down drainpipes through swamp, making water-races, cutting side-drain, and other extras. Contracts are in progress for shingling the roads as above, which will absorb the balance of the £500 which the vendors agreed to expend on roads, together with £358 with which the settlement was weighted.

Marawiti Settlement Race.—Amount of vote, £20. The work consisted of cutting 161 chains of races, in order to give a water-supply to all the sections in the settlement, and was carried out in one ordinary contract, under the supervision of the Ashburton County engineer.

Highbank Settlement Roads.—Amount voted, £275. The work comprised the formation of 467 chains of roads within the settlement to a width of 50 ft., the construction of two water-crossings, and the spreading of forty loads of shingle on one of the low-lying parts, all of which were carried out in four ordinary contracts, under the supervision of the Mount Hutt Road Board. The balance af the vote will be expended later on in gravelling the roads, as far as the amount will allow.

Horsley Down Settlement Roads.—Amount voted, £230. The work comprised forming and shingling Mason's Flat, Fitzharn's, and the Compton Roads—in all, a length of 217 chains; constructing seven paved fords and five pipe culverts; cutting 109 chains of catchwater drains; and supplying and erecting a rabbit-proof gate: all of which were carried out under the supervision of the Waipara Road Board, which has, however, so far declined to take over the control of these roads.

Wharenui Hamlet Road.—Amount voted, £35, some of which has been expended in forming Bowen's Road a distance of 20¾ chains, and making about 40 chains of footpath on the east side of the same. The balance of the vote it is intended to expend in making the footpath on the west side as soon as the gorse hedge which encroaches on the road has been removed.

Albury Settlement Roads.—Amount voted, £365. The Mackenzie County Council has submitted plans and specifications for expending this amount upon the roads giving access to Sections 40, 47, and the road separating Sections 49 and 51—in all, a length of 202 chains. The work will comprise formation to a width of 18 ft., and afterwards shingling same as far as the vote will allow.

CHEVIOT ROADS.

The £3,000 sanctioned for construction of these roads has now been expended, and the following are the results as reported by District Surveyor McClure, who inspected the works:—

McMillan Road.—£299 3s. expended. The work comprised 248 chains of shingling, 29 chains level formation, regrading approaches to ford, and clearing a creek. Work well done, and road in good order.

Homestead–Willows Road.—£229 16s. 4d. expended. The work comprised 241 chains shingling, cleaning out water-tables, and the construction of a ford. Work well done, and road in good order.

West Waiau Road.—£223 8s. 6d. expended. The work comprised 169 chains level formation, 169 chains shingling, 31½ chains ditching, and six crossings. Work fairly well done, the grade into the fords being rather steep. Road in good order.

Darrock's Road.—£145 6s. expended. The work comprised 136 chains shingling, and one crossing. Work well done, and road in good order.

Caverhill Road.—£224 14s. expended. The work comprised 35 chains level formation, 166 chains shingling, 500 cubic yards felling, carting timber and making culvert. Work well done. Water-tables want cleaning out, otherwise the road is in good order.

Parnassus Road No. 1 Contract.—£333 7s. 7d. expended. The work comprised 176 chains shingling. Work well done, and road in good order.

Parnassus Road No. 2 Contract.—£154 17s. 6d. expended. The work comprised 118 chains shingling. Work well done, and road in good order.

Gerard Road.—£97 8s. 4d. expended. The work comprised 67½ chains shingling, and the clearing of slips. Work well done, and road in good order.

East Waiau Road.—£232 17s. 4d. expended. The work comprised 160 chains shingling, widening and regrading cuttings, and the construction of a ford. Work well done, and road in good order.

Campbell Road.—£113 17s. expended. The work comprised 70 chains shingling, the constructing of four fords and approaches. Work well done, and road in good order.

Miller Street.—£44 6s. 2d. expended. The work comprised 20 chains level formation, 21 chains shingling, excavating outlets for culverts, making and putting into position three culverts. Work well done, and street in good order.

Steward's Road.—£101 10s. 7d. expended. The work comprised 71 chains of shingling, making and putting into position culverts. Work fairly well done. Water-tables want cleaning out.

Small Bridges Contract, East Waiau Road.—£35 16s. expended. The work comprised the supply of timber and the building of three small bridges. Work well done.

Manuka Bay Road.—£105 18s. 5d. expended. The work comprised 43 chains formation, one stone culvert, seven box-culverts, catchwater drains, and clearing bush. Since the work was done there has been a good deal of traffic on the road, and now the ruts want filling up, the water-tables cleaned out, and a few small slips removed.

Leamington–Gums Road.—£113 4s. 2d. expended. The work comprised formation only, and was well done, and the road is in good order.

Cathedral Road.—£30 16s. 9d. expended. The work comprised 339 cubic yards of shingling, repairs to culvert, and a cutting. Work well done; road in fair order.

Jed, Crystal Brook, Spring Creek, and West Town Belt, Mackenzie Drainage-works.—£310 17s. 6d. expended. The work comprised 153 chains of main channels and 16 chains of a drain 12 ft. wide on the West Town Belt, Mackenzie. Well done, and in fair order, with the exception of about 10 chains at the west end of the Crystal Brook channel, which has filled up with shingle. I consider it was a mistake to carry the Crystal Brook channel the whole length of the 55 chains; it should have been stopped where the large drain reserve commences, and a wing-drain cut along the south-west boundary of section 27 as far as the south-east corner of Section 20. By doing this Crystal Brook would have come through the rushes on the reserve, and the channel would have a better chance of keeping clear.

These roads are now in good order, requiring no further expenditure for some time to come, except for maintenance, which should be attended to, as from the nature of the country the water-tables and -ways become very soon blocked up, and in the event of a heavy fall of rain taking place the consequences would be serious. During the last two months there has not been a man employed in such work, and I note that nearly all the bridges on the estate require tarring and painting badly.

Bluff and Brothers Roads.—The balance of the £500 vote unexpended last year was £142 5s., out of which £141 7s. 7d. has been paid over during this year. The work, which comprised removing slips, was found on inspection by District Surveyor McClure last November to be in good order, although at one spot on the Brothers Road where a recent slip had taken place the road had not been taken down to the original grade. The main thing now needful to attend to on both these roads are the water-tables and -ways.

SIDNEY WEETMAN, Chief Surveyor.

OTAGO.

Connecting Road, Block IX., Moeraki.—The Waitaki County Council let a contract for the formation of 58 chains of road opposite Sections 42 and 45, Block IX., Moeraki. The contract included excavation, culverts, pipe-drains, fencing, pitching slopes, and gravelling.

Kartigi Road.—1 mile 40 chains of formation, including culverts and pipe-drains, was carried out on this road by the Waitaki County Council.

Port Beach, Moeraki Road.—£50 of this vote was spent by the Waitaki County Council on making a boat-landing, the balance of the vote being spent on re-forming and gravelling the road to the landing, through the township.

Road through Section 4, Block VIII., Maerewhenua District.—In order to open up Crown lands adjoining the Tokarahi Estate three contracts were let on this road, extending over a distance of 1 mile 20 chains. These were carried out by the department under the co-operative system, and included some heavy rock-cuttings.

Dunback–Swinburn Road.—The sum of £400 was spent by the Waihemo County Council on gravelling two miles of the worst portion of this road.

Taieri River Bridge.—A new timber pile-bridge has been built over the Taieri River at Kokonga; length, 200 ft.; width, 13 ft. The contract amounted to £886 12s. This work was carried out by the Maniototo County Council.

Run 206a.—In order to open up this run three contracts were let, extending over a distance of 3 miles 59 chains. The work included light formation and 240 yards of iron pipe-drains, carried out under the supervision of the Maniototo County Council.

Runs 219c, 306, 306a.—In order to give these runs better access three contracts were let, extending over a distance of 4 miles 54 chains. The work included formation, ditching, and iron pipe-drains, and 15 chains of gravelling, carried out under the supervision of the Maniototo County Council.

Upper Taieri and Rock and Pillar Road.—With this vote the Maniototo County Council let a contract for 100 chains of surface formation, with 54 lineal yards of iron pipe-drains and 100 chains of gravelling.

Waikouaiti Bridge.—The whole of the superstructure of this bridge has been renewed with iron-bark timber. Total length of bridge, 305 ft. The work was carried out by the Waikouaiti County Council.

Waipahi Bridge.—Out of this vote a pile-bridge of five spans of 20 ft. each was erected by the Clutha County Council over the Waipahi River.

Ravensbourne.—With this vote the West Harbour Borough Council are metalling the worst portions of the road between Ravensbourne and Sawyer's Bay. When completed, this road should be in very fair order.

Water of Leith Protective Works.—In order to prevent damage to the Leith Road, 6 chains of retaining-walls have been built at the most dangerous places, a channel cut 100 ft. long, and stream cleared of boulders for a distance of 5 chains. The present wall has also been repaired in several places.

Gladstone–Upper Junction Road.—A very sharp and dangerous bluff has been removed, and the steep grade has been considerably reduced. The balance of the vote was spent on metalling. A contract has now been let by the North-east Valley Borough Council for fencing the most dangerous places.

Puketeraki Station, Beach Road.—This road has been formed and metalled from the station to the beach, a distance of 90 chains. The work was given to the Maoris in the vicinity, who did the work well.

Makarora–Haast Road.—A portion of this vote has been spent by the Vincent County Council in forming and gravelling 26 chains of the road opposite Wilkin's River. It is intended to make some deviations in this road, and the balance of the vote will be spent by this department.

Roughridge–Poolburn Road.—Three contracts were carried out on this road by the Maniototo County Council, including 2 miles 5 chains of formation, 56 chains of gravelling, with 216 ft. of pipe-drains, and a foot-bridge.

McCabe's Coal-pit, Gibbston Road.—A contract has been let by the Lake County Council for forming a road to McCabe's coal-pit. The grade is very steep, but when completed will meet the requirements of the public and mine-owners.

Kyeburn District.—The Livingstone–Kyeburn Road has now been put in good repair by the Maniototo County Council; the ruts have been filled in, and the worst places gravelled.

Tracks, Hawea Lake.—On the east side of this lake the track has been widened for 5 miles 12 chains, and rocky bluffs removed. On the west side the track has been widened for two miles. The work was carried out by the Vincent County Council.

Tracks, Head of Lake Wakatipu.—Several of the tracks at the head of Lake Wakatipu are being repaired and extended. The track up Rees River to Mount Earnshaw has been completed, under the supervision of the Lake County Council.

Lower Hawea and Lower Wanaka.—Out of this vote a well has been sunk at Hawea Flat. Water was obtained at 60 ft., and a large windmill erected. The work was carried out by the Vincent County Council.

Martin's Bay, Lake Wakatipu.—This vote is being spent by the Lake County Council in general repairs, such as renewing old culverts, making deviations where slips have occurred, and clearing off fallen trees, &c. The work is being carried out by daylabour, under the supervision of an experienced ganger.

Glendhu–Roys Peninsula.—With this vote the Lake County Council carried out the following works: 15 chains of formation, gravelling, and log culverts, also 10 chains clearing.

Hollyford Valley.—This vote was expended by the Lake County Council in generally improving

the track from Lake Howden to Pyke Creek, and included 50 chains of deviation to avoid swampy places. A good flat-bottomed boat was built on Pyke Creek, to facilitate the crossing of stock, repairing the chair, &c., and fencing in, clearing, burning, and sowing down in grass two paddocks of about two acres each at Sunny Creek and Pyke Creek.

Albert Burn Track.—This track was continued for a further distance of 60 chains, and has now opened up some good pastoral country, and will be of great service to tourists. Work carried out by Lake County Council.

Otago Peninsula, Block II.—This road has been re-formed for a distance of 72 chains. The work included very heavy rock-cutting and culverts. The metalling of this road is now being proceeded with.

Taieri Mouth Punt.—A new punt on the Taieri River has been erected at Taieri mouth, under the supervision of the Bruce County Council. The approaches were very expensive. The total cost of the work was £520.

Blackhill–Dunedin Road.—Owing to the heavy traffic this road was very badly cut up, and the ruts had to be filled up with rotten rock. All the worst portions of the road were then metalled.

Beaumont–Rankleburn.—The formation of this road has been continued down the west bank of the Clutha River from Beaumont towards Rankleburn. During the year two contracts were completed, extending over 1 mile 25 chains.

Matau Bridge.—A new truss has been put in the Matau Bridge, on the Inch-Clutha side: span, 60 ft.; superstructure made of black-pine. This work was carried out by the Bruce County Council.

Long Point Road.—A 6 ft. track 70 chains long was made to tap Section 14, Block XI., Woodland District; also various repairs have been made extending over the whole road.

Hunt's Road.—A few repairs have been effected on this road during the year.

Barr's Road.—This road has been completed to the Saddle, and a contract is now in progress for a further length of 40 chains formation.

Cannibal Bay Road.—This road has now been formed down to the Bay, but owing to the heavy wheeled traffic it is cutting up badly and needs repairing.

Catlin's Roads.—This vote has been expended principally on Scadden's Road, Block VIII., Catlin's, the formation of which has been continued for upwards of a mile, owing to very hard rock being met with. The present vote will not be sufficient to complete the work in hand.

Block I., Catlin's Road.—The road between Sections 50 and 59 and 51 and 61 has been completed for a mile and a half. The work included bushfelling, formation, and culverts.

Tahakopa Valley Road.—Beyond some few repairs, nothing was done on this road during the year, but quarries have now been opened up, and the metalling will be proceeded with at once.

Glenomaru (Block IV.).—On Christie's Road the bush has been felled for 96 chains and logged up 63 chains, and the road formed for 56 chains. This road stlll requires to be formed for a further distance of 50 chains. On Ward's Road a contract has been let for formation and culverts, in order to give access to Section 41. This road will require to be formed for a further distance of 34 chains.

Glenomaru (Block V.).—Goldsbery's Road has been partly formed for 40 chains, there being several outcrops of rock to blast to complete the half-mile. A contract has been let for an additional 30 chains of formation, culverts, &c., which will about absorb the vote. A further expenditure of about £200 is required for the road.

Catherwood's Road.—This road has been formed for a distance of 100 chains, and culverts put in, and a bridge erected over Tuck's Creek. The bush has been felled and logged for a further distance of 70 chains, but the present vote will not be sufficient to complete the formation.

Glenomaru.—As this vote was limited, only the most urgent works could be undertaken. Kennedy's Road has been extended for a distance of 20 chains. The works included bushfelling and formation. It will be necessary to continue the formation for a further distance of 20 or 30 chains. A contract has been let on Freston Hill Road for bushfelling and logging, and is now in progress; the balance of the vote will be spent on formation. Tuck's Road has been repaired over that portion formed; there still remain about 60 chains to form, which is urgently required to give access to the dairy factory.

Woodland Improved-farm Settlement.—A road 70 chains in length has been formed to give an outlet to Sections 22, 24, and 25, Block IX. A road is also being made to avoid the Tahakopa Ford; this road will also give an outlet to Sections 2, 3, 4, and 7.

Rimu, Block XV., Improved-farm Settlement.—A road has been formed along the north-west boundary of this block between the McLennan and Tahakopa Rivers, a distance of two miles. There has also been felled on road-lines in this block 156 chains of bush. A pile-bridge 65 ft. long was erected over the McLennan River; but co-operative work has been at a standstill on this block since the end of last year for the want of funds, which has been a serious drawback to the settlement.

Block II., Woodland District.—The roads leading to this block have not yet been formed, and the selectors cannot get to their sections; settlement is therefore at a standstill.

Woodland.—The following roads in the Woodland district have been carried out with this vote:—Papatapu Road: This road branches off the Upper Catlin's Road, and has been formed for a distance of 69 chains. In order to give all the settlers an outlet a further vote will be necessary. Avery's Road: This road has been formed for a distance of 26 chains off Table Hill Road, to give access to Sections 1 and 2, Block VI. Shaw's Road has been formed for a distance of 50 chains from Waikoata Road, towards the main road. A further vote is urgently wanted to complete this road. McDonald's Road has been formed for a distance of 28 chains, to give an outlet to Section 32, Block VII. Taylor's Road has been formed for 20 chains, so as to give an outlet to Section 30, Block VI.

Purakauiti Stream Road.—A road has been cleared and formed down Purakauiti Stream for a distance of 15 chains, giving an outlet to all the sections in this locality.

Kaler's Road (felling).—The bush clearing has been widened from 40 ft. to 66 ft., the full length of the road—viz., six miles—which has let in the wind and sun, and greatly improved the road.

Owaea, Campbell's.—This road has been cleared and formed for a distance of 50 chains from the Nugget Beach, and will fulfil all requirements for some time to come.

Block XIII., Rimu.—The centre road has been formed for an additional length of 140 chains, being mostly through flat country. As the ground is of a mossy and soft nature, it will require a good deal of gravelling to make it passable in winter.

Owaka Railway-station Road.—40 chains of the Main Waikawa Road alongside of the Owaka railway-siding have been metalled by the Clutha County Council, who subsidised the vote, £1 for £1.

Block VIII., Catlin's.—This vote has been expended on Scadden's Road, in conjunction with the vote for roads in Catlin's district.

Ratanui–Whitehead.—With this vote the following works have been carried out: Formation made and culverts built on Bryant's Road for a distance of 36 chains; on Wingfield's Road 22 chains of formation have been completed and a bridge erected over a tidal creek, also 14 chains of bush felled connecting with the Lake Road, where two bushfelling contracts have been let, extending from the present formation to the Big Mill. It is proposed to stump this length, to render it fit for traffic during high tides.

Katea Dairy Factory.—A bridge of one span of 26 ft. was erected over Tuck's Creek and approaches made.

Warnock's Road.—This road was originally made only 10 ft. wide, and contracts are now in progress for widening the worst places.

Tautuku District.—Out of this vote two sheds were built—one at Tautuku Bay and one at Tautuku Bridge, on the main road. These sheds are for the purpose of storing goods landed at Tautuku Bay. The road leading to Sections 8, 9 and 10, Block IV., has been felled and logged up; distance, 42 chains.

Pomahaka, Clutha.—A new road was taken through the Clydevale Estate from Pomahaka River to join main road to Upper Clydevale Station. The works included two miles of formation, culverts, small bridge, and 10 chains of gravelling.

Pomahaka Bridge, Kelso.—A pile-bridge of ten spans was erected over the Pomahaka River at Kelso, at a cost of £739. This work was carried out by the Clutha County Council.

Waikawa, Catlin's Main Road.—Between thirty and forty men were employed on this road during two or three months of the best weather in re-forming, metalling, and repairing the road generally. A fair amount of work has been done, considering the unsettled state of the weather. About another season's work of the same kind should make this road in a passable condition.

Watpati Improved-farm Settlement.—A road, 4 miles 42 chains, has been felled and formed around this settlement, so as to give an outlet to all the holdings. This settlement has been greatly handicapped for want of sufficient work in the locality for the settlers.

Village Settlement.—In order to give an outlet to the village settlers at Taieri Beach, the following works were carried out by the Bruce County Council: Bush clearing, 90 chains; formation, 16 chains; and a pile-bridge, of two spans, each of 14 ft., built over Joseph's Creek.

Catlin's, Blocks IV., V., VII., and VIII.—Black's Road, in Block VII., has been formed for a distance of a mile and a half, and the bush has been felled for a further distance of a mile, giving an outlet to six sections. Contracts now in hand will absorb the remainder of the vote.

Maniototo, Block II.—Three contracts were let in this block, including 2 miles 69 chains of formation, 3 miles 39 chains gravelling, and 104 lineal yards of pipe-drains.

Blackstone and Gimmerburn.—Two contracts were completed under the supervision of the Maniototo County Council—one for 120 chains of gravelling in Ida Valley, and the other for 96 chains of formation and gravelling on road leading to Block VII., Gimmerburn.

Heathfield Settlement.—Since taking over this settlement three contracts have been completed, extending over 10 chains. No bushfelling was done, but grass-seed was bought for the area already felled.

Lawrence–Waipori.—The road Lawrence to Waipori, *viâ* Bungtown, has been put in good repair. The work included 2 miles 10 chains of metalling and a crossing formed over the Waipori River.

Lawrence–Clyde.—The worst portion of the main road, Lawrence to Clyde, has been reformed and metalled. Ten different portions were thus improved, extending over 1 mile 62 chains.

Purchase of Roads.—The only road taken through private property during the year was Taylor's Road, through Sections 28 and 29, Block VII., Woodland, to give access to Section 30. There are, however, several roads which must be taken through private property as soon as funds are available, as in many cases settlement is completely blocked for want of these roads.

Miscellaneous and Engineering.—The sum of £40 was granted for forming Harrington's Road, the settler who derived most benefit from this road giving labour to make up the deficiency in the amount required to complete the work.

Catlin's, Block II.—Thomson's Road was widened from a 6 ft. track to a 10 ft. roadway for a distance of 18 chains.

Tokarahi Estate.—Fifteen contracts were completed, extending over a distance of 9 miles 13 chains. The works included formation to standard widths, pipe-drains, and metalling. Some of the contracts included heavy rock-cutting. An outlet was made for all the sections on the estate. The work was carried out under the co-operative system.

JOHN HAY, Chief Surveyor.

SOUTHLAND.

Mr. N. L. Falkner, Road Surveyor, reports:—

Waikawa District.—Scrubby Hill Bridge: A timber bridge, 28 ft. span, has been built across the east branch of the Waikawa River, which gives an outlet to the settlers during floods. The approaches are not yet finished, but will be in the course of a week or so.

Coster's Road through Sections 12, 13, and 14, Block IV., Waikawa: This road is now completed, and gives an outlet to all the back sections in this block.

Mainland's Road, to give access to Section 6, Block V., Waikawa: This road is completed, but it will be necessary to construct a foot-bridge across the Waikawa River, to give access during flood time.

Ward's Ford: A ford has been put in at Section 6, Block XIV., Mokoreta, to give access to the back sections on Scrubby Hill.

Waikawa-Wyndham Valley Road (to give access from Waikawa Valley to Wyndham Valley).—About 100 chains of this road are now completed through the bush, which still leaves 60 chains to be done before the road reaches the clear where the road survey stops. From that point to Mokoreta, about four miles, it will be necessary to locate and grade the road. It will take about £250 to complete the road through the bush, and about £800 to make it passable for wheel traffic to Mokoreta. This road will be of great benefit to Waikawa, as it will shorten the distance between Wyndham and Waikawa by about thirteen miles. As it is altogether through unsurveyed Crown lands it should be opened up as soon as possible.

Kingswell's Creek.—This work is in hand, but very little is done so far, owing to the wet season. When completed it will drain a large area of swamp, and prevent the creek flooding the adjoining country, as it does at present.

Invercargill Hundred (Blocks XVII. and XX.).—£199 has been spent on road works during the year in opening up bush sections.

Invercargill Hundred (Block XXIII.).—£330 8s. 10d. has been spent on this work. This road is a very necessary one, as it is a direct line from the Waimatua Railway-station, on the Seaward Bush Railway, to One-tree Point, on the Main North Trunk Railway. It will be necessary to put in several culverts and do some formation before the road is open for dray traffic.

Haberfields to Beach.—This road is completed; it gives access from the Beach to Green Hills Station, on the Bluff Railway. Total cost, £79 8s. 8d.

Waikawa-Otara Road.—There is a good summer road between Fortrose and the Haldane Settlement, but the formation is only 12 ft. wide, so that it cuts up badly in the winter. It would cost from £1 to £1 10s. per chain to widen this road to 16 ft., the distance being about six miles. There is a petition from the Otara settlers to get about two miles of this road metalled, but I think it would be a mistake to put on metal before the road is widened. I think it would be more advisable to complete the formation of the Waikawa-Otara Road from the end of the present formation to the Waikawa Beach, as the Haldane settlers would then be within easy distance of the Waikawa Harbour and Gillies's sawmill. The distance to be formed is about two miles and a half, and the probable cost £800. At Wallace rock-slips were removed, repairs executed, and a pipe-culvert put in.

Acker's Village.—£120 10s. was spent on these roads, mostly in draining. This is a very swampy piece of land, and it will require a good deal of money spent on drains.

Waikawa, Block VII. (Road to give access to Sections 17 to 20).—This work was carried out under co-operative contracts, and is now completed. Road at Sections 36 and 39: 17 chains of fascining and draining were done on this road. It will be necessary to complete this work, as it is the outlet for the south end of the Waikawa Settlement.

Seaward Bush.—£199 7s. has been spent on these roads during the year. The work is in detached pieces, and gives access to different bush sections. It consists of falling, fascining, formation, ditching, and culverts.

Block XIV., Mokoreta.—This road will be made passable immediately. The work will be done by the settlers on co-operative contract.

Outfall Drainage, Otatara.—No work has been done yet, but is now about to be undertaken.

Longwood (Blocks XVI. and I.).—This road is being opened up for dray traffic, and the contractor is doing good work, and making fair progress. It will take another £300 to open this road through to meet the formation at the Orepuki end.

Mararoa Bridge.—This money was spent in making cuttings into the Mararoa River, and forming portions of the road between the Mararoa River and Manapouri, on the Clifden-Manapouri track. It will be necessary to make a crossing at the Excelsior Creek, and ease some grades below Redcliff, before through coach traffic can be undertaken with any degree of pleasure. In the meantime there is no difficulty in driving through from Otautau to Manapouri Lake.

Orepuki-Wairaurahiri.—Contracts for formation and gravel have been let on this road, and are being carried on, but the continual wet weather keeps the work back. A 20 ft. span bridge has been erected across Boundary Creek, but will not show on this year's returns. It will need £400 to complete this road up to the lower bridge site.

Longwood (Blocks XV., XVI., and XVII.).—Contracts have been let for road-formation, felling, gravelling, culverts, &c., on these blocks, but none of the contracts are completed yet.

Lower Waiau Ferry.—This ferry is worked by a small boat, and is sufficient for the present requirements of the place.

Orepuki-Waiau.—Contracts for formation and gravel have been let on this road, but no work has been done yet.

Manapouri-Te Anau.—A contract was let to form and culvert the worst portions of this road, and the work is now completed in a satisfactory manner.

Manapouri–Dusky.—Reported on by Mr. Wilmot last year; since that time nothing further has been done, although a certain expenditure is shown marked the previous year.

Te Anau–George Sound.—A party of men has been sent to cut this track. According to report from Mr. McNeill, the foreman, they have completed it from George Sound to Henry's Saddle, getting fair grades and bridging the creeks. I do not think that any more money should be spent on this route. The scenery is tame, and the track leads to George Sound only, where there is no accommodation, and the attractions are not so great as those to be seen at Milford Sound.

Otahu Drain.—£224 7s. 4d. was spent in widening existing drains and cutting a new drain; the work was done by open tender, and answers the purpose intended.

Block IV., Longwood.—£27 8s. has been expended in cutting 98 chains of road into Section 34, Block IV., Longwood. The work is not yet completed.

Waikawa–Catlin's Road.—£95 13s. 11d. has been spent on this road during the year. The only work done was surfacing, clearing up slips, clearing water-tables and culverts. This road is is in good order now, and, as there is not much traffic on it, it will stand the winter well. The banks are now all consolidated, and with a small amount of surfacing the road will remain in good summer condition. It will be advisable to metal some portions of it next summer.

State Forests.—£220 2s. 9d. has been spent during the year. The rabbit-proof fence has been completed, and all logs and stumps have been removed back from the fence-line, so that no rabbits can climb over. 51 acres 1 rood of bush was felled, but owing to the wet season and sheltered position of the felling, it was not burned, although several attempts were made. It may be found necessary to fell some more trees over the same area this winter, so as to insure a good burn next season.

Waiau–Preservation.—About 40 miles of track, 10 ft. wide, has been cut between the Waiau and Preservation. Portion of the country is very rough and broken. There are several large rivers and creeks to be crossed. The Big River has two boats upon it, and the Wairaurahiri and Waitutu have a chain and a boat each. The large creeks are to have light suspension foot-bridges, and the smaller creeks trees fallen across, with hand-rails. This work will probably be completed about September next. There are still fourteen miles of track to cut. This track, when cut through, will be a great help to prospectors and others who want to get to and from Preservation independent of the steamer. Three shelter-huts have been erected along the route. £1,391 10s. 7d. has been spent on this track up to the end of March, 1898.

Tracks to Western Sounds.—No report of this work was furnished last year, owing to the fact that the Inspector's report did not reach this office until it was too late to be included in the yearly report. A party of twenty-five men, under charge of Mr. Rasmussen, was employed last year (1896–97) in forming a track round Lake Ada and up the Arthur River towards the Sutherland Falls. They completed 57 chains of formation, and commenced cutting the bluff which overhangs Lake Ada, but were recalled in the month of May before the works were completed. A party of twenty-seven men, under the charge of Mr. Rothwell, was sent down this year to continue the track. They have completed 123 chains, including work done on the bluff, and have bridged some of the creeks. The Giant's Gate Bridge was washed away by a very heavy flood which occurred last January. I could not have believed that the water would have risen such a height had I not seen the flood-mark at different places along the track. When the present work is completed it will be necessary to put a bridge across the Arthur River and complete the track below Beech huts. This will give a good track from the lower landing to the Sutherland Falls in all ordinary floods.

Te Anau–Sutherland Falls.—During the season the work carried out by D. and J. Ross embraced removal of trees and slips, widening and improvement of track, log culverts, repairs to huts, acting as guide to tourists, mailman, &c. During the previous season four men were employed; this number was found unnecessary for the general work, hence the limit to two this year. During the ensuing season I propose that a substantial amount should be expended on regrading the worst portions of the pass, and, if possible, making it available for horse traffic. In connection with this track I might mention that I hear a new steamer is in course of erection for Lake Te Anau, so that travellers will then have an opportunity of having a thoroughly enjoyable trip to the head of this beautiful lake. I therefore anticipate a great many will avail themselves shortly of a walk through to Milford Sound.

Te Anau–Wakatipu.—This work was only started on the 1st March, so that very little has been done; fifteen men are now engaged carrying out this under the co-operative system. This vote will be expended in forming the worst part, but a further expenditure will be necessary in order to make this route available for wheel traffic. I have provided for this in my estimates.

Mr. Miller, Campbelltown Borough Engineer, reports as follows:—

Campbelltown.—A mile of formation, including clearing and culverts, has been completed during the year. This completes the formation of the road to the Signal-station Reserve on the top of the Bluff Hill. It would, however, be a great benefit to have the formation gravelled, as a great deal of it is through swampy ground which is always soft, and in wet weather the road gets very muddy.

Campbelltown Point.—47 chains of formation, including clearing and culverts, has been completed during the year. This makes 102 chains in all of formation from the Pilot-station, where the work under Government vote commenced. The road is largely used by tourists and other visitors to the Bluff. Its extension to Ocean Beach, a distance of about two miles and three-quarters, would be a great advantage. I recommend that it be extended to Lookout Point, a distance of three-quarters of a mile, in the first instance.

Mr. Macpherson, County Engineer, reports as follows on works completed in Wallace County:—

Mossburn–Te Anau Road (Vote, £500).—This was a grant to the Wallace County Council to improve road for tourist traffic, the funds of the local body being insufficient to cope with the work. The work completed was 117½ chains formation, consisting of cuttings, &c., 2,155 cubic yards of gravel. This work was done under the supervision of Mr. Wilkins, late engineer to the county.

Lonnekers Settlement Road (Vote, £250).—Council's contribution, £80. The vote was for the purpose of constructing the recently surveyed road through Section 56, Waiau, and through Otahu Bush. This was done to give the settlers access to the bush, besides materially shortening the distance to Lake Manapouri. The works on this section were 103 chains long, consisting of bush-clearing, stumping, culverting, formation, and one small bridge of 12 ft. span, which are now completed.

Roads, Block I., Longwood (Vote, £500).—This was a grant to improve road between Orepuki and Waiau. The Deep Creek contract absorbed £380, the balance and over was absorbed with two other contracts—viz., one at Fitzgerald's, the other at the double gullies, Erskine's. In all there were 3,550 cubic yards of formation, 1,423 cubic yards gravelling, one large brick and concrete culvert, and several smaller ones, the whole of which was completed in a satisfactory manner.

D. Barron, Chief Surveyor.

The following report was made by Mr. C. H. Howorth, County Engineer:—

Main North Road (Vote, £500, £1 for £1).—The plans and specifications for this work provide for the reconstruction of 62 chains. Tenders are called for the work.

Wallacetown to Spar Bush and Waimatuku Flat Road (Vote, £200).—The work of gravelling some of the worst portions of these roads is completed; it consists of 75 chains of gravelling old formation and forming 30 chains of new road.

Bluff Road (Vote, £400).—The greater portion of the expenditure on this road has been for gravel, which was delivered by rail from the Opora Pit, on the Riverton Railway, £130 being paid to the Railway Department for the haulage of 1,000 cubic yards of gravel. In addition to this work, 1,651 cubic yards of gravel was used in repairing and regravelling portions of the road where gravel was obtainable from pits adjoining. 2,000 ft. of timber was used in renewing the superstructure of the Mokotua Bridge. This road is the outlet for Crown lands in Campbelltown Hundred.

Mabel District (Vote, £300).—The balance of the vote, amounting to £200, has been expended in forming and gravelling 50 chains of road. There has also been 1,000 cubic yards of Opora gravel delivered by rail, the railage being £130.

Eyre Creek Bridge (Vote, £300).—It is expected that the work will be completed about the end of April, all the piles being on the ground and 3,000 ft. of other timber.

Mokoreta, Blocks VII. and IX. (Vote, £100, £1 for £1).—This work is now proceeding, having been delayed through road exchanges. There are 20 chains of bush work done, also the chipping of 100 chains of tussock and other vegetation.

Invercargill Hundred (Vote, £200).—£50 has been expended (being the balance carried forward from last year) in completing the gravelling of various roads in the district.

Invercargill Hundred, Block XV. (Vote, £100).—This work has only been commenced during this month, there being 200 cubic yards of filling placed at the approaches of the Waikiwi Bridge.

Invercargill Hundred (Block X.).—Formation 129 chains and gravelling 93½ chains completed.

Dipton–Balfour Road (Vote, £300).—The available balance of this vote, amounting to £100, has been expended in completing a formed track through Okaiterua Bush and gravelling some portions of the road leading to same, the work being as follows: 92½ chains formation, 20½ chains gravelling, eight stone culverts, and 2½ chains of stream diversion.

Waimumu Bridge (Vote, £100).—In order to make a satisfactory structure this vote was supplemented by an additional £100 from the county funds. The bridge consists of two spans of 28 ft. each on masonry piers. The beams are of ironbark, flooring of blue-gum, and the hand-railing, caps, guards, &c., are second-class railway rails, which make a durable and substantial work capable of carrying the heaviest traction-engines.

Woodend (Vote, £100).—35 chains of bush work, formation, and ditching and 18 chains of formation and gravelling have been completed.

Clark's Road, Greenhills (Vote, £100).—50 chains of formation and gravelling have been completed.

Myross Bush Road (Vote, £100).—The work which is completed consists of 40 chains formation and gravelling.

Main East Road (Vote, £100).—This vote was handed to the County Council for the purpose of providing winter-work for the unemployed, in the shape of metal-breaking, the vote being increased to £200 by the County Council. 27 chains of old road, which was pitched with large boulders, was picked up and broken to a 2 in. gauge.

Miller's Road, Hedgehope (Vote, £100).—There were 80 chains of ditching, 40 chains of formation with the necessary culverts, and one bridge of 18 ft. span on piles carried out on this road.

Tisbury–Waimatua (Vote, £300).—This work is now completed, the vote providing for the trimming and widening old formation and coating same with a light coat of river-gravel obtained from the county pit at Opora, the railage being £175 10s.

Mataura Island Dairy Factory to Pine Bush Railway-station (Vote, £250).—This road gives access to the Seaward Bush Railway. A bridge 40 ft. long has been built over the Titiroa Stream, and 110 chains of double-ditching and formation carried through a bad swamp; but before any use of the road can be made a coat of terrace-clay or gravel will be required on the formation to make it passable.

Mill Road, Makarewa, Sections 32 and 33 (Vote, £200).—This work is in Invercargill Hundred. The vote has been expended in forming about 90 chains and gravelling 50 chains of the road.

Waikawa Bridge (Vote £250).—This bridge is situated opposite the Township of Niagara, and is 80 ft. in length (four spans of 20 ft. each). The piles are each made up of two 52 lb. steel rails driven into the soft sandstone, which form a secure and permanent foundation for the superstructure. The approaches have been formed and gravelled, and the road on the east side has been formed and the bush felled, cleared, and grubbed for a length of 22 chains.

Forest Hill (Vote, £300).—50 chains of gravelling has been completed adjoining the Forest Hill tramway, and 150 chains formed with the road graded in Forest Hill Hundred.

Waimatuku Bush (Vote, £100).—The clearing of 25 chains of bush-road and the formation and gravelling of 20 chains have been done in this deferred-payment block.

Tramway Road (Vote, £150).—The work has just been let; it is proposed to form and gravel 35 chains.

Lind's Bridge Road (Vote, £100).—There have been 104 chains of ditching and one 12 ft. span completed.

APPENDIX No. 4.

EXTRACTS FROM REPORTS OF CHIEF AND ROAD SURVEYORS ON THE WORKING OF THE CO-OPERATIVE SYSTEM FOR THE TWELVE MONTHS ENDED 31ST MARCH, 1898.

NORTHERN AUCKLAND.

DURING the past twelve months 284 contracts have been completed on the co-operative principle on roads in this district, and, as the weather has been exceptionally fine, the men employed have lost very little time. The work has principally been carried out by local settlers, who have been allowed to form their own gangs, and on the whole they have worked amicably together, and earned fair wages.

The highest wage earned on any contract was 9s. 8d. per day, this being an exceptionally good gang, and the lowest wage 3s. 10¼d., by a gang of Maoris who knew very little about the work. The average daily wage earned throughout the year was 6s. 5¾d. The total amount paid to co-operative contractors during the year was £17,535 14s. 8d.

The cost of tools, inspection, and management, including 64 miles 34 chains of engineering survey, was £1,429 8s. 8d., making a total of £18,965 3s. 4d. spent on co-operative works. In addition to this, £21 18s. 10d. was paid for fencing material.

GERHARD MUELLER, Chief Surveyor.

CENTRAL AUCKLAND DISTRICT.

The works have all been for road-construction, and embrace earth- and rock-cuttings and embankments; felling, clearing, and grubbing bush; drains and ditches; and sawing timber for culverts and bridges. The contracts, however, have not included the building of culverts and bridges, as I have found it more satisfactory to do this part of the works generally by experienced men on wages. By far the greater part of the work has been in bush or forest country, which is a class of work not nearly so well suited to men generally sent to co-operative works as navvy work in open country. I think the system would work better and more economically if the supply of labour were less spasmodic, but I do not see how, under the circumstances, this is to be avoided.

During the year 115 contracts have been completed. The average amount per contract has been £47 7s., and the parties have varied in numbers of members from one to eight, giving a mean of about four, which appears to be the number preferred by the men. When in larger parties they frequently disagree among themselves.

As regards the lowest wages, shown in co-operative table, one 2s. 3d. per day shown was earned on a one-man contract, where the hours worked for the 2s. 3d. amounted to only 3·8 per day, so that had he earned at the same rate for eight hours his wage would have been 4s. 9d., which is quite as much as he is worth, being a frail and feeble man who could not get mates to join him. Exactly a similar case, as regards the individual, is the minimum wage of 3s. 10d. on the Stratford–Ongaruhe Road. In this instance the man had worked through one contract with four mates, who would not take a second contract with him in the party. The second minimum of 3s. 3d. is a case where the original party abandoned the contract because they could not make more, being quite unfit for the kind of work. This contract was finished by another party, who at the same prices made 5s. 8d. per day, and averaged only six hours to the day's work.

The low wages earned on the Pirongia West, Kihikihi–Otorohanga–Te Kuiti, Waitetuna–Waingaro, and Waitetuna Valley Roads are entirely due to the class of men employed in the first case, and in the others to the fact that nearly all the work was done by Maoris, who when at piece-work very frequently—in fact, generally—take on with them all their friends and relations, regardless of age and fitness for the kind of work.

In regard to the maxima of 8s. 7d. and 9s. 10d., both these were bushfelling contracts, and, as the season was late and the days long and fine, the men worked quite ten hours a day, and worked hard too. I personally know that one party worked twelve hours a day for one week, but had to come down to ten, as they could not stand the twelve.

The average wages for the whole district are—for days of eight hours worked, 7s. 1½d., and for wet and dry, 5s. 4¾d.

The workmen, as a rule, have done their work well, and no complications or unpleasantnesses have occurred.

C. W. HURSTHOUSE, Road Surveyor.

ROTORUA DISTRICT.

During the year eighty-five contracts have been let. The minimum wage earned per day, all weathers, was 3s. 11d.; the maximum, 12s. 1d. The highest average daily earning per man on all roads was 8s. 10d.; the lowest, 6s. 6½d. The time lost by bad weather varies from one-sixth on one road to one-nineteenth on others. Contracts were let to Europeans and Natives. The tabulated results are only on the European contracts.

In considering the earnings in this district it must be remembered that all the works are far away from civilisation, and the cost of supplies proportionately heavy; consequently the work generally is valued at higher rates than it would be in more accessible places. The high cost of management, &c., on the Rotorua–Galatea–Waikaremoana Road is partly owing to the necessity of extra expense in connection with Native control.

ROBERT H. REANEY, Road Surveyor.

TARANAKI.

Mr. Robinson, Road Surveyor, reports as follows:—

As in previous years, nearly all road- as well as settlement-works have been executed on co-operative principles, the only contracts (three) let by tender being those beyond the means of labouring men.

The rates of wage have been kept within reasonable limits, the only apparently high ones being where artisans (bridge carpenters) were employed at schedule rates, providing their own plant and tools, the rates being such as to permit them to earn the ruling wage, 9s. and 10s. per day, in towns. No extremely low wages have been earned. Where they are lower than 5s. 6d. or 5s. it has been on by-roads, where indifferent workers, or old men, were put by themselves, in order not to interfere with the better class of men employed on main-road work. This system of separating men into two classes, or, rather, allowing the men to arrange their own parties, has done away in a good measure with an old grievance—that good men had to share their earnings with incapable ones—and each class is now better satisfied. Where main-road and by-road works are in operation at the same time in a district we find it to the advantage of the works and men to put the competent pushing workers on the main road and the indifferent workers and old men on by-roads, the progress of the latter not being of such importance as the former.

No loss is now incurred in the supply of explosives, tents, or tools. The men purchase them outright from us or from storekeepers. We supply only trucks, hand-carts, barrows, jacks, and saws, for the use of which a fair charge is made. The introduction of the part-time system has had a very salutary effect in discovering who are *bonâ fide* settlers and who take up land for the sake of roadwork only. So soon as the system was brought into operation a large number of single men abandoned their holdings and went away to seek for outside work, thus showing their desire to become permanent settlers was not a very strong one. Those now in occupation, with but few exceptions, will, I think, remain and become successful farmers.

So far as is possible, roadworks within an improved-farm settlement or a special settlement are kept for the owners of land within those settlements, men who are not landholders being generally put on main-road works. This is done for the purpose of giving settlers the advantage of having work closer to their homes and families than would otherwise be the case.

The tone of feeling between co-operative men and Road Inspectors has much improved, the former having at last discovered that the latter are not oppressors who endeavour to cheat them out of their lawful earnings; but little friction has therefore occurred on the works during the year.

Our average number of men on the works during the year was 246, the highest number being 298—in July, 1897—and the lowest number being 147—in January, 1898. Up to February, 1898, we had not many outside applications for work, many men having left here for Thames and Australian diggings, and the remainder obtained work from the local bodies.

JOHN STRAUCHON, Chief Surveyor.

HAWKE'S BAY.

All the roads constructed by the department during the year in this district have been under the co-operative system. Eighty-four contracts have been completed, covering 11 miles 51 chains of main road and 25 miles 63 chains of horse-road, 21½ miles of which were in forest, which was felled 1 chain wide.

On the 31st March 146 men were employed under this system, the maximum wage earned per day being 12s., and the minimum 2s. 8¾d. The average daily wage earned per man, all weathers, was 6s. 8¼d.

The maximum wage was made on the Gisborne–Waikaremoana Road, where first-rate workmen are employed, but the works are situated far from a store, all the supplies having to be transported from Gisborne for a distance of fifty-nine miles, which makes living expensive. The minimum was on a small bush contract of 16 chains of bushfelling let to a settler at Waikopiro. It cannot be

taken into consideration, for it is difficult to arrive at the time worked by a settler, as he only works at a job like this at odd times, to suit himself.

Generally, I think the wages earned have been satisfactory. We have had, I am glad to say, few complaints, and the works have proceeded in a satisfactory manner, the gangs working well together under the overseers. Men coming from the South have not had experience in bushwork, and are therefore at a disadvantage when sent to works in heavy forest country, and cannot expect to earn good wages until they have had some experience at that class of work.

ERIC C. GOLD-SMITH, Chief Surveyor.

WELLINGTON EAST.

There is considerable difficulty in carrying on the co-operative work with satisfaction to all. Settlers are supposed to have preference in obtaining employment, and they have increased to so large an extent that it is impossible to keep them going with the money at my disposal, and when men who are not settlers are sent to work on the roads it causes jealousy, the settlers thinking these men are infringing on their rights. As to complaints made to myself during the past year, there have been but few. All that have come before me have been easily settled, but complaints are still sent direct to head office without my knowledge, and I regret to say, as a rule, the complaining parties economize truth to a large extent by insinuating that overseers are working against the Government, the co-operative system, &c., all of which is most absurd. No matter how frivolous these complaints are, they occupy a large amount of my time, also that of my officers and others. Some of the men have, or pretend to have, an idea that the officers over them are trying to do them out of their earnings. I cannot see why this should exist, as the earnings are paid by the Crown, and do not come from each individual overseer. I am happy to say that all men are not alike, for there are many really good, fine fellows, and who I must say, to their credit, work well, earn fair wages, and do not agitate unless they have a real grievance, which is easily settled upon proper representation being made in the right quarter.

During the year I have averaged 308 men on the works, and 338 men taking their off time.

A. C. TURNER, Road Surveyor.

WELLINGTON WEST.

As in last year's report, a considerable variety of work has been done under this system, such as bushfelling, grass-seed sowing, stumping, clearing and forming bridle-tracks and dray-roads, ditching, sawing, squaring, bridge-building, concreting, stone-breaking, metal cartage, metalling, &c.

The number of men employed has ranged from a minimum of 166 in January to a maximum of 258 last November, the average per month being 202.

The average wage earned by the workmen is somewhat higher than in previous years, partly in consequence of the increased prices given owing to the instructions to that effect after the inquiries of last year, and partly in consequence of the fact that most of the men have been so long on the works that they are now much more experienced in the management and execution of their contracts.

The great majority of the men employed are settlers, and most of these are connected with the improved-farm settlements. Many of these improved-farm settlers now live on their sections, and only work on the roads as a means of obtaining a little ready cash. As a result of this, their time is very intermittent, and it is difficult to arrive at the actual wages earned. Without the assistance thus derived from the co-operative contracts on the Government works it is difficult to understand how many of these settlers could remain on their sections. In consequence they are invariably given the preference as regards employment.

The number of contracts completed in all classes of work has been 277.

On ordinary contracts the average wage, wet and dry, has been 6s. 5d., as against 6s. 1d. last year. The highest wage (10s. 3½d.) was made by a party of three men with a dray at formation in the Clifton Block, and the lowest (2s. 3d.) by a party of settlers moving slips on the Turakina Valley Road.

At contracts on improved-farm settlements the average wage, wet and dry, has been 5s. 5½d., the prices for bushwork on these settlements being in the nature of advances, and not necessarily representing the true value of the work. The highest wage (9s. 11¾d.) was earned by a party at the erection of a bridge, and the lowest (1s. 10d.) by a party of entirely inexperienced men at bushfelling on the Taihape State Farm.

At metal-cartage contracts there has been great disparity in the wages earned. I have entered the results on a separate sheet, for this class of work is quite different from ordinary co-operative contracts, as it necessitates the supply of horses, drays, harness, feed, &c., besides labour. This is the first time it has been tried, and on the whole it has proved satisfactory, though the prices require some further adjustment. These prices were fixed at so much per cubic yard per mile of lead, usually from 1s. 6d. to 2s. 6d. per yard-mile. The drays employed were all previously measured and marked. The contracts included cartage only, the loading and spreading being done by specially selected men.

Several contracts are still in progress, which will considerably reduce the average wages earned; but up to the end of the financial year seventeen contracts, totalling 2,845 cubic yards, have been completed. The average earnings per day for a three-horse team and driver, all weathers, has been £1 9s. The highest (£2 9s. 5d. per day) was earned by a three-horse team and driver on the Pipiriki–Waiouru Road, and the lowest (£1 1s.) by a team on the Ohingaiti–Tokaanu Road.

On the Pipiriki–Waiouru Road the average throughout (£1 15s. 9d.) has been high, though it must be remembered that the usual payment by former metal contractors for such teams was £1 10s. per day. The prices were fixed higher in order to compensate for the high prices of horse-feed (oats, 5s. a bushel, and chaff, 5s. or 6s. a bag) and the great risk of broken time, rain falling in that district on an average number of 210 days in the year. The higher prices per yard-mile thus given, combined with the fact that there was almost unbroken fine weather this season during the contracts, and the fact that, most of the leads being down hill, all the contractors raised the sides of their drays sufficiently to carry 1½ cubic yards per trip, caused these high earnings.

On the Ohingaiti–Tokaanu Road, on account of long uphill haulage, the teams could not take more than 1 cubic yard per trip. This difference between uphill and downhill cartage on long leads was the chief cause in the disparity in earnings.

In spite of the high earnings at cartage at the prices given, the total cost of thus metalling a section of the Pipiriki–Waioura Road has been much less than would have been the case if last year's tenders had been accepted. In January, 1897, tenders were invited for loading and cartage of shell rock on this section. The rate of the only tender was 12s. per cubic yard. By the present system the total cost of loading, carting, and spreading over the same section has been 6s. 10¾d. per cubic yard. This, on the quantity of 1,806 cubic yards, represents a saving of £451 10s. The saving in time and cost of not advertising should also be considered.

In remote districts, where high prices range, metalling operations will probably be carried out at less cost by this co-operative system, but in old settled districts the contrary would be the case. The work is undoubtedly much better done, but costs more for supervision, tools, and management. If approved, it is proposed to conduct next year's metalling operations entirely on this system, and probably also do the loading by contract. Spreading is preferably done by day-work.

As in previous years, the character of the work done in all classes has been excellent.

G. T. Murray, Road Surveyor.

MARLBOROUGH.

The roadworks executed have, on the whole, been creditably carried out by the parties engaged, and the wages fairly remunerative. Superficially it appeared that the men worked amicably together, more so on the Picton Road works. This probably was due to the fact that the men on that work were all well known to each other, and amongst them were very good workmen; yet closer insight showed that the best workers were keenly alive to the want of skill—or, as expressed by the men, "knack"—in some of their mates, and would have resented it in others not so well known to them. The workman who undoubtedly appreciates the co-operative system is averse to his skill and better-directed manual efforts being reduced to the level of an inferior workman. On the Picton Road works two parties were engaged; the men were residents of Picton and neighbouring district. In order to render the selection to each party fair to the men the two headmen were first selected, and they were instructed to alternately select a man, after deciding who should have the first pick. The party No. 1, whose headman had first choice, made 6d. per diem more than party No. 2. The prices asked by the men being deemed excessive were fixed by the Inspector, and ultimately accepted. The wages earned by the parties Nos. 1 and 2 were 7s. 9d. and 7s. 3d. for a working-day of eight hours respectively. On the bridle-roads of the Sounds a modified system was adopted, the men finding tents and tools, and dividing moneys earned for time worked *pro ratâ*. The votes for these works being small, the system does not require the frequent attendance of an overseer, thus lessening cost of supervision. The headmen of these track parties—usually good workmen, and having the confidence of the men—are, in nearly all cases, incapable of analysing the work done. This and the irregular attendance of the men, who are settlers, and have their own sections to attend to at intervals, makes it difficult to ascertain the actual earnings of the men, but it would appear that the wages earned ranged between 5s. and 6s. for a working-day of eight hours.

C. W. Adams, Chief Surveyor.

The number of contracts completed has been seventy-five, with an average of five men to each party. The lowest was three, and the highest was seven.

As usual, the old difficulty of getting men to work together harmoniously for any length of time was experienced on this work. I do not think any of the parties held together for more than two or three contracts. Generally at the end of each contract there was a splitting-up of the parties, with fresh combinations, generally resulting in all the good men getting into one party and the poor workers into another. Besides the desire of getting good mates in a job, it would appear that one of the causes is a desire for fresh mates to relieve the monotony of their lives, and, however desirable this may be to the men, it very greatly increases the difficulty of pricing the work, for, try as much as you may to make one uniform rate—as all men must live—to a certain extent rather more must be given to the poor workers than to the able. So far as possible the prices are equal, and yet one party of poor workers, new to the work, earn 2s. 6d., and the other, a party of thoroughly experienced and hard-working men, made 13s. per day. The poor workers did not try to make wages; they were both inexperienced and careless as to whether they even made tucker or not. The others were thorough experts.

The average earnings per day for each man, all weathers, was 7·85s., and, considering the way the men worked and the number of splendid workmen we have had, I think speaks well for the careful way Mr. Robert H. Young did the pricing. This result is based upon the assumption that the men worked eight hours a day. They probably worked, on an average, more than that, but we have no means of telling exactly how long they did work; but they would certainly not work less than eight hours in the winter; and we know some of them worked much more when the days got longer; while some of the parties only work eight hours, on principle, at all seasons. Generally we find that the most skilful workmen work longest hours.

The average loss per man for the period works out to 2·08 days. The work began on the 1st May, 1897, and the winter and summer following that date were exceptionally fine. The small loss is also in a measure due to the quantity of rock-work on this road, for as soon as it was dry overhead they could work to advantage, and the only clay section met with was completed before the rain set in.

I am more confirmed than ever in the opinion that in such works the co-operative system is better for the men and cheaper for the employer. In this connection I should like to state that it is due to the men and to Mr. Young (the Inspector) to say that during the whole of the time the works have been going on here there has not been a single complaint made or a serious dispute between us and the contractors, and neither Mr. Young nor myself have, with a single exception, received from them anything but the greatest courtesy and ready compliance with our directions.

During the ten months ended the 31st March, 1898, we have sent away in post-office money-orders £2,439 15s. 2d., and have had no complaint from any of the men. I heard indirectly of one man leaving the works, and giving his mates as the reason that, as his wife was of intemperate habits and squandered all the money sent to her, and he found all the bills unpaid when he returned home, he was forced to leave. What truth there is in this I cannot say.

We have been sending orders for eighty-six men, many of whom have expressed themselves thankful for the orders, because it saved them a lot of trouble in going to a post-office, often at a distance, to get the orders themselves; and some of the men have asked us to send more than half their earnings, because they did not want to keep money about them, for fear of loss.

The health of the men has been very good, and, except one unfortunate party of six men, no serious accidents have happened. In the case of the party alluded to, they had two explosions in attempting to draw blasts which had missed. In the first they seriously injured one man, and in the second two men were badly hurt, one of whom lost the sight of an eye. It is very difficult to get men to realise the folly of attempting to draw a charge which has missed. The men, not being very skilled in the use of explosives, were warned to be careful, and yet within a few months of the first accident they had a similar one from a like cause.

The stores used by the men were—except meat, which was cheap—expensive, as they had to be packed about sixteen to twenty miles, bread costing them about 9d. a loaf, and other things in proportion.

F. Stephenson Smith, District Surveyor.

NELSON.

We have let thirty contracts in five distinct localities, and, with the exception of the one in the Maitai Valley, near Nelson, they have been a long distance removed from centres, and the cost of obtaining of supplies necessarily increased. On this account the contracts were priced a little higher than usual, so as in a measure to compensate for the disadvantages.

Taken as a whole, they were a splendid class of men, for the most part miners and bush settlers accustomed to work, and no indolent agitators amongst them to create trouble. The works have been well done, and the average rate of wages earned per man all weathers was 7s. 2d. a day; for actual days worked, a small fraction of a farthing under 8s.

Thos. Humphries, Chief Surveyor.

WESTLAND.

During the year twenty-three co-operative contracts have been completed—two for bridge-construction, fifteen for dray-roads, two for bridle-tracks, and four for a prospecting track. Of these twenty-three contracts two have been under the Lands for Settlement Act and eight have been carried out on behalf of the Mines Department.

The system has worked well on the whole, and the average daily wage earned per man on all the contracts collectively is 8s. 0¾d., the extremes being 5s. 2d. and 11s.

Of course, the weather and management are the two chief elements to be considered whether a co-operative contract will return a fair wage or not. In one case where the work was priced in bad weather, and the work was started in bad weather also, two parties made a daily average of 7s. 7d., while a third party started a little later when the weather was fair, and the daily wage earned was 10s. 4½d., although the contracts were similar. The third party had a better headman. In another case it was expected that there would be some difficulty in getting timber for culverts, and the price allowed for timber was high. However, the contractors succeeded in getting suitable timber nearer and more easily than was anticipated, and, in consequence, the daily average wage earned was 10s. 0½d.

Frederick Wither, Road Surveyor.

OTAGO.

All the roadworks carried out this year were under the co-operative system; in all, 128 contracts were completed.

The minimum wage of 2s. 4d. was earned by a gang of settlers on the Main Waikawa Road, who were greatly retarded in their work through bad weather. The average wage earned all weathers (5s. 5¾d. per day) appears small, but I would point out that 118 out of the 128 contracts completed were in the Catlin's and surrounding districts, where the men are greatly handicapped through bad weather, and it conveys a false impression of the current rate of wages here, owing to the large amount of lost time through wet weather. The average wage earned for the actual time worked was 6s. 3d.

In my road report I have given full particulars of the work performed, all of which was carried out in a satisfactory manner under the supervision of Mr. Inspector Sutton.

John Hay, Chief Surveyor.

SOUTHLAND.

During the year it has been found necessary to carry out a good many contracts under ordinary tender conditions, the nature of the work preventing the application of the co-operative system—that is, where horses and drays are required it has been found impracticable to give the work to men who are not possessed of these. In every case, however, where mere labour is required without the necessity of providing a working plant the system has been applied.

During the year 98 contracts have been let. These include bushfelling on improved-farm settlements and on roadworks, bushfelling, formation, and ditching contracts.

The lowest wage earned is 2s. 9d., and the highest 8s. 8¾d.; the mean for the district is 5s. 5¼d. per day. The great difference shown between the highest and lowest is accounted for in several ways: Incapacity on the part of some of the men employed. In some cases settlement farmers put on their sons (mere boys) and class them as men. The time supplied has also to be somewhat discounted—that is, full time is returned for all weathers. Want of experience on the part of both the men and headman is another factor. The men are, as a whole, satisfied with the prices, which are, as a rule, quite equal to public-tender contracts. This is shown by the fact that settlers prefer this to contractors' wages. Of course, this may be accounted for by the greater freedom it allows, and also in some cases the work is nearer their homes. Settlers recognise that these works have given them substantial assistance in carrying on and paying their rents, and to the industrious they have been a decided boon. One of the difficulties in connection with the system is that a certain number of men depend too much on this class of work, and clamour when it is not found for them. As a set-off against this I may, however, say that the great majority of men carry out their contracts satisfactorily, even in cases where through unforeseen difficulties they had been unable to earn fair wages. One or two small misunderstandings have arisen, but upon the whole the system has worked well during the year, and, briefly put, this class of work can be done as cheaply as by competitive tender in bush country; but in open country, where horses, drays, graders, &c., are required, the contractor with such a plant can do cheaper work.

D. Barron, Chief Surveyor.

APPENDIX No. 5.—IMPROVED-FARM SETTLEMENTS.

EXTRACTS FROM THE REPORTS OF COMMISSIONERS OF CROWN LANDS AND OTHERS ON THE IMPROVED-FARM SETTLEMENTS FOR THE TWELVE MONTHS ENDED 31st MARCH, 1898.

AUCKLAND.

The *Rangitira Settlement* has not made much progress, doubtless owing to its being the furthest north of these settlements, and therefore the most unattractive to settlers. Only three settlers are resident, who have felled 68 acres of forest, and burnt and grassed 52 acres. They have erected 50 chains of fencing, and own two horses and eight head of cattle.

The *Awatuna Settlement* has only four selectors resident, holding 400 acres, out of ten original selectors; its progress has been, however, more marked, as there are 335 acres of forest felled, of which 273 are burnt and grassed, and 32 acres logged and burnt ready for sowing. There are 6¼ acres of garden, 60 chains of fencing erected, the houses and outhouses are valued at £113, whilst the settlement owns twenty-two head of cattle, eleven horses, four pigs, and eighty-two head of poultry.

The *Mangatu Settlement* has a very much better record, and is on the high road to success. There were ten original selectors, who are still resident, holding 1,000 acres. They have felled 444 acres of forest, burnt and grassed 364 acres, logged and burnt 72 acres. They have erected 225 chains of fencing, and have 9 acres of garden; the value of the houses and outhouses amounts to £289. They own fifty-five head of cattle, seventeen horses, fifteen pigs, and 142 head of poultry.

The *Katui Settlement*, like the Mangatu, has a very good record of progress. The whole of the nine selectors, holding 875 acres, are resident. They have felled 299 acres of forest, and burnt and grassed 274 acres, logged and burnt 45 acres; have erected 547 chains of fencing, worth at least £273; have also 13 acres of garden ground. The value of their houses and outhouses is £306. They own ninety-five head of cattle, nine horses, nineteen pigs, and 270 head of poultry.

Every effort has been made, where possible, to assist the settlers on all the above-mentioned settlements by giving them roadwork when money was available, and also by allowing them to fell kauri-trees on their own sections and on Crown lands by payment of a royalty. The timber had to be felled by co-operative gangs working together, each party being allowed to dispose of the timber to any one who would purchase it; the only stipulation being that only the resident settlers were to be employed at this work, so that the money earned might be kept amongst them. Of course, some of the settlers are physically incapable of the severe labour required in felling kauri, &c., and for these roadwork must be provided, if possible.

AUCKLAND SOUTH.

Te Rauamoa (on the Alexandra–Kawhia Road, about seventeen miles from Pirongia Township).—This is a bush settlement, and was founded towards the end of 1895.

During the past year 217 acres of bush have been felled and burnt, which makes the total area now felled 550 acres; and 253 acres were sown with grass and clovers, &c., making a total of grassed lands of 333 acres; but last summer, of this area about 240 acres of the grass was practically destroyed by fire, and is being resown. The loss of this grass has been a great drawback to the progress of the settlers. The following are the total fmprovements made, and their estimated value at 31st March last: Felling, burning, and grassing, £916; cottage dwellings, £160; other buildings, £34; gardens, orchards, and crops, £40; fencing, £86; total, £1,236. The advances for building, &c., authorised amount to £200, and the advances made to £112. The settlers have twenty-seven horses, sixty-three head of horned cattle, twelve sheep, sixteen pigs, and 102 poultry. The settlers number ten, and all are married and have their families living with them. The present population of the settlement is sixty-one, of which twenty-five are adults and thirty-six children. During the year one of the original settlers abandoned his holding, which was immediately applied for by, and allotted to, an eligible married man. The welfare of these settlers, at the present time and for the next few years, requires, I think, serious consideration. There are no employers of labour in the vicinity, and no public works on which they could be employed long enough to earn sufficient for the support of themselves and families, and the fires having destroyed so much of their grass has reduced the grazing-capacity of their land for the present by about three-fourths.

Paemako is situated on the line of the main road between Te Kuiti and Awakino, and is about twenty miles from the former. The land is nearly all open fern and light manuka country, consequently there is no bushfelling at which to employ the settlers, of which there are now eleven on the land, and there is still a vacant lot, which has been applied for by a man with a wife and family. The 100 acres of grass sown last year I am sorry to say has not done well, owing, I think, to severe frosts just after the seed had sprouted, and, for grass, a very uncongenial spring; and later, to the want of sufficient stock to keep down the fern and consolidate the surface. This year a further area of about 150 acres has been sown, of which 125 acres has been hand-cleared, burnt, sown, and harrowed, and the remainder sown on the ashes. The total improvements and their estimated value at 31st March are as follows: Burning, clearing, and grassing, £189; cottage dwellings, £190; other buildings, £15; gardens, orchards, and crops, £30; fencing, £213: total, £637. The number of acres in garden and orchard is 6, in crop 21. All the potato-crop was spoilt with frost. The present population is twenty-one adults, twenty-three children; total, forty-four. The settlers have the following stock: thirty-one horses, seventy-two horned cattle, twelve pigs, and ninety-two poultry. The remarks as to the welfare of the settlers at Te Rauamoa apply equally to these people, who without other work than on their own holdings cannot possibly succeed, and here there is no bushfelling on the land at which they can earn money. I think it would be a good thing if they could be employed to plough and harrow some of the land.

C. W. Hursthouse, Road Surveyor.

HAWKE'S BAY.

The *Waikopiro* and *Akiteo* are the only settlements we have. In the former there are fifteen settlers, holding 1,771 acres. The block is nearly all forest country, and was taken up in 1894. Up to the 31st March last the improvements on the land had been effected to the value of £2,106, and there are fourteen houses in the settlement, valued at £500. At Whetukura Village, just adjoining, there is a store and post-office, while a school is being built. The settlement has made fair progress, 758 acres having been cleared and put down in grass, and 46 acres felled ready for burning; 574 chains of fencing have been erected; and the stock at present is 102 cows, seventeen horses, 434 sheep, and twelve pigs. Government has advanced £1,141 0s. 11d. for improvements on the land, and £129 14s. 4d. for houses. Settlement has been at a disadvantage owing to bad road-communication and the want of a bridge over the Manawatu River. The bridge, I hope, will soon be erected, and the road-communication to the back sections improved. When this is done it should be a prosperous settlement. At Akiteo there are only two sections, of 145½ acres, they being a portion of a large settlement situated in the Wellington Land District, but, as these two sections are over the boundary, they are administered by this office. Both selectors are residing, and have made improvements valued at £200. The Government has advanced £59 to them, £10 of it being for houses and £49 for bushfelling and other works.

E. C. Gold-Smith, Commissioner of Crown Lands.

TARANAKI.

Ngaire.—170 acres 1 rood 30 perches, in sixteen sections, one of which is vacant. 149 acres have been grassed, 12½ acres felled in 1897 and ready to be grassed. There are sixty-eight persons on the land, ninety-one cattle, and eighteen horses. Eight persons have been assisted in enlarging their houses and improving them. The improvements, at selectors' own cost, are valued at £553.

Poti.—108 acres, in eight sections, all occupied. 92 acres grassed, 14½ acres felled and ready for grassing. There are forty-one persons on the land, and they have thirty-five cattle and eleven horses. Three settlers were assisted with erection of and additions to their houses during the year. The improvements, at selectors' own cost, are valued at £347.

Ma-ata.—30 acres, in three sections, two of which are occupied. 23 acres have been grassed, the remaining 7 acres in bush being on the unoccupied section. Two persons on the land, also five cattle, and one horse belonging to one occupier. The other one is getting his house built, and, when finished, will take his wife and family of five to live on the section. It was only allotted to him on the 26th January last. The improvements, at selectors' own cost, are valued at £29.

The three settlements above mentioned are now well established and practically beyond the need of Government assistance; most of the settlers have paid up their rent which fell fell due on

the 1st January last. There were altogether seven reallotments of sections in these settlements during the year.

Tongaporutu.—There were originally sixteen sections, comprising an area of 2,500 acres, of which eight selectors are now holding and resident on the land, there being altogether thirty-eight persons. They own 152 cattle, eighty-two sheep, and nine horses between them. The other selectors have either abandoned their holdings or they have been forfeited for non-compliance, and four of these sections are being opened under the optional system of "The Land Act, 1892." The 268 acres felled last year have been grassed, making a total area of 282 acres in grass; 25 acres were felled in 1897 and ready for grassing. The value of improvements done at selectors' own cost amounts to £329. Only two settlers have as yet paid rent. A school has been built in the settlement, and is now open.

Mangaere.—Originally thirteen sections, comprising 482 acres 2 roods 13 perches, situate on the Ohura Main Road, Stratford to Auckland. One section forfeited is being opened for selection under the optional system, and there are now ten settlers holding. The total number of persons on the land is fifty-four. 374 acres felled and grassed to date; 25 acres felled by one selector during year and ready for grassing. Three settlers were assisted in the erection of and additions to houses. The settlers have 138 cattle, eighteen sheep, and twenty-three horses with them on the land. This settlement is now well established, being surrounded by settled country; all the holders are resident, and fairly independent of Government aid. A school has been built, and arrangements are being made to start a dairy factory. The value of improvements done at the selectors' own cost is £550. Most of them have paid their rent to date.

Uruti.—There were originally seven sections, comprising 697 acres. One forfeited section has been selected under the optional system, and four at present hold their sections, the other two settlers having forfeited and surrendered. There are twenty-two persons on the land, and they have with them 143 cattle, twenty-six sheep, and four horses. The four selectors now resident are fairly well settled, and obtain sufficient work from the local body and neighbouring settlers on large holdings to enable them to dispense with the necessity for further Government assistance. They have effected improvements at their own cost to the value of £183. 502 acres of the whole settlement have been felled and grassed at Government cost. The settlers have a post-office, a school will shortly be erected, and steps are being taken to establish a dairy factory in conjunction with the other settlers in the locality. Only two of the settlers have paid rent.

Taumatatahi.—This settlement comprises four sections, with a total area of 430 acres, all of which have been allotted. The 20 acres felled last year have been grassed, making a total of 86 acres in grass; 73 acres have been felled this year and are ready for grassing. One new house has been erected, the settler receiving assistance in the cost of building. All of the four settlers are now resident and in beneficial occupation of their farms, there being twenty-four persons in all on the land, and they own between them fifty-two cattle, forty sheep, and six horses. This settlement is now permanently established, the available grass is fully stocked, and I do not anticipate that the settlers will require any further Government help, the ordinary local work being sufficient to employ them in their spare time. The improvements at their own cost are valued at £312, and rent has been fully paid up.

Whangamomona.—There are 111 sections in this settlement, with an area of 10,543 acres, of which only sixty-seven are now held, most of the settlers being resident. The total number of persons on the land is 187, and there are also 639 cattle, 195 sheep, and fifty-three horses. The 1,254 acres felled last year have been grassed, making a total area of 2,202 acres under grass, and 850 acres were felled this year, 221½ acres being put down by selectors at their own expense. Eleven new houses have been erected, and improvements made in fencing, gardens, &c., the total value done at selectors' own expense being £2,319. The settlement may now be said to be permanently established; a large school has been erected and opened, a dairy factory is in contemplation, and most of those settlers who now hold land will, in all probability, remain and become good settlers. A rearrangement of areas will, however, be necessary, to enable a man who has fairly good land to keep a sufficient number of cows, or one who has rough land the necessary number of sheep, to make more than a living. 100 acres of Whangamomona land will not suffice for this, and if a man has less than a sufficient area he cannot become independent of Government or private work. Only two or three persons have as yet paid their rent which became due on 1st January last.

Huiroa.—There were originally nine sections here, comprising an area of 668 acres 1 rood 21 perches. One forfeited section is to be opened for selection under the optional system, and there are at present seven settlers holding. The remaining section has in part been utilised for a school-site, to meet the demands of settlement. The total number of persons on the land is thirty-four, and they have ninety cattle and six horses. The 201 acres felled last year have been sown in grass, making a total area of 354 acres in grass. Only four acres were felled during the year, the settlers on this block having in previous years, with but few exceptions, felled up to the areas allowed to be paid for by the Government. They have put on improvements at their own expense to the value of £357, and nearly all have paid the rent which became due on the 1st January last. As this block is in the midst of settled lands, being but fifteen or sixteen miles from Stratford Railway-station, it ought now to hold its own without further Government assistance.

Okau.—This contains nineteen sections, with a total area of 1,889½ acres. Only six selectors are now holding, and four of these are defaulters in regard to personal residence; one of them has, however, been allowed time to build. The remaining thirteen sections have either been forfeited or surrendered, and the settlement is practically a failure—principally, I think, through the majority of the selectors being single men, who placed more value on getting temporary work in bushfelling or roadmaking than in making future homes for themselves. Of the 600 acres felled and grassed at Government cost, only 75 acres are used by the stock of the two resident settlers, one of them

having felled another 10 acres this year. Two defaulters felled the balance (40 acres) between them. There are ten persons on the land, and they have twelve cattle and five horses. The value of improvements at selectors' own cost amounts to £77. It is proposed to suitably group the forfeited sections and open them for application on the optional system.

Derwent.—There were originally thirteen sections, containing a total area of 1,369 acres. Two of them are to be opened for selection on the optional system. Nine selectors are now holding, four of them being single men. The total number of persons on the land is twenty-seven. One of the single men is a defaulter, having left the settlement. Two new houses have been built since last report (one taking the place of another which was accidentally destroyed by fire), and one is now being erected. The class of houses recently built are a great improvement on the old ones, and show that the owners are desirous of making permanent homes on the land. There are 166 cattle, 142 sheep, and nine horses on the settlement, and the value of improvements done by selectors at their own expense is £366. The total area felled and grassed is 565 acres; 68 acres were felled during the year, and are ready to be grassed.

Niho Niho.—This settlement comprises sixteen sections, with a total area of 1,406 acres, of which nine have been allotted. Unfortunately, in the interests of settlement, this block of land was offered for application too soon. The land is first class and fairly level, and would make an admirable position for an improved-farm settlement were other lands round about it occupied; but the surrounding lands are still either occupied by Natives or not dealt with, and the improved-farm settlers were too far away from a market to occupy the lands beneficially. So soon, therefore, as the roadwork in the immediate vicinity was completed the selectors (who were mostly single men) with the exception of three—one of whom is a married man with a family—abandoned their holdings and left the district. 100 acres have been felled at Government cost, the selectors finding the seed themselves, and 19¼ acres were felled during the year. There are twenty-four head of cattle and two horses on the settlement, and the value of improvements done at selectors' own cost is £57 10s.

Greenlands.—There are six sections in this block, containing a total area of 603 acres, which were alloted in May, 1896. The 135 acres felled last season have been grassed, and the 115 acres felled this year and burned off will be sown when the grass-seed arrives. One settler is resident with his family, and three others are having timber sawn for houses, to which they will take their families as soon as possible. There are fifteen persons on the land, twelve cattle, and two horses. The value of improvements at selectors' own cost is £58 10s. Three settlers are in default in regard to building and residence.

Mangapoua.—This settlement is situate inland of Urenui, and about sixteen miles from the Port of Waitara. It comprises seven sections, with a total area of 702 acres, and was allotted to seven persons on the 26th May, 1897. Only three persons, however, put in an appearance, and felled 60 acres of bush, which have been burned, and will shortly be sown in grass. The settlers will then proceed with the erection of their houses. Two of the resident selectors were fortunate to secure in balloting two sections which had clearings on them already, made by an adjoining owner, presumably in error. They have eleven cattle, ninety sheep, and two horses on the clearings.

Mangatawa.—This comprises twenty-nine sections, with a total area of 2,978 acres, and not allotted. It is situate on the head-waters of the Tongaporutu River, at the back of the Okau Improved-farm Settlement. I would recommend that it be cancelled as an improved-farm settlement, and offered for selection on the optional system of "The Land Act, 1892," in fairly large areas.

Tawai.—This settlement, of nineteen sections, comprising 411 acres, is in the Auckland Land District, and is administered by me at the request of the Commissioner of Crown Lands for that district. There are at present twelve persons holding, and only seven of them have built houses, two of which are newly built, and another is building. The number of resident settlers will then be eight, with a total of eighteen persons on the land. In consequence of the wet weather in the late summer and autumn of 1897, only a portion of the felled bush was burned; this was sown in grass, and a portion of the balance has been burned this year and will be sown. About 22 acres have been felled and burned this season, and will shortly be sown with grass. There are thirty cattle, seven sheep, and ten horses on the land, with improvements at selectors' own cost valued at £281. JOHN STRAUCHON, Commissioner of Crown Lands.

WELLINGTON.

Under this heading sixty-seven sections, comprising 6,863 acres 2 roods, were registered during the year, making a total on the books of ninety-two selectors holding 9,110 acres 1 rood 36 perches, providing an annual rental of £615 11s. 1d. In addition to these, seventy-three persons hold 5,938 acres and 36 perches, but until the necessary improvements have been completed they cannot be registered on the books. The amount advanced on improvements during the year was £2,637 16s. 4d., making a total of £8,136 7s. 2d. since the initiation of the system. Of those registered in the books seven selectors are in arrears with their payments to the extent of £46 7s. 3d. During the year sixty-one sections were declared forfeited for non-compliance with the regulations, and of these twenty-two were reallotted, the balance being held over until it is definitely ascertained that they are suitable for allotment under these conditions. There were no forfeitures of sections the registration of which has been completed in the books. The total value of the improvements, including those paid for by the Government, amounts to £14,615 8s. 7d.

Reports on the various settlements by Mr. G. T. Murray and Captain Turner are attached hereto. From Captain Turner's report it is clear that satisfactory progress has generally been made excepting on the remote rough and unsuitable lands. To insure successful settlement by this

excellent system it is essential that the holdings comprise good land convenient to work and markets. In many cases it was quite out of the power of the Crown and the department to provide these necessary conditions.

Mr. Murray roports as follows :—

There are seven settlements in this district, no more having been started during the year. The earliest of them—that at Taihape—was started in October, 1894, the remainder during 1895. The Ohutu Settlement is the best, though extensive improvements have been effected in the Hautapu, Taihape, and Masterton Tenui Settlements. The settlers on all the farms have been employed for fully eight months in the year, on an average, on co-operative work under Government at road-clearing and formation or at bushfelling; many settlers have been practically in continuous employment. The character of the work done has been good throughout.

Horopito Improved Farm, Waimarino (Sections 100 acres each). — One forfeiture has occurred during the year, there being now only two settlers left, and these are desirous of increasing the size of their holdings to 200 acres each, as the locality and altitude have shown that 100 acres is too small. The only work done has been ringfelling the sections preparatory to fencing—the area thus felled being 9 acres—and the improvement of the felled portions by fencing and logging-up.

Rongoiti Improved Farm, Te Kapua (Sections 100 acres each).—Four settlers are now resident, they having built three houses, felled 76½ acres bush, and erected 40 chains of fencing. They are now engaged on the construction of the Hautapu Valley Road, on which they have already completed 88 chains of bushwork and 15 chains dray-road formation. The soil is good, but the altitude is too great and the access still defective. One forfeiture has occurred during the year.

Hautapu Improved Farm, Motukawa (Sections about 100 acres each).—Ten settlers are now resident, or, with families included, forty persons are now on the farm. A school will probably soon be commenced. All the sections are now accessible by road or track. Direct access to Taihape by the Taihape–Paengaroa Road has been obtained, thus shortening the distance by three miles. Two good fords have been constructed across the Hautapu River. Extensive private improvements have been done on the farm, but owing to the altitude and distance from markets the results have not been so satisfactory as anticipated. Two forfeitures have occurred during the year. The work done comprises 42 chains bushwork, 45 chains dray-road formation, 60 lineal feet culverts, 145 acres bushfelling, and advances on three buildings.

Taihape Improved Farm, Awarua (Sections from 12 to 17 acres each).—Ten settlers are now resident on the farm, representing thirty-eight souls. All the sections are now practically accessible by dray-road. During the year there has been a large amount of fencing done. Three of the sections are now ring-fenced and five others partially so. The only work done which has been paid for by Government during the year is 9 acres of bushfelling. In two cases further advances have been made on buildings and fences. Six of the settlers are employed constantly on roadworks; the others usually work at their own trades in the adjoining township of Taihape. Total value of improvements, £870 18s. 7d.

Otuarei Improved Farm, Awarua (Sections 100 acres each).—All the sections except four have been forfeited and withdrawn from sale under the present conditions. On account of its altitude and inaccessibility this farm is entirely unsuitable for such small areas as 100 acres. Before this land can be successfully occupied the original sections will require grouping into areas of 300 to 400 acres. The only works done during the year have been scrubbing 92 acres on Kaingaroa Road, bushfelling 12 acres, erection one dwellinghouse and 62 chains fencing. There is only one settler actually resident on the block.

Ohutu Improved Farm, Awarua (Sections 13 acres to 130 acres).—There are twenty-eight sections in this farm. Two are still withheld from sale on account of the extension of the Wairano and the deviation of part of the Puhirua Road. All the others are being extensively improved, though only thirteen persons are yet resident on the block. The land is of excellent quality, the grass already sown having taken very well. The situation of the farm is also good, the North Island Main Trunk Railway being only about half a mile distant. All the work in the farm and on the adjoining roads is being done by the settlers. There is also a fair amount of work obtainable from the surrounding free selectors. The work done comprises six miles and a quarter engineering survey, 62 chains bushfelling on roads, 220 acres bushfelling, Gorge Creek Bridge (55 ft. span), 120 lineal feet culverts, 139 chains dray-road (Torere and Gorge) bushwork and formation, 184 chains horse-track bushwork and formation, and advances on two buildings. The above-mentioned alteration in roads will give better access to the southern parts of the block, besides shortening the total length of roads requiring formation.

Masterton Tenui Improved Farm, Awarua (Sections 100 acres each).—Two sections have been forfeited during the year, one, however, having been since reallotted. All the sections are now accessible by dray-road except Section 39, which is cut off by the railway-cutting now in progress along the frontage. Till recently nearly all the settlers have been engaged on the railway-works in the vicinity. Since Christmas some of them have again started on the roadworks. Several of them are effecting considerable improvements in the way of fencing, and taken on the whole the settlement is making very satisfactory progress. The amount of bushfelling done during the season has been 76 acres, upon 57½ of which Government advances have been made. Three advances have also been made on buildings and fences.

Captain Turnsr reports as under :—

Akitio Improved-farm Settlement.—The present area of this farm-settlement is 4,583 acres 1 rood, divided into forty-four sections, ten of which, containing 1,283 acres 1 rood, are held by the Crown, the remaining thirty-two, containing 3,300 acres, being in occupation of the settlers. These thirty-two have sixty-six persons dependent upon them. Only ten of the occupiers actually reside on the settlement, who with their families make a total resident population of forty. To the

total area cleared, as shown in improved-farm table, should be added 12½ acres of standing bush which was destroyed by the fire and afterwards grassed; and included in that total area is 69 acres at present held by the Crown, which cost £96 6s. 9d. to clear and £23 5s. to lay down in grass. Altogether there are 50 chains of fencing erected by five settlers, of an estimated value of £50. Seven houses, valued at £133, have been built, and the value of other improvements, such as gardens, orchards, cowsheds, &c., is estimated at £49. Beside other live-stock, the settlement has 778 sheep and a few pigs. During the year two persons have received advances to assist them in house-building, making the total number of recipients four, and the total amount advanced for this purpose £46. Twenty-three of the settlers are employed on roadworks in the vicinity, two work at sawmills, three are engaged in improving their holdings, and the occupation and residence of the remaining four is uncertain. During last winter it was deemed expedient to fell 6 acres of a Government reserve adjoining Section 7, Block VI., Mount Cerberus, as it was feared that the standing bush might impede the progress of the clearing fire. On the whole, the burning-off this year may be considered as satisfactory, all the selectors being fortunate, not only with the area just felled, but also with the area left unburnt the previous season. Although the number of settlers actually residing with their families is only ten, many others are preparing to erect dwellings on their sections, and I expect very shortly to see the resident population materially increased. It is a source of gratification to be able to report that the settlement is progressing favourably; that the settlers are satisfied as to the fertility of the soil; and that comfortable homes can be made by energy, industry, and economy.

Kawatu Improved-farm Settlement.—This farm-settlement is situate on the eastern side of the Rangitikei River in the Hautapu Survey District, and contains 999 acres 3 roods 36 perches, divided into twelve sections. The total area cleared is 625 acres 1 rood, of which 132 acres 1 rood has been cleared during the year under review. Of the latter area 102 acres 1 rood has been paid for by the Government, and 30 acres has been felled by the settlers without monetary assistance. The whole of the area cleared is laid down in grass, the seed for this year being found by the occupiers themselves. There has been 9 miles 8 chains of fencing erected, valued at £509 2s.; the value of the dwellings is estimated at £175; outhouses, water-wells, &c., £29 10s.; and gardens and orchards at £67 10s. The total value of improvements at present effected, including those paid for by the Government, is £2,067 15s. A total sum of £230 has been advanced to nine selectors in aid of house-building and other improvements, £50 of which was advanced in 1895–96, £46 10s. in 1896–97, and £133 10s. in 1897–98. Of the twelve settlers, three are single and nine married, who with seventy persons dependent upon them, make a total resident population of eighty-two. One settler is living with his father on the adjoining section to his own, and one is residing on a clearing near his holding. Eight are working on roadworks in the neighbourhood, three are improving their holdings, and one is at present sick in the hospital. The live-stock on the farm numbers as follows: seventy-nine cattle, thirteen horses, 610 sheep, and 111 pigs. This farm-settlement appears to be in a fairly prosperous condition, all the settlers having considerably more than half their holdings under cultivation.

Mangatiti Improved-farm Settlement.—The total area of this settlement is 4,166 acres 3 roods 38 perches, divided into forty-two sections, eighteen of which, comprising 1,712 acres 3 roods, are held by the Crown, leaving a balance of twenty-four sections, of an aggregate area of 2,454 acres and 38 perches, occupied by selectors. The total area cleared is 591 acres, at a cost paid by Government of £766; the area cleared during the year 1897–98 being 390 acres, costing £535. 168 acres 2 roods has been grassed, the whole of which has been laid down during the year under review. The value of all improvements, including those paid for by the Government, is £1,064 18s. Of the twenty-four selectors, thirteen are married and seven single, the condition of the remaining four not being ascertained. Five reside on their sections, who, with their families, number thirty-nine; ten casually reside on their holdings, and the remaining may be stated as non-resident. The number of horses is seventeen, and there are fourteen head of cattle on the farm. So far none of the settlers have taken advantage of clause 16 of the regulations to have funds advanced in aid of building or other improvements. Immediately after the termination of the year a large quantity of grass-seed was forwarded to the settlement, consequently I expect my next annual report will return a very large area as under cultivation.

Pemberton Improved-farm Settlement.—This settlement comprises thirteen sections, situate in Block XV., Hautapu Survey District, and contains 1,247 acres. Of this area 1,134 acres have been felled, cleared, and laid down in grass, nearly all the selectors having the whole of their holdings under cultivation. Of the thirteen settlers, four are single and nine married, with forty-eight persons dependent upon them, making a total resident population of sixty-one; nine are working on their holdings, and four are employed on roadworks in the vicinity. 11 miles 66 chains of fencing have been erected, of an estimated value of £760 13s.; dwellings worth £387 10s., and gardens and orchards valued at £30 have been planted. The total value of the improvements effected on the settlement since its commencement, including those paid for by the Government, is estimated to be £3,199 2s. During the year two settlers have received £30 each as an advance in aid of house-building. Live-stock on the farm is represented by 110 cattle, twenty-four horses, 1,364 sheep, and a number of pigs. Early in this year great damage was done to the settlement by bush-fires; much fencing was destroyed, and several sections were practically denuded of pasture. It is as well to observe, however, that the fire was not altogether an unmixed evil, as it was the means of clearing away a great quantity of decayed timber and thick scrub from land which could not previously be utilised for grazing purposes. The efforts of the settlers to obtain a schoolhouse and teacher have been successful, and altogether the settlement may be said to be in a thoroughly prosperous condition.

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

SOUTHLAND.

With regard to the improved-farm settlements in the Southland District, I regret to have to report that their progress during the year has not been such as could be desired. No finality has yet been reached in respect to any of them in the matter of the expenditure of Government money, and consequently none of the rents have as yet been permanently fixed, nor any of the leases issued. In the cases of Heathfield and Waipati, as you are aware, the selectors have petitioned for a reduction in the capital values of the land on account of the alleged poverty of soil, a matter which is still under consideration. At Heathfield some of the selectors are taking heart at the prospect of the immediate establishment of a dairy factory, a desideratum long talked of and looked forward to. They seem to think that with the establishment of this factory and the reduction of capital values asked for, with further expenditure by Government for road-making, &c., they will be able to continue in occupation with the prospect of ultimate success. The returns show a diminution in the number of selectors by eight, and area held by 580 acres, this being chiefly in the Heathfield Settlement. The total area now held on the six settlements is 9,749 acres by seventy-six selectors, the total number of souls being 200. A further sum of £204 19s. has been granted to settlers for houses, and £2,538 9s. 4d. for bushfelling and other works, being a total for the year of £2,743 8s. 4d. The total expenditure up to 31st March was, for houses £572 5s. 4d., and for bushfelling, roads, and other works £11,327 8s. 6d., making a grand total of £11,899 13s. 10d. The total area felled is 2,623 acres; grassed, 2,536 acres. Number of cattle, 508; horses, twenty-two; roads felled and formed or partially formed, 18 miles 69 chains. The value of the improvements now on the land, including those paid for by Government, is estimated at £13,720.

Mr. Faulkner, Road Surveyor, reports as follows:—

Waikawa Settlement.—This settlement is a portion of Block XVII., Waikawa District. It is situated about five miles from Waikawa Jetty, and two miles and a half from Niagara School. Since last report a bridge has been built across the Waikawa River at Niagara, but before the settlement can benefit by it it will be necessary to form 100 chains of road, which will cost £400. When this road is completed there will not be any more roadwork needed inside the settlement. 81 acres of bushfelling were paid for this year, and 7 acres were felled by settlers who did not ask for payment. All this area burned well, and is now sown in grass, which is coming on very well. There has been a large number of stock grazing on the settlement this year, but it has been a very bad season for grass; the grass is done now. It will be advisable to do some bushfelling this year, say, about 100 acres. This will not only give work to the settlers, but when properly carried out is a good asset to the Government; besides, as dairying is the only industry likely to pay on this settlement for some years, the settlers will want grass to keep it going.

Haldane Settlement.—This settlement comprises portions of Blocks IX. and X., Waikawa District, and is situated on the Waikawa–Otara Road, thirteen miles from Fortrose and seven miles from Waikawa. Access from Fortrose is good during the summer, but from Waikawa there is as yet no formed road. 233 acres of bush were felled during the year, of which 165 were burned; 62 acres are still unburned. 80 acres of old bushfelling were burned, and 245 acres of grass were sown. All the young grass is looking well. A large number of cattle were grazed during the summer, many of the settlers making a fair thing out of it. There are great complaints in this settlement about cattle-trespass owing to want of fencing. The settlers are not in a position to supply wire, and have asked that wire be supplied and the sections loaded with the cost. Some provision will need to be made to protect the sections, as the young grass suffers considerably from stray cattle. In some cases log fences will answer the purpose, but in others wire fences will be necessary. Road-making has been going on since the bushfelling was finished. When the present contracts are finished there will still be about a mile and a half of road to construct, at a probable cost of £500. It would be a great improvement to the settlement if direct road-access could be got from Sections 20 and 21 to Sections 15 and 16, as it would shorten the road to the proposed dairy-factory site on Section 12 for the settlers along the coast. If the Waikawa–Otara Road were formed through to the Waikawa Beach it would be a great help to this settlement. Some of the present settlers have applied for and taken up portions of adjoining sections, as they realise the fact that a man wants at least 150 to 200 acres of bush-land to make a living. I think about 250 acres of bushfelling should be done this year, as the same remarks apply to this settlement as Waikawa.

Papatotara.—No work has been done on this settlement during the past year. All the settlers have been employed on outside work, mostly prospecting on the Waiau Goldfields and working on co-operative contracts on the Waiau–Preservation Track. As a rule, they are holding on to their sections and improving them.

Motu-rimu.—Only a small amount of work has been done on this settlement during the past year. 22 acres 3 roods of bush were felled; but the bush was not burned owing to the wet weather. Two new dwellinghouses were erected. There is not any demand for Government work on this settlement, as most of the residents are employed on outside work. Two sections were taken up during the year. This settlement should be a success, as it is near Invercargill, and there is constant employment for the settlers.

D. Barron, Commissioner of Crown Lands.

APPENDIX No. 6.

Report on Village-homestead Settlements.

These settlements now number 165.

The original selectors number 2,284, and of these 1,185 remain in occupation. Some of the original selectors have taken up land on other conditions, and cease to be village settlers.

The number who have taken up land during the past year is 101, the area taken up being 1,485 acres 3 roods 20 perches, an average to each selector of 14 acres 2 roods 33 perches, and the average rental is 2s. 4¼d. per acre.

The forfeitures and surrenders number 62, with an area of 1,216 acres. The rent and interest of the forfeited sections was £158.

The number of present settlers is 1,567, and of these 1,097 are residing on their sections. The total area held is 35,454 acres, an average to each settler of 22½ acres; the average rent, including interest on advances, is 2s. 9d. per acre.

The capital value of the land is £97,646, and the yearly rent, including interest, £4,904.

The actual sum received for rent and interest during the year ending the 31st March last was £4,877 14s. 1d., equivalent to nearly 5 per cent. on the capital value of the land.

The total payments made by village settlers from the commencement of the system to the 31st March last was £31,873 5s. 5d.—namely, rent, £24,961 16s., and interest, £6,911 9s. 5d.

The total amount advanced for cottages, bushfelling, and grassing has been £25,932, and of this £2,462 has been repaid, leaving £23,470 outstanding.

The settlers in arrear number 265, and the rent and interest due by them is £2,045. The arrears are chiefly in the Auckland District, where the number in arrear is 146, and the amount owing £1,751. I fear many of the settlements in this district are not likely to prove successful, as they were formed on wrong lines, several being on poor soil in isolated localities, where there is very little outside employment, and, as only a small area is allotted to each villager, it follows that he is heavily handicapped, and finds himself unable to keep up his payments. I propose at an early date making full inquiries into the position of the settlers who are owing the above amount, with the view of seeing what is best to be done, and making recommendations accordingly.

It is satisfactory to note that wherever village settlements have been formed in suitable localities, and on fair to good soil, they are an undoubted success; the figures in this report clearly prove it.

At Cheviot the village settlers number seventy-nine, and with their wives and families 284 ouls. The area they hold is 2,480 acres, an average of 31¼ acres to each settler. The capital alue of the land is £17,455, and the annual rent and interest £874, being an average of 7s. per acre. The amount paid for rent and interest during the year was £885, or slightly over 5 per cent. on capital. The total payments for rent and interest amount to £3,500. The arrears are £37, and the value of improvements £5,643, which is equivalent to £2 5s. 6d. per acre, or £71 8s. 6d. for each holding.

The total number of souls on village-homestead settlements throughout the colony is 4,894, and the improvements made by the settlers are valued at £115,834, or equivalent to an average improvement of £3 5s. 4d. per acre, or £73 18s. to each holding.

The position of these settlements on the 31st March last was therefore briefly as follows:—

Number of settlements	165
Number of settlers	1,567
Number of souls on the land	4,894
Area held (acres)	35,454
Capital value of land	£97,646
Amount advanced for cottages, &c.	£25,932
Amount repaid	£2,462
Present annual rent and interest	£4,904
Rent and interest paid during year	£4,877
Total payments made for rent and interest	£31,873
Arrears of rent and interest	£2,045
Value of improvements on the land	£115,834

In Wellington and Hawke's Bay Districts a few of the village settlers suffered great loss through the disastrous bush-fires which occurred in the early part of the year; and in the Middle Island the settlers suffered greatly on account of the exceptionally dry weather. Generally speaking, however, their engagements have been well met, and, with the exception of the District of Auckland, the arrears are not heavy, and are less than last year.

J. E. March,
Superintendent of Village Settlements.

APPENDIX No. 7.

THE TRADE AND LANDING-SERVICE AT PORT ROBINSON.

You will see that the revenue for the year ending 31st March, 1898, is £41 7s. 11d. in excess of what was received last year. The expenditure for wages on the Port Road is £58 17s. 11d. less than it was the previous year.

The s.s. "Wakatu" made 104 trips to this port during the year—fifty-four from Lyttelton and fifty from Wellington—but out of this number she had to pass by six times owing to the sea being too rough to work with safety. The s.s. "John Anderson" made one trip with cargo, and took away a load of wool for Lyttelton. There was one sailing-vessel, the "Croydon Lass," which brought cargo, and took away a full load of wheat for Auckland.

Everything has worked satisfactorily during the past year. The Cheviot County Council is alive to the necessity for increased storage accommodation, and it is now taking steps to have the building enlarged to meet the requirements for the incoming wool and grain season. Some repairs are required to the boat-slip, and the Cheviot County Council has ordered the requisite materials for this, and the work will be done as early as possible.

The sea is gradually making breaches in the groins which were erected to hold the drifting shingle and protect the reclaimed ground, and should there be any further encroachment something will require to be done to save the reclamation for storage purposes from being destroyed. The Bluff Road will also require some protection from the encroachments of the sea.

J. Sinclair, Harbourmaster.

Statement showing how Wages were apportioned each Month.

1897-98.	Shipping.	Casual Labour.	Coals and Oil, &c.	Roadwork.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
April	44 14 6	1 13 0	1 15 0	11 12 9	59 15 3
May	31 10 9	1 12 6	1 10 0	18 7 10	53 1 1
June	32 10 2	1 9 3	2 14 0	15 15 11	52 9 4
July	31 19 0	2 11 0	2 12 0	18 7 9	55 9 9
August	28 6 4	2 15 3	2 0 0	21 2 6	54 4 1
September	28 15 5	1 18 3	2 5 0	19 9 7	52 8 3
October	30 19 8	2 7 9	1 15 0	13 5 6	48 7 11
November	44 12 1	3 4 6	2 5 0	5 17 0	55 18 7
December	52 0 10	7 13 11	1 15 0	4 10 8	66 0 5
January	43 12 6	3 2 5	2 0 0	5 6 9	54 1 8
February	36 4 11	2 4 4	2 5 0	9 15 11	50 10 2
March	47 12 1	3 9 6	2 10 0	5 1 3	58 12 10
Totals	452 18 3	34 1 8	25 6 0	148 13 5	660 19 4

Port Robinson Landing-service.

Merchandise, &c., imported and exported.

Inward Cargo.

General merchandise	958 tons 9 cwt.	Pearl barley	12 sacks
Coals	278 tons 14 cwt.	Timber	180,960 ft.
Flour	131 tons 16 cwt.	Fencing-posts	62
Sharps	68 sacks	Sundries and parcels	443
Bran	93 "	Passengers	38
Oatmeal	68 "		

Outward Cargo.

Wool, in bales	3,019	Grass-seed, in sacks	182
Wool, in fadges and bags	33	Oats, "	12
Skins, in bales	126	Potatoes, "	115
Wheat, in sacks	3,911	Sundries	357
Pease, "	200	Passengers	25
Barley, "	116		

TRADE and REVENUE.

Inward Class of Goods.		Revenue. £ s. d.
Merchandise ..	1,113 tons 5 cwt ..	249 6 8
Coals	278 tons 14 cwt ..	48 15 4
Timber	180,960 sup. ft. ..	112 2 5
Sundries and parcels	443 number ..	14 13 3
Fencing-posts ..	62 " ..	0 5 2
Passengers ..	38 " ..	1 18 0
Store dues and receiving and delivery	..	101 11 11
		£528 12 9

Outwards. Class of Goods.		Revenue. £ s. d.
Wool, in bales	3,019 number } ..	151 16 6
Wool, fadges and bags	33 " }	
Skins, in bales ..	126 " ..	6 2 9
Wheat, in sacks ..	3,911 " ..	95 14 7
Barley, " ..	116 " }	
Oats, " ..	12 " } ..	5 9 11
Potatoes, " ..	115 " }	
Pease, " ..	200 " ..	5 0 3
Grass-seed, " ..	182 " ..	2 19 9
Sundries, " ..	357 " ..	8 17 9
Passengers ..	25 " ..	1 5 0
Receiving and delivery and store dues	..	61 1 0
		£338 7 6

Total inwards and outwards, £867 0s. 3d.

J. SINCLAIR.

WORKING-EXPENSES and REVENUE.

Working-expenses. March 31, 1898.	£ s. d.	£ s. d.
To shipping wages for twelve months	452 18 3	
Casual labour for twelve months	34 1 8	
Coals, and freight on same ..	17 10 0	
Oil and kerosene	3 19 11	
Fat for greasing slip	4 11 8	
Ropes and surf-lines	9 1 9	
Paint	1 11 3	
Shackles, hooks, washers, and twine	1 8 0	
Office requisites and stationery, &c.	4 17 6	
Coal-sacks	0 10 0	
Freights on sundries	0 10 6	
		531 0 6
Boatmen's wages for doing road-work		148 13 5
Credit balance		187 6 4
		£867 0 3

Revenue. March 31, 1898.	£ s. d.
By Inwards revenue for twelve months ..	528 12 9
Outwards revenue for twelve months ..	338 7 6
	£867 0 3

J. SINCLAIR, Harbourmaster.

APPENDIX No. 8.

THERMAL SPRINGS.

ROTORUA.

ROTORUA WATER-SUPPLY.

THE race has been generally repaired and cleaned periodically, inside and out, and 150 ft. of new fluming has been made. The timber is showing signs of decay, and will need constant attention and repairs. The settling-tanks have been cleaned every week. The supply has been extended to the Postmaster Bath by 40 chains of 2 in. galvanised-iron pipe; at Whakarewarewa, by 165 ft. of 1 in. pipe; at the caretaker's cottage, Whakarewarewa, by 75 ft. of $\frac{3}{4}$ in. pipe; at the Pavilion Bath by 85 ft. of $\frac{3}{4}$ in. pipe; and by 200 ft. at the road surveyor's office. Also, five new 8 in. main pipes, representing 45 ft., have been put in in place of old ones decayed by action of the acids in the ground.

The supply, as far as it at present extends, has been ample during the recent exceedingly dry season. A report has been submitted to you on its extension to meet the requirements of the new township.

The number of services now being taken from the main are ninety-one, the revenue for the year being £120 5s. and the expenditure £343 19s. 7d.

The various Government departments, including the Railway, are supplied gratis.

ROTORUA WHARF.

The wharf has been built up to its permanent level for a length of 396 ft., and up to the water-level a further length of 118 ft., a total length of 514 ft., this being as far as it is intended to construct with stone. 1,500 yards of stone has been quarried, half of which has been roughly dressed. 14 lb. rails have been laid the full length of the work and a trolly put on. The work has been well and solidly done.

Further funds will be required for the completion of the wharf in accordance with the approved plan.

WORKS AT ROTORUA.

The Sanatorium.

All necessary general repairs have been done. In the gardens and grounds 1,025 chains of carriage-drives and paths have been re-formed and maintained. The lawn-tennis grounds have been relevelled and top-dressed, and sown with grass-seed. Wire-net fencing has been erected round the lawn 270 ft. in length and 6 ft. high. Twenty new seats, constructed of iron and wood, have been made and placed in the grounds.

Blue Bath.

General repairs and maintenance to buildings and baths have been executed. A cooler, 50 ft. by 30 ft. and 3 ft. 6 in. deep, has been built of concrete, enabling the attendants to refill the bath after cleaning it without closing it during the advertised bathing-hours.

The Pavilion Baths.

A cooling-tank, 45 ft. by 30 ft. and 3 ft. deep, has been built of concrete, greatly facilitating the cleaning and refilling of the Rachel and ladies' swimming-baths. New outlets have been made for the Rachel baths with the same object; also, new steps have been made into the ladies' Priest baths, and general repairs have been executed.

The Postmaster Bath.

Two new waiting-rooms have been built, 20 ft. by 16 ft.; also cold showers and douches in both the ladies' and gentlemen's baths. Connections have been made with the Matuatanga Spring by means of 300 ft. of earthenware piping laid in concrete for the supply of hot water for the douches. The spring, however, has not come up to expectations as regards quantity, and other arrangements will have to be made to insure a regular supply.

The number of baths taken during the year is 46,688, being an increase of 13,530 in the number taken during the year previous.

WHAKAREWAREWA.

One hundred and fifty-seven chains of drives and paths have been maintained. A caretaker's cottage of two rooms has been built, and the caretaker placed in charge of the geysers. A 12 ft. bridge has been built over the Spout-bath Creek, and 82 ft. of culverts constructed.

GENERAL WORKS, ROTORUA.

Road surveyors' offices have been built, consisting of five rooms and a strong-room.

A three-stall stable, with loose-box, cart-shed, feed- and stores-room, magazines, and an overseer's whare have been built.

GENERAL.

During the present dry season the level of the Rotorua Lake has been lower than it has ever been known to be; the Rachel Pool has also been much lower, and the pipes connecting it with the baths and coolers should be lowered. The Priest baths have also been lower than they have been before, and very erratic in temperature, doubtless all owing to the dry season and low level of the lake. Steps should be taken to remedy this; and, in compliance with your instructions, I purpose reporting on it soon.

I have no knowledge of any other unusual thermal action in this district.

WORKS AT TOKAANU.

Tokaanu Wharf.—I have taken soundings for this work, and will submit plans for your approval at an early date.

ROBERT H. REANEY, Road Surveyor in Charge.

ROTORUA SEWERAGE-WORKS.

The scheme generally provides for the sewering (on a largely increased population) of all the streets in the town where any of the frontages have been built upon, and the levels have been adjusted so that the pipe-reticulation can be extended from time to time as building operations progress without interfering in any way with the permanent system.

The sewage is conveyed by gravitation to a tank 30 ft. in diameter, and from thence will be pumped up a rising main to the main carrier drain at the junction of Pukuatua and Hinemaru Streets, whence it gravitates to the filter-beds about a mile distant. The filter-beds will be constructed in the pumice land, through which the sewage will be filtered, and the effluent conveyed away to Puarenga Creek by drains. The motive-power for pumping will be electricity,

generated by water-power obtained at the Okeri Falls, and transmitted in the usual way through copper wires carried on iron poles a distance of about 13 miles to the motors in the pumping-house at the collecting-tank. The rising main is 19 chains long; the total head to be pumped against is 25·3 ft., and the duty about 4-horse power; but in order to meet possible requirements 8-horse power pumps will be provided.

The work done to the 31st March is as follows: Excavation, 5,000 cubic yards; 12 in. sewer-pipes laid, 77 chains; 9 in. sewer-pipes laid, 140 chains; house-junctions laid, 200; manholes built, 8; and the gross value of the work done as above enumerated is £4,106 12s. 3d. The total amount of the contract as let to Mr. Joseph Saunders is £6,826 16s., therefore the work may be considered as two-thirds finished.

The principal work remaining to be done under the present contract is the completion of the reticulation and the construction of the collecting-tank.

The filter-beds and the electric-pumping plant will be carried out under separate contracts and the plans and specifications are now in hand.

R. Hay, Engineer.

TE AROHA.

Te Aroha Sanatorium.

In July, 1897, having been instructed to put in a concrete reservoir close to No. 2 bath, to obtain a larger and a hotter supply of water for the proposed new bath-house, a start was made with a party of men to bring in a low-level outfall and excavate the site for this reservoir. After going into the place proposed it was found that there were not sufficient hot springs there, and it was necessary to remove a large amount of slipped earth and get in more to eastward, where the line of springs on which the drinking-pump stands were. Several months were spent at this, and finally a concrete reservoir, known as No. 1, was finished here, holding about 6,000 gallons of boiling water, about the end of November.

The site for the new bath-house, on the spur where the old band-stand was, and overlooking the domain, parallel to the pathway and some 11 ft. higher than it, was started to be excavated in August, and about the end of September the concrete foundations were put in. Next month the carpenters started, and a bath-house 98 ft. long by 28 ft., with a centre corridor 8 ft. wide, laid with tile pavings, and twenty-three rooms off it, nineteen of which are bath-rooms, furnished with the best porcelain baths, with all fittings and conveniences, has been completed, and was opened on the 24th May, 1898, by the Hon. Mr. Cadman. The necessary approaches, concrete steps, front balustrading, and sloping-off of the ground to give the whole a complete appearance, have been done.

To provide proper drainage and to carry off all the water from the baths and stream an 18 in. earthenware pipe has been laid on from the Waihou River, coming up Rolleston Street for about 10 chains, with a concrete sump just outside the domain-fence. A 9 in. earthenware pipe was then laid down to this from the new bath-house for all the closet-wastes, baths, &c., well ventilated and all laid in concrete; also, a 12 in. pipe was connected with it to carry the surplus water from the domain, and the whole left complete.

A second reservoir, No. 2, has since been put in where the old reservoir, covered in with wood, near No. 2 bath, was. It holds about 20,000 gallons of boiling water, and is of concrete with a concrete roof.

Both reservoirs are now connected with pipes and valves, so that either one or both can be used or shut off. A permanent 4 in. cast-iron main pipe, laid in concrete, has been put in to supply the new bath-house from these, and at the bath-house branches into two 2 in. pipes, which go right round the building and supply all the baths.

Connected with the overflows from these two reservoirs a large swimming-bath has been made of concrete, 40 ft. by 20 ft., and 3 ft. 9 in. to 5 ft. deep. This now requires a house over it, but, as there were no funds available, it has been left.

A small concrete tank has been put round the spring supplying the drinking-pump near No. 2 bath.

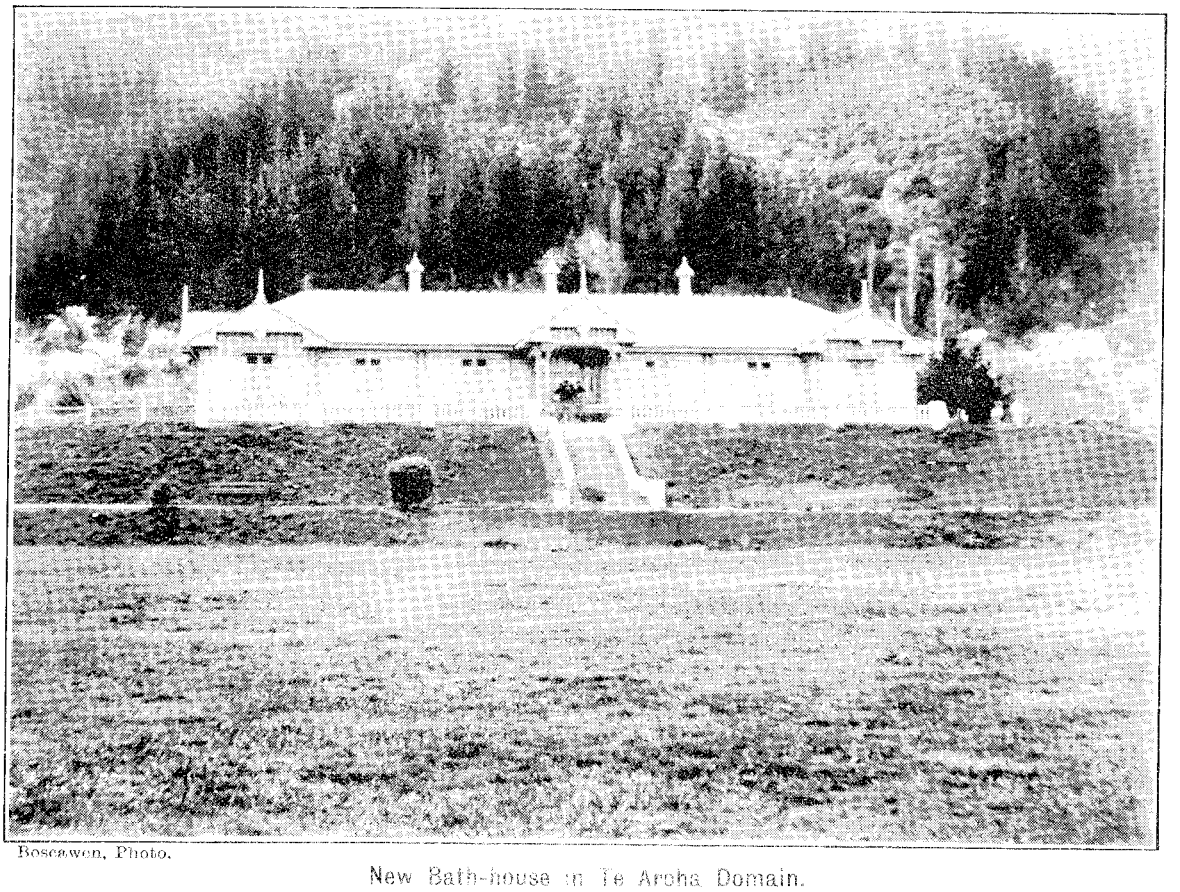
Also a concrete wall is being put round No. 2 bath itself. This, with some sanding of the pathways and roads cut up by the cart traffic, is the work done.

It has all been done by co-operative labour—about £1,310 on labour alone—namely, stone-breakers, £59; labourers, £818; painters, £54; carpenters, £290; plumbers, £89: and about the usual wages have been earned.

The material (including tiles, baths, closets, &c.—about five hundred and fifty pounds' worth in all) has cost £2,550, or the whole work about £3,860.

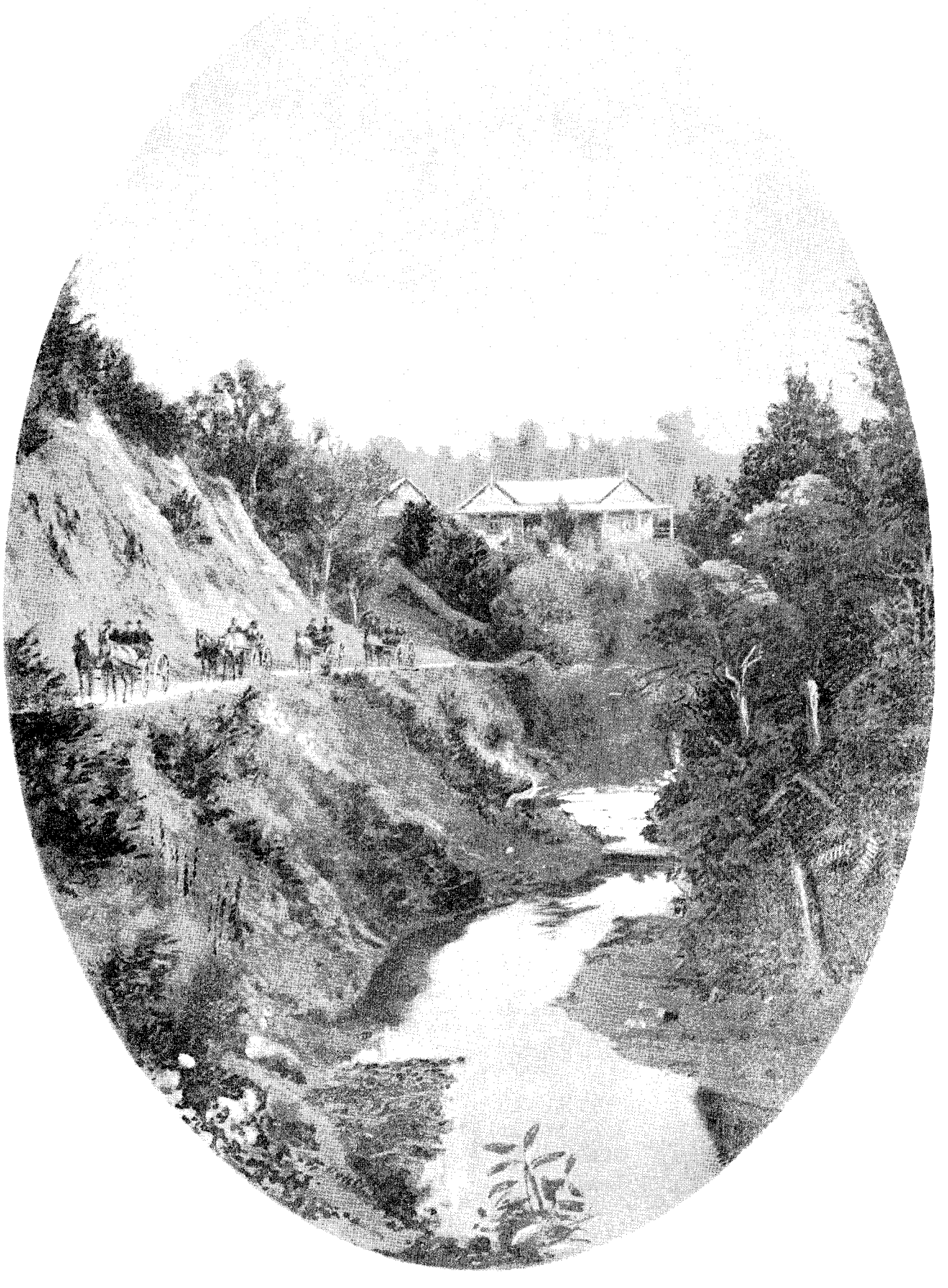
18th June, 1898. Chas. R. Vickerman, D.E.

One of the new Bath-rooms, with Porcelain Bath, Te Aroha.

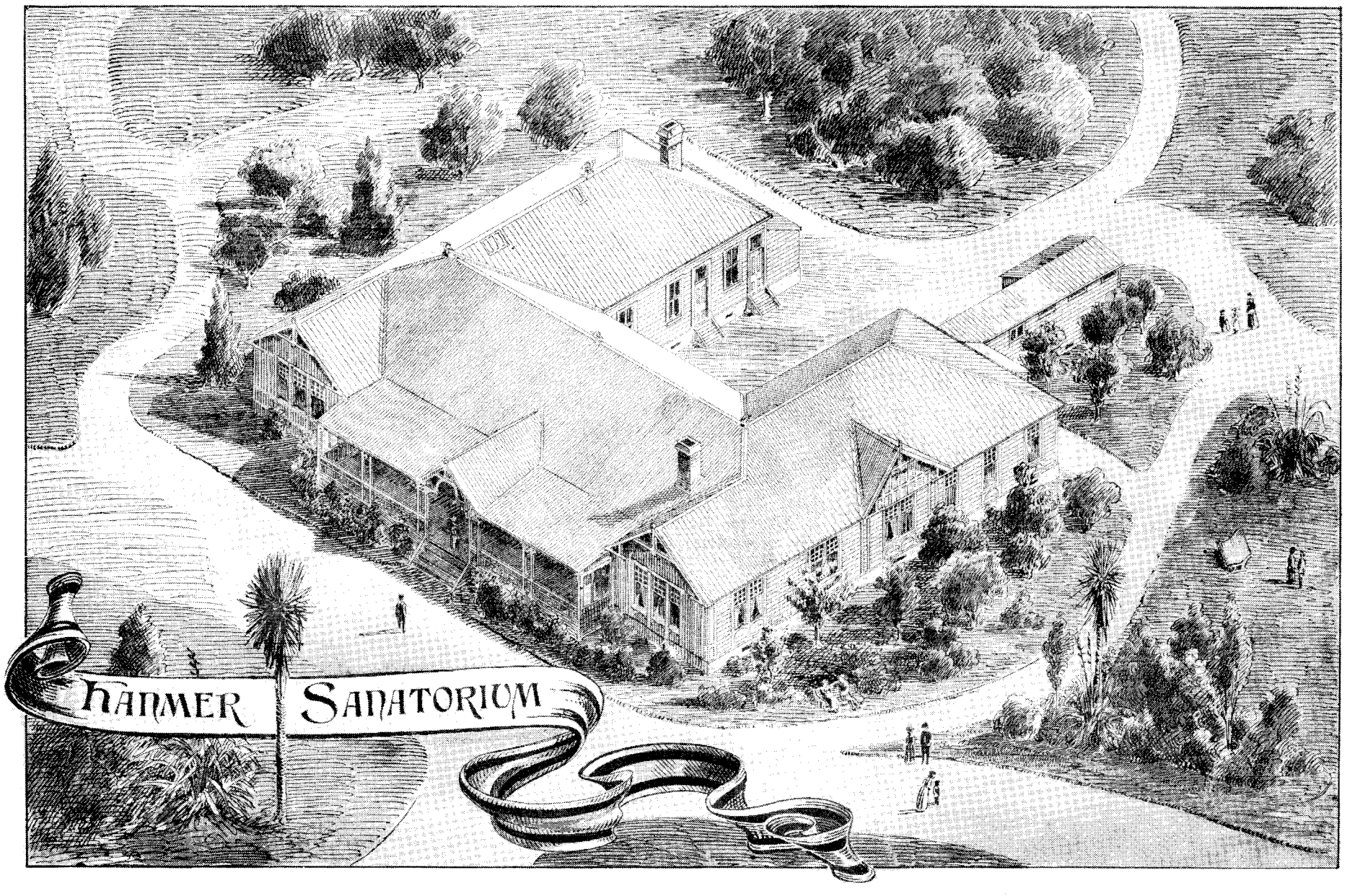


Boscawen, Photo.

New Bath-house in Te Aroha Domain.



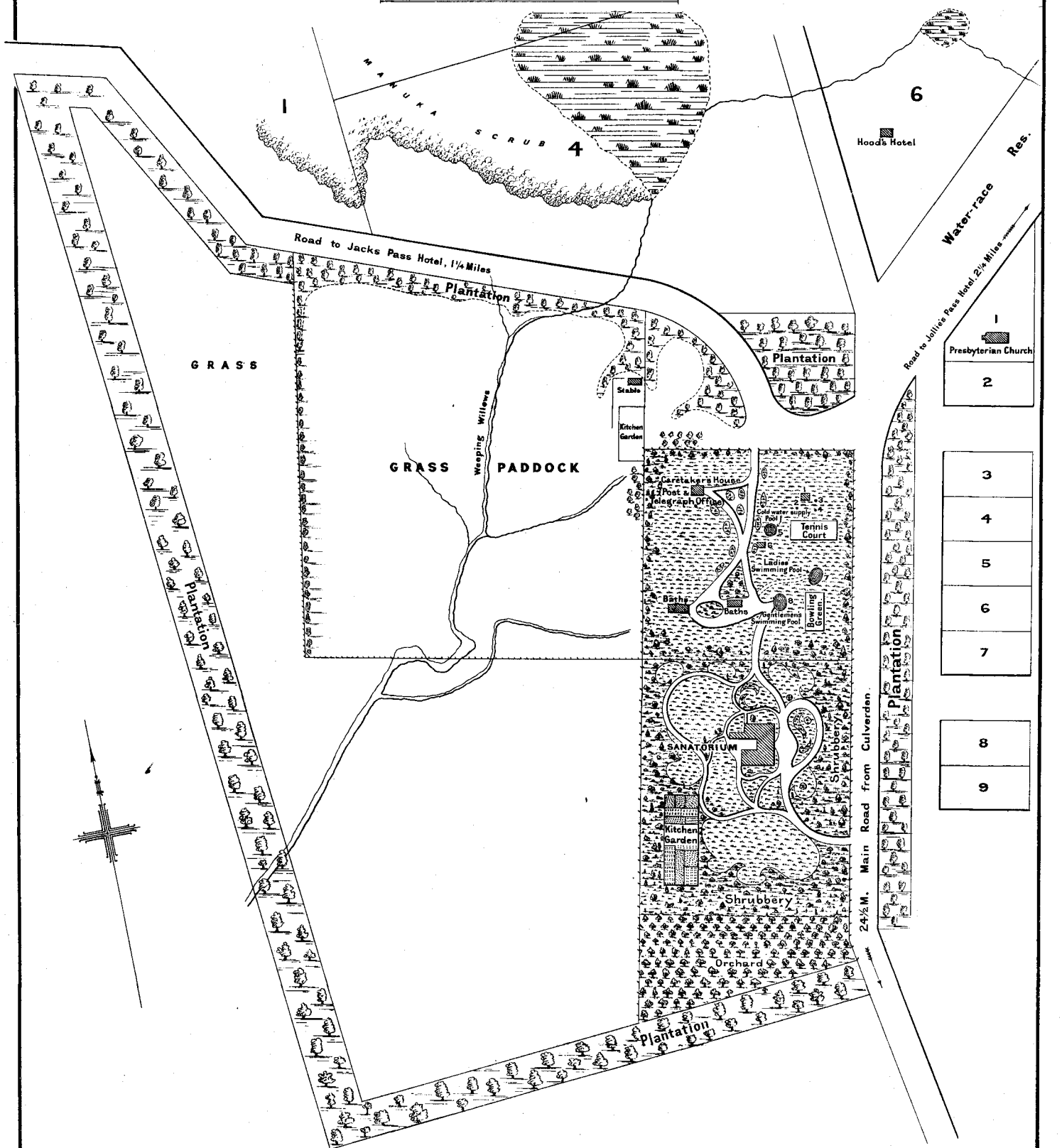
Waingaro Hot Springs.


HANMER SANATORIUM

Sanatorium, Bath-Houses etc.

HANMER PLAINS.

Scale of chains.



HANMER.

A large number of visitors—1,474—have come and gone during the season ending the 31st March, 1898, and indulged in 11,436 baths. The bathing accommodation is now rather limited, only fourteen baths being available, so that many have to wait their turn until the baths are empty.

Now that the Hamner Springs are getting better known, and attracting large numbers of people from all parts of New Zealand and the neighbouring colonies, the time has arrived to make further provision for baths.

Improvements.

The Government has just built a sanatorium on the south side of the baths enclosure, capable of accommodating from sixteen to eighteen persons comfortably. The tariff is fixed at £2 per week for first-class rates; but provision has been made for three or four at second-class rates, at £1 per week. The building stands about 5 chains from the baths, on a good site, overlooking the plains, and there is every convenience at the sanatorium for taking patients to and from the baths. It is a finely constructed building, having a general sitting-room, ladies' drawing-room, smoking-room, all of which are large and lofty, well ventilated and well furnished, and fitted up with all the latest improvements for the working of the sanatorium. So far, the sanatorium has been kept full. Numbers of applications have been received from people for second-class accommodation, but through want of room their applications could not be granted.

Up to this time the sanatorium has been chiefly used by patients more or less affected by the diseases which the baths give relief to, or altogether cure.

The management of the sanatorium has been placed in the hands of Mr. and Mrs. McDonald. They are very enthusiastic in their work, and with the assistance of their three daughters—the Misses McDonald—they take great pains to make all their visitors comfortable.

The house and surroundings are all well kept.

The springs are enclosed by a macrocarpa fence and a belt of well-grown trees, which now afford good shelter. The grounds are laid out in walks, bordered by flower-beds and lawns. Bowling- and tennis-grounds have also been laid down, and are always in good order during the season.

Mr. Hood, of Jollie's Pass Hotel, has recently erected a large two-story building, the "Hanmer Lodge," within a few chains of the baths, with first-class apartments and every convenience for his large and increasing trade. On the upper floor there are seventeen bedrooms, both double and single, two suites of private rooms, sitting-rooms with bedroom attached. On the ground-floor are a dining-, drawing-, smoking-, and waiting-rooms, and private sitting-rooms with bedrooms attached. The halls are wide and lofty. The house is well furnished and fitted up with all the latest improvements for the comfort of visitors to the springs. The place will comfortably accommodate forty first-class guests.

Massage.

In connection with the baths Miss Edith Cook, certificated masseuse, practises her art. She is a lady of good experience, and those who have been under her hands testify to the great benefits they have received from her treatment. There have been a great number under her hands this last year.

Route to Springs, etc.

The road to the Hanmer Springs from Culverden, twenty-four miles in length from the railway-terminus, is now one of the best coach- and cycling-roads in Canterbury.

Tree- and Shrub-planting.

During last spring there were between three and four thousand trees and shrubs planted in connection with the new sanatorium grounds and in removing some of the trees that failed in the old plantations through the land being of a very dry and poor nature. Through the high north-west winds of last summer a large number of these young trees have failed and will have to be renewed this winter. The young trees in the older plantations are now getting well established, and are looking very well.

The new lawns laid down in the sanatorium grounds last spring have done well. There is a good sole of grass, and they are now looking well and are kept in good order.

Water-service to Sanatorium.

Last spring a main of 450 ft. of 2½ in. galvanised-iron piping was laid from the main at the baths to the tanks at the sanatorium building; also, 476 ft. of branch piping through the sanatorium grounds with nine stand-pipes and taps, for the purpose of watering the flower-beds and lawns and kitchen-garden. To complete this work the pipes will have to be extended about 18 chains to supply the baths and sanatorium grounds with water. This will give 21 ft. more pressure, making in all 45 ft. at the baths. With this extension sufficient water could be got through to meet all the requirements for the baths and sanatorium grounds.

Gas-service to Sanatorium.

A main of about 420 ft. of 1½ in. galvanised-iron piping has been laid from the bath-grounds to the sanatorium; also, about 700 ft. of branch piping through the building, with brackets and hangers complete. This portion of the work is all finished, and now awaits the arrival of the gas-holder. It will effect a large saving to the sanatorium for lighting and heating the rooms.

BATHS.

The total number of baths for each month under their different headings are as follows:—

1897–98.	1s.	8d.	6d.	Sanatorium Free Pools.	Free Baths to People unable to pay.	Totals.	Number of Visitors for Each Month.
April	26	650	414	...	...	1,117	112
May	11	347	297	...	25	680	77
June	13	191	81	...	3	288	33
July	8	158	67	...	...	233	27
August	13	111	45	...	13	182	21
September	11	400	146	...	...	557	82
October	10	680	292	...	...	982	148
November	22	845	269	...	48	1,184	172
December	36	771	523	..	...	1,330	228
January	10	1,268	623	151	32	2,084	248
February	12	873	189	156	32	1,262	167
March	13	1,038	216	179	91	1,537	159
	185	7,332	3,162	486	244	11,436	1,474

The total amount of cash received for bath-fees was £345 4s. 7d. This shows an increase of £54 19s. 10d. over last year, and an increase of 1,809 in the number of baths taken this year.

J. ROGERS, Caretaker.

APPENDIX No. 9.

MOUNT COOK HERMITAGE AND GLACIERS.

DURING the year Mr. and Mrs. Ross have had charge of the Hermitage. Mr. J. Clark, an experienced alpine climber, was engaged as guide for the season, and most of the visitors availed themselves of his services. The saddle-horses provided for those who wished to ride to the different sights were used by a large number of tourists.

A considerable sum of money has been expended in catering for the visitors, in making tracks to glaciers, building hut on the Malte Brun side, about eight miles beyond the Ball Hut; adding to Ball Hut, improving the road from Pukaki to Mount Cook for coaches and other traffic.

A piano was provided during the year, also some new furniture.

Visitors.—During the year 105 tourists visited the Hermitage, including His Excellency the Governor (Lord Ranfurly), Lady Ranfurly, Captains Ward and Alexander, the Hon. Hall-Jones, Mrs. Hall-Jones, and Major Steward, M.H.R. The Governor expressed himself as being pleased with the accommodation provided, and the sights visited by the party. The favourite excursions of tourists were the Ball Hut, and Tasman and Hochstetter Glaciers.

Coaches.—A well-equipped service of coaches was, under arrangement with the Postal Department, run by Messrs. Kerr and Frayne twice a week from Fairlie to the Hermitage, starting at the beginning of November. It has been suggested that these coaches should start at the beginning of October to enable Australian people to get back home by New Year.

Improvements.—The garden near the house has been fenced, dug up, and native shrubs planted. The cattle have been prevented from coming near the house, with the result that the willows on the island and the English trees in the enclosure are flourishing. Cocksfoot was sown over a large portion of the burnt bush, and it is beginning to come on very well.

Repairs.—Through a heavy fall of snow during the winter, the spouting round the old building was broken and had to be replaced. The sewage drain was extended 105 ft. with 4 in. ordinary drainpipes. Wooden platforms were erected for the placing of three new tanks, two of which were connected with the gentlemen's bathroom. Two other tanks were connected with the wash-house with 115 ft. of piping, affording a good supply of water to both, being a great convenience and a saving of labour. The roof required to be repaired owing to the severe storms of wind that occurred from time to time. The Hermitage is now in good repair, outside and inside.

Camping Parties.—Besides the visitors to the Hermitage, about twenty-three parties camped at Governor's Bush, and at times made use of the Ball Hut, to the inconvenience of some of the Hermitage visitors. To regulate this, permission has now to be obtained from the caretaker of the Hermitage before these parties are allowed the use of the huts, as they are equipped with Government utensils, blankets, furniture, &c.

It is rather disappointing that more tourists did not avail themselves of the facilities afforded by the Government to enable them to see the wonders in Mount Cook and the glaciers of the southern alps. The two days' coaching which is now necessary in making the trip from Fairlie which has been complained of by some of the visitors, is really a most interesting experience now becoming rare in New Zealand.

SIDNEY WEETMAN, Chief Surveyor.

Hot Springs, Nuhaka.

REPORT BY THE GUIDE.

There has been a considerable increase of visitors to the Mount Cook locality this year, a large percentage of whom availed themselves of my services, and, though on several occasions the weather proved very treacherous, I have the good fortune to report that not the slightest accident occurred to any one under my charge.

Many excursions were made to the Tasman Glacier and the Hochstetter Ice-fall; this will always be the greatest attraction of the district. Several climbing expeditions were organized, but most of these were marred by bad weather; in fact, only one peak was topped during the season—namely, the highest peak of the Hochstetter Dom, at the head of the Tasman. On the 5th January the Rev. M. Fisher, headmaster, Armidale School, New South Wales, started with me from De la Beche rock-bivouac, and made the ascent. On our way back, and soon after leaving the summit, we were surrounded by a dense fog, and, though I had an intimate knowledge of the ground, we mistook our way, and had to retrace our steps, and it was only with the greatest care that we succeeded in regaining the bivouac. Mr. Fisher, a gentleman of alpine experience, expressed himself pleased with the expedition. We returned to the Hermitage, and planned trips to Mount Sealy and elsewhere, but about eight successive days of rain prevented us doing more than make short daily excursions.

The new hut at the Malte Brun is now completed, and must prove of incalculable use to tourists visiting the head of the glacier, and to those intending to climb the mountains in the locality. The hut is situated on a grassy terrace some 500 ft. above the glacier, and from it can be obtained one of the finest views on the eastern side of the main divide. Visitors weather-bound at this hut will find equal protection and as many comforts as at the Ball Hut, without having to submit to an imprisonment in a valley hemmed in on all sides by the hills and moraine embankments.

The Lendenfeld Saddle, the Hochstetter Dom, the Rudolf Glacier, and Graham's Saddle, leading into the Franz Josef Glacier, and many other alpine heights, are within an easy day's climb from a comfortable camp. Supplies of provisions, blankets, firewood, &c., have been carried to "Brodrick's hut," as it is known to us, in readiness for next season.

The various tracks are all in good order, and offer facilities to tourists to visit the larger glaciers without extreme fatigue.

The suspension-bridge across the Hooker has just undergone considerable improvement, the decking being widened and the whole structure strengthened and supported by two strong cables. Hitherto the bridge, on account of its frailty and narrow decking—only a single plank—has been rather difficult to nervous tourists wishing to visit the terminal face of the Mueller and Hooker Caves, or to make excursions up the Hooker Glacier to the Empress Ice-fall and Ball Pass, but the improvements made will now allow one and all to cross it without fear.

The Ball Pass was crossed by myself and a party early in the season, and Mount Kinsey, on the Wakefield Spur, was also visited later on. The view from this mountain affords one of the most comprehensive views in this alpine district, and I consider later on this will prove one of the popular climbs in the district, situated as it is within a good day's work of the Hermitage. I had the privilege and honour of escorting His Excellency the Governor, Captain Dudley Alexander, and Lieutenant Ward to the Tasman Glacier and Hochstetter Ice-fall. Barron's Saddle was also visited, and from here views of the Dobson Valley were obtained.

The grass-seed sown in the spring-time in the burnt bush around the Hermitage is coming on well. The ferns and many of the smaller plants and shrubs are beginning to revive again; so that in the near future we may expect the hill in front of the Hermitage to resume its green and attractive appearance. Mr. Ross also contemplates assisting the growth by sowing next spring seeds of the broad-leaf totara, birch, and other native shrubs.

The tourists to the glaciers, without exception, have expressed themselves charmed with the scenery and with their visit generally; and, but for the elements, over which we had no control, I would have had the honour of guiding many climbers to the summits of mountains which still remain virgin peaks. I accord my best thanks to Mr. and Mrs. Ross for their kindness and attention at all times.

The following list will prove of interest and value to alpinists, as being a complete record of the peaks that have been climbed in the Mount Cook district:—

Mountain.	Height.	Climbed by	Date.
	Ft.		
Cook	12,349	T. C. Fyfe, C. Graham, and Jack Clark ...	Christmas Day, 1894.
"	12,349	M. Zurbriggen	14 Mar., 1895.
Tasman	11,475	E. A. Fitzgerald, M. Zurbriggen, and Jack Clark	6 Feb., "
Silberhorn	10,756	" " "	6 " "
Haidinger	10,054	" " "	8 " "
" (north end)	10,030	Malcolm Ross and T. C. Fyfe	30 Jan., 1897.
De la Beche ...	9,816	T. C. Fyfe and G. Graham	17 Feb., 1894.
" ...	9,816	Malcolm Ross and T. C. Fyfe	— " 1897.
Minarets (first peak) ...	10,058	" "	9 " "
" (second peak)	10,022	" "	9 " "
Hochstetter Dom ...	9,179	Dr. Von Lendenfeld and wife, and H. Dew ...	25 Mar., 1883.
" * ...	...	G. E. Mannering, P. H. Johnson, and T. Annan	5 April, 1889.

* Lower peak.

Mountain.	Height.	Climbed by	Date.
	Ft.		
Hochstetter Dom* ...	...	T. N. Brodrick and survey party	... 1889.
" ...	9,179	H. Godfrey (Birmingham), Dr. W. K. Cox (Timaru), Jack Clark, and G. Graham	20 Feb., 1894.
" ...	9,179	Mr. and Mrs. Maxwell (Hobart), Dr. Kronecker (Berlin), T. C. Fyfe, Mr. Mahler, and Jack Clark	— " "
" * ...	...	P. Marshall, C. Inglis, and P. Hannen ...	— " 1895.
" * ...	...	Mr. and Mrs. Malcolm Ross and W. J. P. Hodgkins	— " 1897.
" ...	9,179	Rev. Mr. Fisher and Jack Clark	5 Jan., 1898.
Durwin	9,715	Dr. Kronecker, T. C. Fyfe, and Jack Clark ...	22 Mar., 1894.
Malte Brun ...	10,421	T. C. Fyfe ascended alone	7 " "
Footstool	9,073	T. C. Fyfe and G. Graham	31 Jan., "
Sefton	10,350	E. A. Fitzgerald and M. Zurbriggen ...	15 Feb., 1895.
Sealy	8,631	E. A. Fitzgerald, C. L. Barrow, M. Zurbriggen, and Jack Clark	24 Jan., "

After having concluded my work at the Hermitage I returned to Christchurch *vid* Westland. Crossing Fitzgerald Pass, which at this late season of the year was deep in snow, I proceeded down the Copland River to the coast. I found the days short for travelling, and the bush very dense and wet. I would not recommend any one to attempt this journey so late in the year, and I may consider myself fortunate in getting through as easily as I did. I arrived at Ferry House, some six miles south of Gillespie's Beach, on the third evening out. The pass across the main divide is a good one, but I consider the eastern side too steep to allow of track-making, but a track is quite possible up the Copland River to the summit of the pass on the western side.

J. M. Clark, Alpine Guide.

APPENDIX No. 10.

NURSERIES AND PLANTATIONS.

AUCKLAND.

During September I visited this district for the purpose of selecting sites for a State forest nursery, plantation lands, and also to carry out certain work in connection with the sowing of a 50-acre allotment at Rangitaiki, on the Kaingoroa Plains, about twenty-five miles east of Lake Taupo, in order to ascertain what grasses, forage plants, and forest trees would succeed in this barren pumice region. These immense plains, containing over half a million acres, range in altitude from 1,500 ft. to 2,000 ft., and are broken by numerous deep water-worn gullies, with almost perpendicular sides.

The native vegetation is of a very scanty, stunted nature, and comprises the following plants: Grasses—*Microlæna stipoides, Hierochloe redolens, Danthonia semi-annularis, Poa anceps,* and the common tussock *(Poa australis,* var. *lævis).* Shrubs—*Leptospermum scoparium* and *ericoides, Gaultheria rupestris, Dracophyllum subulatum* (the most characteristic plant of the plains), *Coriaria thymifolia, Cassinia vauvilliersii,* and *Carmichælia juncea,* the branches of which afford the main sustenance for the droves of wild horses.

Smaller plants are represented by *Celmisia longifolia, Muhlenbeckia axillaris, Cyathodes empetrifolia, Pimelia prostrata, Raoulia hectori, Haloragis micrantha,* and *Leucopogon frayeri,* the latter forming dense patches on the poorer portions of the plain to the exclusion of all other herbage. The common sweet-briar seems to be spreading rapidly, the fruit being readily eaten by horses. It affords shelter to native grasses from the scorching sun in summer and from the extreme frosts of winter, and thus produces the only green patches that are to be met with on these plains.

It may be mentioned that the paucity of herbage seems to be due to the poisonous properties of the falling leaves of *Dracophyllum subulatum,* as in the vicinity of such shrubs not a vestige of pascual vegetation is observable. The site for the plantation had already been selected, and was fenced, cleared, ploughed and harrowed on my arrival.

As it was impossible to obtain the use of a heavy roller in the district I was reluctantly compelled to sow the seeds under the worst possible conditions. The eucalypts were sown around the boundary for a width of 2½ chains, and within this belt the land was pegged out in 1-acre plots, on which were sown twenty-five species and varieties of fodder plants and grasses, two varieties of pines, and one of larch. Between each kind of grass a space of 12 ft. was left unsown, in order to test their respective spreading capabilities. The sowing completed, I endeavoured to make arrangements to have the land trodden by sheep, but unfortunately only a few small flocks were travelling at the time. The following is a list of seeds sown:—

* Lower peak.

Trees: *Eucalyptus globulus* (blue-gum), *Eucalyptus obliqua* (stringy bark), *Eucalyptus pilularis* (black-butt), *Eucalyptus hemiphloia* (box-tree), *Eucalyptus obliqua*, var. *gigantea* (giant stringy-bark), *Eucalyptus rostrata* (red-gum), *Eucalyptus viminalis* (manna-gum), *Larix europea* (European larch), *Pinus austriaca* (Austrian pine), *Pinus laricio* (Corsican pine). Grasses, &c.: *Festuca duriuscula* (hard fescue), *Festuca duriuscula*, var. Chewing's (Chewing's fescue), *Festuca elatior* (tall fescue), *Festuca ovina* (sheep's fescue), *Dactylis glomerata* (cocksfoot), *Poa browni* (Brown's poa), *Poa arachnifera*, *Poa pratensis* (Kentucky blue-grass), *Sporobolus elongatus* (rat-tail grass), *Cynodon dactylon* (Doobj grass), *Sorgum halepense* (Johnston grass), *Bromus unioloides* (prairie-grass), *Paspalum dilatatum* (Louisiana grass), *Atriplex nummularia* (dwarf salt-bush), *Atriplex halimoides* (tall salt-bush), *Danthonia semi-annularis* (native danthonia), *Stenotaphrum glabrum* (buffalo-grass), *Pennesetum longistylum*, *Trifolium subterraneum* (annual clover), *Tagosaste sp.* (tree-lucerne), *Holcus lanatus* (Yorkshire fog), *Trifolium repens* (white clover), *Cynosurus cristatus* (crested dogstail), *Festuca pratensis* (meadow fescue), *Hedysarum coronarium*.

On examining the experimental ground during autumn it was found that very few of the tree-seeds had germinated, owing to the almost total absence of rain since they were sown in September. Many seeds of eucalypts, pines, and larch could be found quite fresh, and I was assured by the local roadmen that rain had not fallen for one half-day during the six months' interval.

In many places where the scrub had previously been sparse the ploughed ground for a depth of several inches had been completely blown away, leaving only the pumice subsoil, while summer frosts, which had ruined most of the Natives' potato and other crops in the district, had also caused considerable damage to the eucalypts and grasses by throwing them out of the ground. So far as the trees are concerned, the experiment has been a failure; but it must not be forgotten that the season was a most unusual one, and the land could not be sufficiently pulverised, owing to the abundant fibrous roots of various scrubs binding the plough-furrows into continuous matted strips, and also on account of the impossibility of consolidating the land through stumps of scrub being left above soil-level before ploughing.

As further proof of the poisonous effects of the foliage of Dracophyllum on grasses (previously referred to), it was observed that in all depressions where the soil appeared richer in character not a vestige of grass growth was discernible. In such localities it was found on digging that these hollows had been filled with Dracophyllum leaves through the agency of wind, and were in all stages of decomposition. The following shows the results to date:—

No. 1: Only an occasional plant, in moist spots, afterwards killed by summer frosts—Eucalyptus (all species), Austrian pine, Corsican pine, European larch.

No. 2: No sign of any growth, but probably eaten by hares, which are very plentiful—Dwarf salt-bush, tall salt-bush, tree-lucerne.

No. 3: Very poor growth, only a few plants here and there—Buffalo-grass, Pennesetum, Louisiana grass, annual clover.

No. 4: Fair growth on good land only; no growth whatever on pure pumice, but probably through ground not being consolidated when sown—Hard fescue, cocksfoot, sheep's fescue, brown poa, Doobj grass, Johnston grass, Hedgsarum, Yorkshire fog, meadow fescue.

No. 5: Good growth all over, except in hollows filled with decaying Dracophyllum foliage—Rat-tail grass, prairie-grass, native Danthonia, white clover, Chewing's fescue, Kentucky blue-grass, crested dogstail, tall fescue (the latter very luxuriant).

It is proposed to resow some of the varieties, along with additional kinds which could not be obtained last year, and also a mixture containing those on No. 5 list.

Forest Nursery, Rotorua.

During January an excellent site for a nursery of about 50 acres was selected to the east of Whakarewarewa, at the base of low hills, sheltered from all prevailing winds. The land is of an even slope towards the north-west, and is of fair quality compared with the general run of land in this district. Already some 30 acres have been cleared, and made fit for ploughing, which is now proceeding. Only about 4 acres will be sown with tree-seeds, planted with cuttings and seedling-plants of native trees and shrubs, this season, the remainder being put into oat-crop for horse-feed. Next year this land will be required to line out the young trees in nursery rows.

It is proposed to grow at this nursery young timber-trees for the Auckland District, and also ornamental shrubs and trees (both native and foreign) for ornamental planting at Whakarewarewa, Waiotapu, Pukeroa Hill, Rotorua Reservoir Reserve, the sanatorium grounds, and street-planting in and around Rotorua.

Provision is made for a water-supply from the Rotorua service for use on seed-beds should a dry season be experienced. For plantation purposes an area of 847 acres surrounding the nursery has been reserved, and contracts have been let for the supply of fencing material, and erecting same.

Seeds of the following trees have been obtained to be sown during the ensuing spring: *Pinus austriaca*, *P. laricio*, *P. strobus*, *P. ponderosa*, *Abies douglassi*, *A. menzeisii*, *A. excelsa*, *Sequoia sempervirens*, *Grevillea robusta*. English walnut, English ash, English elm, sycamore, Tyrolese larch, alder, Spanish chestnut, blue-gum, sugar-gum, cider-gum, mountain-ash of Victoria (*Eucalyptus sieberiana*).

For street-planting purposes, the following trees will be grown: Oriental plane, English birch, mountain-ash, horse-chestnut, lime, and English elm.

Plantations.

The plantations made by the Commissioner of Crown Lands last year are as follow: Three at Whakarewarewa; area, 21 acres: one at Turakenga; area, 15 acres: one at Mamuka; area, 6 acres: three at Waiotapu; area, 18 acres: three at Galatea Road; area, 15 acres.

The varieties of trees planted included several species which are found to be not well adapted to the soils, and the plants were also rather large. They were set out at 12 ft. apart, and I purpose filling up to 4 ft. apart.

The great point to be aimed at in the growing of timber is to produce shelter as soon as possible, and this can only be obtained by close planting. In wide planting every breeze of wind blowing over a plantation acts upon each tree almost as powerfully as if it stood alone. And further, trees planted at 12 ft. apart must of necessity make a large quantity of useless timber by the formation of limbs at the expense of trunk; whereas, if planted closely, absence of light will prevent the formation of side-branches, and at the same time render the timber more free from knots, and therefore of more value commercially. Undoubtedly the first expense will be greater; but against this there is the value of thinnings for fence-posts, sleepers, &c., within a comparatively few years, while considerable labour is saved through the dense canopy of foliage excluding light and preventing the growth of fern and underscrub—a source of considerable danger from fire.

An examination of these plantations made during March showed that evergreen trees were doing fairly well with the exception of *Pinus laricio*, which requires great care in transplanting. Ash, oak, and sycamore on the higher lands towards Galatea had been repeatedly nipped back by summer frosts; and such varieties will in future be excluded from high-lying and exposed positions. *Abies douglassi* and *Pinus austriaca* have in all cases made excellent growth.

Sanatorium Grounds and Park, Rotorua.

Owing to large growing trees as *Pinus insignis*, Cupressus, Macrocarpa, and blue-gums being planted within a few feet of walks and carriage-drives some years must elapse before the avenues can be properly formed.

Every season's growth tends to convert footpaths into tunnels, and the trees being all evergreens such places are cold, damp, and sunless, during the winter months.

It is intended to utilise deciduous trees such as lime, plane, horse-chestnut, birch, and mountain-ash for future planting as shade trees, and to gradually remove the large growing kinds.

These grounds are now being superintended by the Rotorua Forest nurseryman.

Pukeroa Recreation-reserve, Rotorua.

Plans and estimates for the improvement and maintenance of this reserve have been prepared, and works will be undertaken shortly.

OTAGO.

Central Nursery, Eweburn.

Notwithstanding the excessively dry year experienced in this district the young trees have made fair average growth, and appear healthy and vigorous. It was intended to transplant the whole of last year's seedlings into nursery rows during the spring, but the land was so baked and dry that ploughing and preparing the ground for their reception could not be accomplished. The trees were therefore "lined in" temporarily, with the intention of transplanting them out during the coming planting-season.

The total rainfall for the year has only amounted to 9·23 in. The driest month experienced being June, with 0·05 in., and the wettest November, with 2·08 in.

Considerable labour has been expended in rendering the transplanting-ground an even slope, in order to obtain the best results from irrigation, so necessary in this dry climate. This area has been subsoiled by plough, and thoroughly worked to a fine tilth for planting during the ensuing spring.

The following variety of tree-seeds were sown during November last, and have all germinated well, with the exception of *Pinus strobus*, which came rather poorly: *Pinus benthamiana* (Bentham's pine), *P. ponderosa* (heavy-wooded pine), *P. laricio* (Corsican pine), *P. austriaca* (Austrian pine), *P. strobus* (American clear-pine), *Larix europea* (European larch), *Abies douglassi* (Oregan pine), and *Abies pectinata* (silver-fir).

A temporary shelter of scrub has been erected around the northern and western boundaries of nursery, which has proved of good service in breaking the heavy gales experienced from these directions.

The water-supply from spring-well has proved ample for all requirements, and the dams have been kept filled therefrom by windmill pump. Water-pipes have been laid over a greater portion of the nursery, which greatly facilitates the watering of young trees during continuous dry weather experienced since the inception of the undertaking.

An area of 20 acres adjoining southern boundary of nursery has been reserved for extension purposes, and a similar area on the northern boundary for paddock accommodation and dam-sites.

Fencing material is already on the ground for the enclosure of these lands, and the work will be proceeded with immediately.

The plantation-reserve, known as the "Survey Paddock," containing 75 acres, has been leased for two years for cropping purposes preparatory to planting same, but, unfortunately, the dry seasons have proved disastrous to the crops.

Forest Nursery, Tapanui.

Twenty-two acres was selected for the establishment of this nursery on Run No. 140B, Glenkenich Survey District, a distance of a mile and a half from Tapanui Township, and operations were commenced on the 8th of May last.

A substantial 6 ft. deer- and rabbit-proof fence has been erected, consisting of 9 ft. by 6 in. by 4 in. heart of kowhai posts sunk into the ground to a depth of 3 ft., and 8 ft. apart; attached thereto is 42 in. by 16 gauge by 1½ in. mesh rabbit-proof netting, let into the ground 6 in. Above the netting are three plain and three barb wires placed alternately at 6 in. apart. Two wires are also laced vertically between the posts to prevent the wires spreading, should deer attempt to press themselves through between the fence-wires. On the outside of fence-line a ditch has been cut 3 ft. wide and 3 ft. deep, to prevent deer attempting to jump the fence. Although both deer and rabbits are very plentiful in the neighbourhood, they have not yet succeeded in entering the enclosure.

The whole area has been drained with 2 in. tiles, 3 ft. deep, and 25 ft. between the drains. The soil, though variable, is generally of good quality, and consists of medium heavy black loam resting on a marly clay subsoil, the whole surface being of an even slope towards the north-west.

For the seed-bed ground 3 acres have been trenched 2 ft. deep, and surfaced with bush mould, wood-ashes, and burnt soil. An acre and a half was sown during spring with the following seeds, which germinated satisfactorily, although small birds gave considerable trouble by picking off the young plants as they appeared above ground: English oak, English ash, walnuts, sycamore, kowhai, Corsican pine, Austrian pine, *Abies menzeisii*, *Abies douglassi*, *Abies excelsa*, *Libocedrus decurrens*, and Tyrolese larch. All the Conifers above mentioned were sown under a hundred frames, 18 ft. long and 3 ft. wide, covered with ½ in. mesh wire netting; this precaution being rendered necessary through the small-bird nuisance.

Some fifteen thousand forest trees (one and two year old) were purchased and lined out for a season, previous to being planted in their permanent quarters at the Dusky Plantation Forest Reserve.

Seven acres was sown with oats for horse-feed, and an excellent crop has been safely harvested.

During the eleven months work has been in progress here, the total rainfall has been 32·59 in.

Dusky Plantation.

This land is situated some twelve miles from Tapanui, on the banks of the Pomahaka River, which acts as a boundary on the south and west for a distance of four miles, thus saving a considerable item for fencing. The area enclosed (845 acres) consists of rolling downs to steep and rocky hillsides, interspersed by deep and sheltered gullies.

The soil is very variable in quality, and, although generally poor, is well adapted for a wide range of Conifers and hardwood timber-trees. On the northern and eastern boundaries a rabbit-proof fence has been erected, consisting of seven standards and one post to the chain, with 42 in. wire netting sunk into the ground 6 in., above which is one barb wire.

In order to give ready access to the whole enclosure for the purpose of planting, and later on thinning and tending the trees, some six miles and a half of roughly formed 12 ft. roads have been made and three miles and a quarter of open drains cut, 30 in. to 36 in. deep, in portions of the land inclined to be sour and swampy.

Thirty acres of fairly level land has been ploughed and sown with turnips, which will be disposed of in time to commence planting operations during the ensuing spring.

During December and January an enclosure was made of wire netting, and about a score of rabbits were caught and placed therein for Mr. Gilruth (Chief Veterinarian) to experiment on with chicken-cholera; but so far the results have not been destructive. Trapping and poisoning during the last three months have greatly reduced their number, and it is anticipated that before the planting-season arrives the reserve will be practically free of these pests.

Two hundred acres of bush land, known as "Wooded Hill," about four miles from Tapanui has also been set apart for replanting with exotic trees. The milling-timber has been cut out, and what remains is only fit for fencing purposes, which will be used as required by the department.

Henry J. Matthews, Forester.

CANTERBURY.

Lake Tekapo..

Taken as a whole, this plantation is in a most flourishing condition. The trees first planted are now about 5 ft. high, and can be seen from quite a distance. Most of the later-planted and smaller trees are also beginning to show up, and look quite green and healthy, the chief exceptions being ash-trees, a large number of which have been either withered or killed by the dry season, and they have been tried so often that I think it would be waste of money to plant any more. Oaks have only been tried lately, but it appears to me that a larger percentage of those planted have survived, and are more healthy than any other kind of tree planted. The most suitable trees for this locality seem to be pines, larches, spruces, oaks, and birches, all of which are thriving well.

There are enough *Pinus insignis* trees already planted, for there is always more danger of their being burnt or blown over than there is with other varieties, and I think the planting should now be confined to oaks, *Wellingtonia* and *Ponderosa* pines, larch, spruce, and willows at the springs.

Neither the *Wellingtonia* nor the *Ponderosa* pines seem to have been tried, but I believe they would be most suitable as well as valuable trees. Several *Wellingtonias* used to grow at Castle Hill, on the West Coast Road, which is higher than this place. The rabbit-fence is in good order, and there are very few rabbits in the plantation. To prevent a recurrence of the destructive fire which swept part of the plantation years ago, a belt about 10 ft. wide has been chipped round the fence.

I have, &c.,

T. N. Brodrick.

APPENDIX No. 11.—EXPLORATIONS.

THE FOX GLACIER.

My recent work has been confined entirely to the terminal face of the glacier, fixing cairns on all the prominent points, not only for present but future reference. All those cairns are fixed as accurately as possible with compass and chain, their distance from the present ice measured, aneroid and clinometer heights taken from every point, and over two dozen half-plate photos, showing the terminal face and rounded hills in all aspects, have been sent to Hokitika. These photos are all taken from points fixed either by chain traverse or from the various cairns, and, when required, the direction the camera was pointed was taken by compass. The hut has been erected on a flat near Dolly's Creek, and within 3 chains of the open river-bed of the Waiho. The ground is cleared all round. There is plenty of wood and water, and a splendid view of the glacier can be obtained from the door of the hut. A few chains from the hut a track has been cut to a small lake, where tourists can bathe without fear of drowning. A cross- and direction-post show the entrance both to this and all other tracks.

To those who wish a good view of the glacier, and have no ambition to go up it, the following are the best points of view: (1.) Cairn 3, on a high rock 3 chains west of the hut. (2.) Cairn 5, the Sentinel Rock: a track to top goes in at cairn on west side. (3.) Cairn 4, the Corporal Rock, west of Sentinel: a track and cairns show route. Point D: On hill west side of Corporal Rock there are two outlooks, one 600 ft. up and one 800 ft., but most people will be content with the first, as the track is very steep and rough, and to make a proper one was more than I had time to do. The entrance to this track is at a cross and cairn close to the Corporal Rock. The road from the wire bridge to the glacier is in good order, but the Waiho is often unfordable in the summer, so visitors to the glacier will generally have to walk, unless parties coming send notice ahead to have horses on the south side of the river. Still, in most cases, the river can be depended upon as crossable for horses.

The terminal face of the glacier is now entirely changed from what it was a few years ago. Instead of a wide face of ice, with an arch in the middle for the outlet, extending from the Sentinel Rock across to east side, as shown in old sketches and photos, the view is now interrupted by a series, or rather a double series, of low rocky hills, through which glimpses of the ice can be obtained. The arch has gone, at least from view, as it is now round the point of the spur on the east side, and inaccessible to ordinary mortals. The drift-covered ice, which in 1894 extended from the big slip down to within 20 chains of the terminal face, is now falling over that face and spoiling the appearance of the glacier. The ice has retreated from the Park Rock, which is now nearly isolated, and uncovered another to the west of it. This latter rock forms with the Sentinel a well-defined specimen of the crag and tail formation. The ice has retreated 100 links from the Sentinel Rock since 1894, and on the east side of the glacier, where the arch formerly stood, it has gone back nearly 4 chains, and sunk 60 ft. or 70 ft. From this point up to cairn E the ice has retreated about 2 chains all along, and sunk 30 ft. But since 1894 there must have been a temporary advance, as my two cairns, placed on the slope of the rock a good few feet above the then ice-limit, have been carried away, and water could not have done it. On the west side of the glacier the changes are not so apparent. From the Sentinel Rock for about half a mile up, the ice has retreated about a chain, but its height has not lowered much till the *débris*-covered ice is passed, where the lowering is decided. No doubt the drift on the surface protects the ice to a certain extent, and causes it to lower less rapidly.

The glacier is at present easy of access, so far at least as the great ice-fall. Any one can travel it with proper boots and some sort of an ice-axe to cut a few steps with, but there is still considerable difficulty in getting on to the sides from the ice. In 1894 the whole glacier was serac ice from the terminal face to near Cape Defiance, which shows what changes can take place in a short time, and what splendid opportunities there are for alpine men to dive into a bitter paper war; when one says such a place was easy, and another contradicts him, both may really be in the right.

After leaving the glacier I shifted camp to what is called the "Hospital," to examine the reserve at the hot springs. Where the main flow of hot water comes from it is hard to say, as the point between the Waiho and Callary Rivers is covered with drift and backed by a terrace lying against Doughboy Hill. This terrace is about 100 ft. high. No doubt out of the hill and under the terrace the hot water comes, and its volume must be considerable, as on sinking on any part of the flat, or on the edge of the river from near the Callary Bridge to 40 chains up the Waiho, hot water springs up everywhere it is tapped, in depths varying from a few inches on the river-bed to 8 ft. or 10 ft. near the terrace. What their chemical components are I do not know; they evidently have some virtues, as several people, to my knowledge, have been cured of rheumatism by bathing in them, but whether the water and faith or a change from a miserable life in a sunless gorge or windy sea-beach to the pleasant, sunny Forks, should get the credit I leave others to decide.

As there was no defined spring, and only a mud-hole with a few inches of water in an old race, to represent the Sanatorium, I have made a pond in the bush about 10 ft. square and 6 ft. deep; it is walled all round, free from floods, and has 2 ft. of water in it in all weathers, and only wants a roof over it to be complete. The dense bush surrounding it protects the bather from the cold winds, and he or she can decide for themselves whether to take it mildly, be boiled, or parboiled, as the heat can be regulated with ease.

The building called the "Hospital," which was purchased a number of years ago by the County Council, is now tumbling down, and never was of any use to the public, as it was always occupied by three or more diggers. It is to be hoped if another one is put up (which there ought to be) that the door will be locked, and the key left with some responsible person, and only given up to those who will use the building for what it was intended.

The *débris*-covered ice at the terminal face still retains its position with reference to the belt of scrub and river-bed in front, but it has lowered nearly 30 ft. since December, 1896, and behind the ice has sunk still more. There is now a depression from cairn B* right across the glacier to the north side, and the outlet of the river is gradually working its way back along this depression. If another forward movement does not soon take place the *débris*-covered ice will be detatched from the main glacier and rapidly melt away, leaving a terminal moraine in its place, which will not last long, as the river will soon denude it away, probably leaving a flat gravel river-bed in its place, as has already happened on the Franz Josef.

Along the Cone Ridge and along the moraine to Boyd's Creek the ice has shrunk back about a chain, and fallen 20 ft. or 30 ft., and a well-defined rock-ledge shows from cairn B to cairn K. Above that, as a result of this shrinkage, No. 1 moraine is fast disappearing, tumbling back on to the ice, now that there is no support for it; and the ice, instead of being crevassed along the edge, as it was in 1896, is now comparatively level, and can be travelled with safety to near Boyd's Creek.

The middle of the glacier from the first ice-fall downwards appears to have changed very little. It has sunk no doubt, but I had no data to go by to find how much. Near the ice-fall the glacier is far more crevassed in the middle than I have seen it for years, but these will most probably close up further on in the season. Another alteration perhaps worth noting is that the flow of the ice from foot of first ice-fall downwards has altered: instead of piling up against No. 1 moraine and Cove Ridge it is now flowing almost straight down the glacier. This may account for the retreat on the south side at least. On the north side I cannot notice any change or sign of retreat—in fact, at point L, opposite cairn K, the ice is at present slightly higher than before, and from point N down the ice appears to be very nearly in the same relative position as it was in 1895 and 1896.

That both the Fox and Franz Joseph Glaciers are retreating at present at rather a rapid rate is certain, and if they go on as they are doing they will soon be high up among the ranges; but from what I have seen on both glaciers at different periods, dating as far back as 1866, there is no doubt that periodic advances of the ice take place, and probably in a few years they may be back to nearly their old position of twenty years ago. The causes for these periodic changes can only be settled by observations extending over a series of years. A rise in the average temperature of even a few degrees along the coast would no doubt cause such changes, but until extended meteorological observations are taken, extending not over one year but many years, showing that such a rise or fall of temperature does take place, and affects the glacier, it is but guesswork to theorize on the subject. Another thing, it is unknown as yet how long it takes the snow that falls—say, on Hardinger—to reach the terminal face. Perhaps the abnormal snowfall of twenty years ago may only be half-way down the glacier as yet, and its arrival near the terminal face may be the herald of another advance of the ice down the flat. Whatever the cause of the shrinking of the Fox and Franz Josef, that cause is apparently not at work on the Balfour Glacier, as at present it is in exactly the same position as to its terminal face as it was in 1888, 1894, and 1896.

There are now three cairns on the Fox fixed for future observations, and a series of photographs showing the present position of the ice have been taken from them and other fixed points, so future observers will have no trouble in at once noting any change that takes place. The ice is easy of access up to the first ice-fall, either by walking up the middle of the glacier or taking the foot-track at the mouth of Mill's Creek, which lands at cairn K on the open glacier. From the first ice-fall up some sort of alpine appliances are required to reach the foot of the great ice-fall, which may be considered as the limit of travel for ordinary tourists.

I reported on the Hot Spring long ago, and have nothing more to say about it, except that a track is now cut down to it, and a bath has been dug out, which will remain till a heavy flood fills it up again. To be of any use this spring, like the one at the Waiho, must be tapped further back, and the water pumped into a tank. Perhaps when tapped the water might rise itself to the level required. A few chains along the track to the hot springs, which starts opposite the hut site, there is a large rock with a ladder up it. From the top of this rock a fine view of the glacier can be obtained, and the rock itself is interesting as a specimen of the size New Zealand erratics attain to. It is about 30 ft. high and 300 ft. or 400 ft. in circumference, and has come down on the ice from somewhere near the Divide.

CHARLES E. DOUGLAS.

APPENDIX No. 12.—WANGANUI RIVER WORKS.

IMPROVING THE NAVIGATION OF THE WANGANUI RIVER.

REPORT BY THE WANGANUI RIVER TRUST.

For the year from 1st April, 1897, to 31st March, 1898, the expenditure has been £975 13s. 8d. This makes the total expenditure by the Wanganui River Trust since its inauguration in 1891 to 31st March, 1898, amount to £5,124 0s. 3d.

An amount of £86 0s. 5d. has been received from river dues for the year.

* See Topographical Map of Fox Country accompanying Annual Report of Lands and Survey Department, 1893.

The amount got this year from Government, and received at bank to Wanganui River Trust Account up to 31st March, 1898, was £760.

In regard to the work done since 1st April, 1897: In April and May, 1897, a wall was put across the upper end of a second channel at Karatia so as to turn more water into the channel in use for navigation. The quantity of large stone in this wall was approximately 570 cubic yards. The work was then discontinued for the winter season.

The principal work done afterwards during the year has been above Pipiriki. A channel has been cleared and snagged as far up as the Whakataka Rapids, which are about twenty-two miles above Pipiriki, and about four miles below the junction of the Tangarakau River. The heaviest part of this work has been in the rapids in the first six miles above Pipiriki.

At Paparoa Rapid, besides clearing out boulders and snags, an extensive papa reef in the channel has been lowered. This work had to be done under water, in a rapid current. The reef had to be broken up by blasting with dynamite and powder, and the loosened rock picked up and loaded into the punt and removed, involving necessarily tedious work, several times interrupted by partial rises of the river. The extent of reef lowered was 240 ft. long by 40 ft. wide.

A similar work was done at Autapu Rapid, about three miles higher up the river, on a papa ledge or reef, 90 ft. long and 20 ft. wide, on the left bank of river, so as to widen the channel; the blasting being done under water, and in a rapid current.

At Upper Ngapore Rapid, at Mangaio Rapid, at Aratira and at Ruahinetoro Rapids, a large number of rocks and large boulders under water were broken up by blasting, and removed out of the channels. Many snags and accumulations of imbedded drift-timber were also removed in this distance of six miles above Pipiriki.

In the portion of river higher up, between this and the twenty-two miles above Pipiriki, the work was chiefly removing snags and timber out of the channels, but many rocks and boulders were also blasted and removed.

The accompanying sketch-plan of the river between Pipiriki and the Tangarakau shows the numerous rapids, all requiring clearing in the channels.

Although a channel has been cleared for twenty-two miles above Pipiriki, further improvement on several of these rapids still requires to be done to give more room and straighter channels, and in some places more water in low levels of river.

The remaining part of river, of about four miles, to the junction of the Tangarakau requires a good deal of work, and has not been touched this season. There are here many snags to be cleared, especially in the two miles next to the Tangarakau Junction.

Below Pipiriki a punt was employed removing snags and stones from various rapids and shallows. Some of these snags had lodged in late freshets, and others required removal to improve the channels. A second punt assisted in this work for a few weeks towards the close of the season.

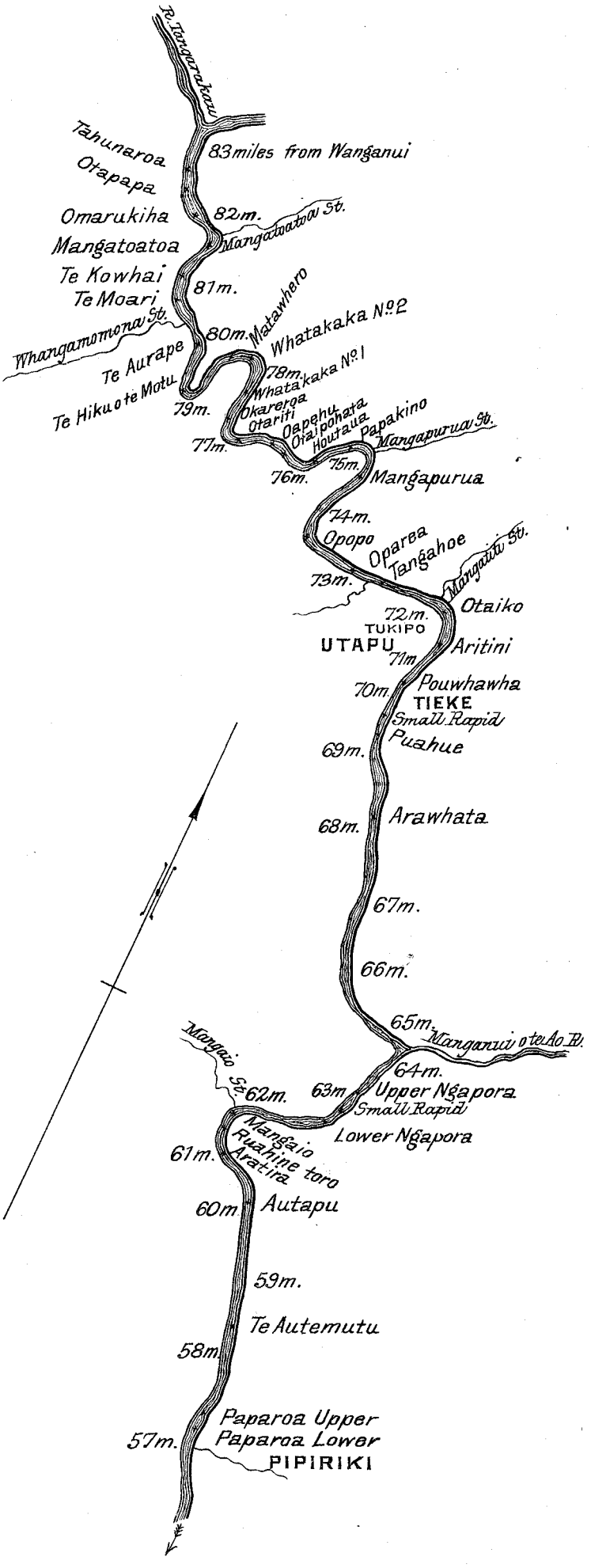
The river service has been kept up by Messrs. A. Hatrick and Co. during the whole year without interruption, and in an efficient manner. The larger steamers, "Wairere" and "Manuwai," ran for eight months with passengers and cargo, while the new and lighter steamer "Ohura," with passengers, and sometimes light cargo, has kept up the communication when the river was too low for running the larger steamers; and this through a summer of exceptionally dry weather and low river-level. This dry season and general low river lasted during the months of December, 1897, and January, February, and March, 1898, or for four months. During this dry period, however, several small rises in the river enabled the larger boats to run, and thus partially to relieve the inconvenience of the delay in sending up and bringing down cargo. Thus, in December the "Wairere" made one trip, on the 4th; in January the "Manuwai" made one trip, on the 18th; and the "Wairere" made two trips—viz., on the 18th and the 20th. In February the "Manuwai" made one trip, on the 8th; and the "Wairere" made three trips—viz., on the 8th, 9th, and 11th. In March the "Manuwai" made one trip, on the 18th; and the "Wairere" made five trips—viz., on the 14th, 18th, 20th, 22nd, and 25th. The remainder of the trips during these four dry months were, as before said, made by the "Ohura," mostly without cargo.

The "Manuwai" carries 15 to 20 tons, according to state of river, besides passengers. The "Wairere" carries 5 to 15 tons, according to state of river, besides passengers. The "Ohura" carries up to 5 tons; she has taken up to fifty passengers in low river. In down traffic the "Manuwai" has taken 132 bales wool, and the "Wairere" 80 bales wool, besides passengers. The licensed capacity for passengers is: "Manuwai," 400; "Wairere," 250; "Ohura," 150. But numbers approaching these have, however, hitherto only been taken on the lower tidal portion of the river.

Thus it will be seen that the river between Wanganui and Pipiriki now affords passage by small steamers even during very low levels, such as were experienced last summer, and which last generally from three to four months of the year; whilst the larger steamers, with passengers and cargo, can run usually for eight or nine months of the year, and also at intervals during the dry season, whenever an occasional rise in the water-level occurs. It is advisable, however, to continue improving the shallow parts between Wanganui and Pipiriki, as it is to this part of the river that the general cargo traffic is as yet confined.

The continuation of the clearing of the channel above Pipiriki to junction of the Tangarakau, and onward above this, is also most important, as inducing to settlement, and as a tourist route. It is obvious that for many years the river will be the only highway available for heavy goods, cargo, and produce transit into this interior district on both sides of the river. The river is capable of improvement in a similar manner to that portion already improved, as far at least as a few miles above Whenuatere, or to about sixty-six miles above Pipiriki, being about 123 miles by river above Wanganui.

The Crown lands on both sides of the river would manifestly be benefited by this, as, for instance, those in the Retaruke Valley, which are favourable for settlement, the junction of the Retaruke with the Wanganui being about forty-seven miles above Pipiriki.



SKETCH MAP OF
WANGANUI RIVER
(PIPIRIKI TO TANGARAKAU JUNCTION)

To accompany Report of Mr J. T. Stewart.

Scale about 2 Miles to an Inch.

NOTE. RAPIDS ARE MARKED THUS ×

SKETCH MAP OF
WANGANUI RIVER
(SHEWING TO TARURANGA JUNCTION)

During the year the "Wairere" and the "Ohura" made each one trip up from Pipiriki as far as the junction of the Tangarakau, but it must be noted that on these occasions the water-level was considerably above ordinary summer level. The channel had not then been cleared of snags and rocks, &c., except to a limited extent in the first few miles above Pipiriki.

The work proposed next season is the continuation of the improvement of the more shallow portions below Pipiriki, and the continuation of the work above Pipiriki onwards as far as circumstances will permit.

JOHN T. STEWART,
Chairman, Wanganui River Trust.

Tangarakau, Tributary of Wanganui River.—The work of clearing a canoe-channel was recommenced on the 10th January, and was completed to Putikituna, a distance of twelve miles from the junction, on the 10th February. The ten miles of canoe-channel cleared during the previous season had to be run over again, besides doing the two miles immediately below Putikituna. The canoe-channel varies in width from 8 ft. to 18 ft. The clearing of a steamer-channel was commenced on the 11th February, and continued till the close of operations for the season—22nd March. A distance of five miles has been completed. This steamer-channel has been cleared about 20 ft. wide in the straight parts, and full width of channel up to 50 ft. in curves, to allow for the swinging of the boats. At summer level, even canoes can only be taken up with difficulty; the river is consequently unsuitable for a low-water-steamer channel. The work done in clearing a steamer-channel has therefore been done to allow of safe navigation at a height of 5 ft. above ordinary summer level. It is proposed to complete this steamer-channel to Putikituna next season.

G. T. MURRAY, Road Surveyor.

APPENDIX No. 13.—SANCTUARIES FOR WILD ANIMALS.

LITTLE BARRIER ISLAND.

MR. T. F. CHEESEMAN, secretary to the Auckland Institute, reports as follows on the proceedings of the Institute, which body had the oversight of this Island during the past twelve months.:—

The island was placed under the charge of the Institute in December, 1896, with the understanding that a grant of £200 would be supplied for its maintenance for the first year. It was decided to devote £150 of this sum to the salary of a resident Curator, and applications were invited for the post. Mr. R. H. Shakespear was selected from a list of nearly two hundred candidates, and left for the island early in January, 1897. Since then he and his family have resided continuously thereon. He received instructions not to permit any person to land upon the island unless holding special permission from the Crown Lands Department or the Institute, and on no account were people to be allowed to land with firearms in their possession. In addition to maintaining a careful watch over the various landing-places, he was instructed to destroy wild-cats and other vermin, and also to construct tracks so that the different parts of the island could be readily visited.

As the Maoris had removed the cottage formerly standing on the island, the Curator and his family had to reside in tents for some considerable time. In May, 1897, the Government authorised the expenditure of £250 for a suitable house. No time was lost in preparing plans and specifications, together with estimates of material, and all the information required being kindly supplied, free of charge, by Mr. James Stewart, C.E. The material was conveyed to the island by the "Hinemoa," and safely landed thereon. Two carpenters were engaged, and, in order to facilitate matters, the Curator was asked to give the whole of his spare time to the work.

The house, which was completed by the middle of September, is a neat little edifice, containing six rooms. It stands upon a terrace about the middle of the flat, on the southern shore of the island, and commands a view of the chief landing-places. Immediately behind it is a little hill from which the whole of the southern side of the island is visible. A garden has been made around the house, and a portion of the neighbouring flat has been fenced, in order to prevent the Curator's cattle from straying into the forest.

A considerable amount of exploration has been done, and tracks have been cut along several of the ridges leading from the shore to the central peaks, which rise to an altitude of about 2,000 ft. As the whole of the island is covered with dense forest, this has been no easy matter. It is satisfactory to report that wild-cats and other vermin are not so numerous as was supposed. A good many have been destroyed, mainly by poison, and no pains will be spared until the remainder have also been killed.

Without going into details the publication of which might not be advisable, it may be stated that birds are still plentiful upon the island. The Curator has observed all the species mentioned by Mr. Reischek in his paper published in the "Transactions of the New Zealand Institute" (vol. xix., page 183), together with a few additional ones. As the visits of collectors have now ceased, and the birds are not in any way molested or interfered with, they have become much tamer. During the last breeding season great numbers of bell-birds and tuis nested on the flat not far from the Curator's house, and the nests of several of the rarer species were observed in the adjacent gullies. It is somewhat curious that shortly after the young birds were fledged and were leaving their nests a considerable number of hawks appeared, having crossed over from the mainland. As they were evidently destroying the young birds the Curator was instructed to poison as many as possible. He has succeeded in considerably lessening their numbers.

It is much to be wished that the huia could be acclimatisated upon the island. Through the rapid clearing of the forests in its special home—the interior of the Wellington Provincial District—its very existence is threatened. There seems to be no reason why it should not succeed upon the Little Barrier Island, and it is hoped that before long the experiment may be tried. Through the kind offices of the Surveyor-General a remarkably fine pair of kiwis, obtained upon Mount Egmont, have been transferred to the island.

In conclusion, it can be said that, as far as the Institute can judge, there is every prospect that a considerable portion of the avifauna of New Zealand may be preserved for many years to come upon the Little Barrier Island. To attain this end the Institute will gladly do all in its power.

RESOLUTION ISLAND.

8th December, 1897.

Mr. Henry furnishes the following outline of his work since he wrote his report in March last:—

It will be four months to-morrow since the steamer was here, and I may not have an opportunity of writing to you again before next March.

By approximate appointment we came home on the 10th of last March to meet the steamer, but, of course, she cannot keep any definite time with all her rough landings and various work, so that we had a long time to wait until the 28th April. On that occasion I had to wait to receive the larger boat that was coming for me, but we occupied the time laying down ways for a slip and making carriage and capstan to haul her out. She was tender cargo and heavy, yet was delivered here by the "Hinemoa" without a scratch on her. We had her out on the 30th April for an overhaul, shortened the mast, cut down the sails and rigging, copper-painted her bottom, re-covered the deck with canvas, and put sundries for camping aboard. I found her to be thoroughly sound, and as good as new, and her sails were new. We launched her on the 27th May, and went away on the 8th June, but did not get on as well as we expected, for there was but little wind, and a couple of tons of ballast made her slow to pull about with oars, and liable to be stopped by the tide. Then squally winds broke our boom, swamped the dingey, and drowned a few of our birds in cages, so that we would prefer the calms to the ordinary winds among those mountains.

From Cascade Cove we went one expedition up the creek and another south-west, trying to reach the lake or the open ground, but saw neither, only a dead monotony of level bush beyond the saddle, where it seems to be always raining. I had set myself the task of looking up the *Notornis*, if there were any left, so I went into out-of-the-way places, but here there seemed to be no birds at all. Then we climbed high on to the mountains five times on the east side of the valley, when the tops were covered with snow, in hopes of finding refugees in the bush or seeing their tracks, but there were only roas and a few kakapos. It was, however, too far and rough to carry them down, and we sailed away to the head of Breaksea Sound. I heard that the surveyors had found an easy track from Manapouri to Doubtful Sound, which is within a couple of miles of Breaksea Sound, and I could have a hunt there and do a little exploring as well. We got a spell of fine weather, and cut a track two miles northwards up the valley, rising 300 ft., then east straight up the ridge for 1,100 ft. in the bush, then up an old snow-slide where it was not safe to let go a handhold. On the top, 2,400 ft. high, there was bush again, but bedded in snow; yet it seemed to be mild, and there were plenty of birds' tracks, but no strangers. On the sunny faces were *Cordyline indivisa* in scores, and the finest of their kind, with leaves 5 ft. long and 7 in. wide.

Only a little corner of Hall's Arm was to be seen, directly east, with a very rough road down to it: so it is no use for passengers, and not high enough for mountaineers, though country suitable for them is close at hand, with snow-peaks and cliffs, barrenness and desolation, in plenty.

We then moved our boat down a mile or two, and anchored on the sunny side, where we got eleven kakapos and two kiwis, and sailed for Resolution Island. We had a good knocking about coming home, so that it took me some time to remake lost cages and put things in order again.

We were ambitious of a better garden, and therefore carried tons of kelp from the rocks. We also found a little guano in the penguin-caves, but to no purpose, for little or nothing has grown this year. There has been too much rain and wind, to say nothing about the soil.

The rainfall for April was 21·38 in.; May, 12·93 in.; June, 10·92 in.; July, 18·49 in.; August, 13·21 in.; September, 13·16 in.; October, 20·17 in.; November, 21·55 in.: and for the last three months the strength of wind—nearly all in squalls—would about compare with the rain, but the winter was fairly calm and cold. On the 17th August half-way up Breaksea Sound there were some hundreds of acres of thin ice in the shade, which reached half-way across the sound. It was a little over $\frac{1}{8}$ in. thick, and strong enough to stop our boat, so we had to back out and go round it. Every bare rock and beach was white with frost, which we hardly ever see on Resolution Island; but I think we get rain and wind instead.

As we were coming down Bowen Passage, on the 1st September, we picked up a fur-seal that had been some time dead. There are holes in the skin of the head and neck that may have been done in fighting, but I think they are shot-holes.

On our way out, on the 4th October, we spent a day on Anchor Island, and went along the shores of the lake to its southern end, where the shags have their breeding-place (of which I send details). We saw no other birds on the lake, and no ground-birds but wekas. There were a couple of little pigs liberated there two years ago, and we saw where one of them had recently barked the butt of a *Panax arborum*, which shows that they can live there at all events.

On the 26th October the schooner "Belle," of the Bluff, was anchored in a cove just north of our place, with a party of fishermen, who told me that they were not going sealing, only sightseeing; that they intended to go up the coast and get back to the Bluff by Christmas. Of course

it may only be a coincidence that the seals come ashore in November to breed. However, they cruised around Resolution Island, and called again on the 28th November, having been at anchor at various places, especially at Gilbert Islands and Luncheon Cove, the nearest harbours to the best seal rookeries on this part of the coast.

I had always avoided hunting on Resolution Island, for even with the muzzle on, the dog must do some harm, but it was necessary for me to go to see how our immigrant birds were getting on. On the 6th November we went there for a *bonâ fide* hunt. We found several roas, and, after a good walk, found a kakapo a long way up, and about two miles from where we had landed ten. This one was of the largest size, and rolling in fat, though the bush did not appear to be a good place for kakapos. The same afternoon we found two others in high condition on better ground. I could not expect to find any of our grey kiwis, because there were too few, and they are widely scattered on three sides of Resolution Island.

I had placed a few roas on Parrot Island, which is right out in all the stormy wind, and not big enough for a lasting colony. Having received instructions to send a few to the Agricultural Department, I went there for them on the 15th November, and soon found one in a hole, hatching an egg, the second one of the season, for there was a little chicken in the hole with the male hatcher, who was in very good condition, which never happens in a hatcher on the mainland. Afterwards we found another pair, with a chicken, and all three rolling in fat; so that they thrive in a new country, like many other immigrants. I was loth to put roas on Anchor Island at first, because it is such a wind-swept place, but now I find they may be put there, for it is very high, which suits the roa. The island is about three square miles in area. Grey kiwis are very hard to get here, for, though we went a special trip for them, we only got five in the best place we knew of.

Since May we have caught and liberated on Resolution Island, forty-seven kakapos and thirteen kiwis; on Harbour Island, three roas; on Long Island, seven kakapos: total, seventy birds. Grand total, 474.

Since the 4th November I have had some captive roas for the steamer to take away. It requires very close attention to defend them from the sandflies, for the birds must have ventilation, and the flies are insidious. They killed one outright, and nearly killed two more, which, however, are recovering. I cover their sleeping-dens with scrim, but the birds are very clever in probing holes in it with their long beaks, and letting the flies in. The roas might flourish if they could get food in a country where there are no sandflies.

I have also a pretty little chicken, which appears to be happy to sleep in the hollow of my hand; and it races about the room in bright lamp-light, but is afraid of the dog or its attendant flies, and hides away in the darkest place it can find.

I think the kakapos are going to breed this year after an interval of two years. I have not heard them drumming yet, though they were getting their drums ready some months ago, but it may be because I am not near enough to one of their gardens, and I cannot leave home until the steamer comes and takes away those live birds.

Writing from Pigeon Island on the 10th September, 1897, Mr. Henry states,—

July was very rough and windy. 18½ in. of rain fell, but the wind was the worst; then, as if to compensate us, August was beautiful, with only 3·21 in. of rain, and hardly any wind, but many frosty nights and sunny days—*i.e.*, in Breaksea Sound, where we were for three weeks. We seldom have frost at Pigeon Island, but sometimes it is so severe away up Breaksea Sound that the ice on one occasion stopped our yacht, and we had to back out and go round it. There were several hundred acres of it in the shade half-way up Vancouver's Arm, in a big bight where there could have been no current, and no wind for several days. It was $\frac{1}{16}$ in. thick where we passed it at 3 p.m. We went right to the head of the Sound, and anchored for many days. I wanted to climb on the snow-covered spurs to look for takehe tracks, but, as that was a poor speculation alone, I thought I could perhaps add a little exploration by climbing the ridge I mentioned in my last letter. I found I greatly underestimated its height and steepness, probably because the surroundings are on a very large scale, and it took us several days to find a way and cut a track up it.

We went about two miles north up the valley, rising 300 ft. in so doing, and then east, straight up the ridge through the bush, for 1,100 ft., when we got on the foot of an old snow-slide that saved a lot of cutting, but so steep that it was not safe to let go a hand-hold. When 1,950 ft. up, we had to give it up for that night, after losing a lot of time with cliffs and dense scrub. We rested the next day; but the next being a fine, dry morning, without oilskins or leggings, we got a start at daylight and were on top at 11 a.m. The height was 2,400 ft. with a steady glass, and the same temperature above and below (our aneroid has registered known heights correctly).

All I could see was a small piece of water quite different from what I expected, and I could not make it fit any part of Hall's Arm, though it may have come further in under the spur to the left. The level ridge in front was just like the one I was on, and too steep to climb, so that my idea of a track that way to Manapouri is a mistake. It was sea-water, and directly east of where I stood, so it must be Hall's Arm. The country is very steep and rough, with rocky tops and but little grass, utterly useless except for climbers. There were great beds of snow, but no strange tracks. Kakapos were coughing around us at night, also grey kiwis, and we expected to procure a good lot, but the place was nearly covered with big stones, so that we could not get out half that the dog found, and not a single kiwi amongst them. We came away with eight kakapos and two roas on the 27th August. There was little wind, so we had mostly to use the oars, and got to Beach Harbour, where I put our bird-passengers in the dingey, and placed them on Resolution Island, across the passage, as it was quite calm. The roas I put on Harbour Island, where I had previously put a big female.

I have plenty of carrots to feed kakapos, also apples, but they will eat little or nothing for about three days, and I do not like letting them go in that condition at this season. This time I brought one home to experiment with. It was quite weak, and on the fourth night in captivity it ate two apples and a lot of green rye-grass. Next night it ate all the grass I put in, to my astonishment, for it was enough to feed a goat, also some carrots. After that it was a perfect glutton, so I had to let it go in a hurry, to save food.

We sailed on the 28th to the head of Wet Jacket Arm, calling at various nooks and corners to get acquainted with the country. We saw the copper-mine hut, which we will visit next trip, and camped at the head of the arm for two days, bringing away five kiwis and seven kakapos, which we liberated at Earshell Cove. Wet Jacket Arm appeared a beautiful place in the fine weather and clear water. All that is wanted here is more sunshine to make all these places pleasant. Our kakapos were only two nights in the cages, and some of them ate carrots, others nothing. The kiwis we can always let go in good heart, because, if they do not eat their strips of fish, I take each one and make it eat what I think is good for it. Some of them seem to like it, and only look surprised when they have swallowed it.

30th September.—We were at Cascade Cove last week after grey kiwis, and succeeded in getting five, besides two kakapos, which we liberated north of our house on the peninsula on Resolution Island. Three times we climbed over 2,000 ft., looking for tracks in the patches of snow in the bush, but saw no strange ones.

16th October.—We have just returned from Wet Jacket Arm, where we visited the copper-mine hut, but there was no anchorage, so we had to anchor on the other side by Oke Island. Thence I went across the sound in the dingey, and after a long hunt in the new scrub I found the old track to the mine, and followed it a long way, but was too late to get there. After a few days, too wet for anything, we went hunting to the north-east of Oke Island, and soon got our cages full—sixteen kakapos, two kiwis, and one roa, which we intended to liberate on Five Fingers Point, but were stopped by rough winds. We therefore liberated eight kakapos at Detention Cove, on Long Island, where we had formerly put three females. It is a good place. The others we let out at the head of Duck Cove, on Resolution Island, all except the roas, which I intended to keep on an island for Wellington. We were wind-bound until to-day, when we got home at 2 p.m. While delayed at Cook's Harbour I put our fine big roa on a little island close by to relieve it from its prison in a box, and when we went for it this morning it was gone. I do not think it escaped by swimming, though it only had about ten yards to go; it may have got ashore. The kakapos are going to breed this season. I know by the development of the drums, two of which I am sending to Dr. Parker.

I wish I had a little watercress seed, for I have seen a few places in our wanderings where a pinch would have increased the food, and it can do no harm in this country. If there was a pinch dropped in the tarns on the saddles it would find its way into every suitable place, and might be very welcome to paradise-ducks. Every little helps, and I think it might possibly double their supply of food, for there is great scarcity of anything of that sort. I tried the wild rice in a variety of places and even made artificial water-holes, but not a grain of it grew or sprouted. I sowed watercress at Te Anau at the mouth of little creeks, and saw it become beneficial in about three years, in places where it can never do any harm. I could not get the seed in Dunedin, so I brought a few roots in a box, and put them in an unsuitable place here, where they did not grow; but the seed I could keep any time, and carry about with me.

For many months after I came home this year we often fished about, but only got one groper. They often frequent cliffs near the mouths of big streams, and are found at Fanny Bay and Supper Cove. I knew where to go for them; but the stream in Facile Harbour is insignificant, and I did not expect them there, and thought the upper end a poor place for fish. On the 29th July we were up there, and accidentally saw a lot under us, near the big cliff at the tail of the bank formed by the stream. We took four, from 8 lb. to 15 lb. weight; and again, on the 9th August, 5th September, and 1st October they were there, and again on the 25th October, 5th, 14th, 21st, and 27th November, and 7th December. I think they often stay in a place like that, so as to be near a good hunting-ground for flounders, though it is very few flounders we see except what we find inside the gropers.

8th November.—The schooner referred to in my notes about seals was here when I should have gone to Cascade for live roas, but I did not like to go away then. She did not leave until the 4th, and then it was too late for me to go, because we never know when we may get back, so I decided to get them on Resolution Island. We had never seen one of our imported birds, and long ago I saw I would have to go for a hunt there, to report if they still lived.

The "Hinemoa" was due on the 9th, and on the 4th we went to Resolution Island, climbed the hill, and saw the schooner had left her moorings. We got two roas, but no signs of kakapos, though we saw some of their work on the Panax. On the 6th we went again to where we had liberated ten kakapos, and a long way up on the south-west side of Roa Mountain, perhaps 1,500 ft. high, and two miles from the landing, when we found a kakapo of the largest size and rolling in fat —which was important, because it does not appear to be a very good place for them. In the afternoon, on better ground, we got two other fat kakapos, but the dog rolled one of them about in the slush, doing great harm with its muzzle. With the roas we were very unfortunate, because we did not get one in a hole, but sitting outside where the dog could start them and run them about until they were nearly naked and bruised, so that I chopped the heads off two for charity. If they run down hill, we cannot get through the scrub very quickly, and it is a very bad job. All the rest of this year we hardly had a feather out of a roa, because they were in holes, but coming on towards summer they sit more outside, and the feathers are looser, and they are higher up and much harder to find. I have only three roas, and want one more, but will not go near kakapos again. There are plenty of roas and we can easily put them back again.

16th November.—Some time last year we put four roas on Parrot Island, and in March last I

put three more there, because I did not know what else to do with them. The island is not big enough to hope for a colony of these; it is only 200 or 300 acres in extent. We wanted one more roa for Wellington, and went there yesterday to avoid the vexation I told you about on Resolution Island. The dog found one, but was so far away that I called it off, and did not see it at all. Then we went on top (about 600 ft.), and just managed, by the greatest luck, to see the dog in time to prevent it diving into a little hole where there was a roa hatching an egg. The egg was the largest I have seen, and fresh, and the male roa was fat and heavy. We took them up, and were coming away, when the dog found there was something else in the hole; but there was no room for another roa, and only little holes that I could hardly get my hand in; still, the dog was positive, and after some digging we got a little roa chicken, which I think may be only fourteen days old. We could not find the mother anywhere. This is proof that they breed twice a year under favourable circumstances, and that the male sometimes takes charge of the young one, though I do not know how he would manage to feed it and hatch also. Parrot Island is out in the worst of the wind, and I argued that nearly all the insects would be blown off it, but was wrong as usual whenever one goes speculating, for this must be an exceptionally good place for them. For the same reason I did not put roas on Anchor Island, but I will do so now, because it is a fine big island and very high, which seems to suit roas best.

Sea-shags at their Breeding-place.

On our way out, on the 5th October, we spent a day on Anchor Island, and went about a mile along the lake to the south end, to where the shags have their rookery near the overflow creek. We counted sixty big white-breasted shags, but there may have been twice that number, for many were going and coming. There were three nests of the little black-and-white-necked river-shags, out of which we got ten fresh eggs. But the big shags seem to be laying and hatching all the year round, for I have not yet seen any of their breeding-places deserted. We saw them feeding their big young ones of the 20th June last, at Three Islands, in Breaksea Sound. Not half of those nests here appeared to be occupied, but we got three eggs out of each of three of the big ones, and in another we saw four eggs. In some of those we could hear the chickens, while others were white and clear. The nests were built of sprigs, and new ones are added to them until they are three stories high in favourite places, and several are to be found in one leaning tree, but all were over the water, so that the young would not be hurt when they fell down. I tried to lift off part of an old nest with a forked stick, but found it firmly fixed, notwithstanding its rude appearance. There were young ones in all stages up to full grown, some of which I hunted down out of the nest to see if they had learned to swim, or required teaching like seals; but one of them, taking alarm, went straight down under water, and took quite a long dive for his very first trial, and when he came up he washed his beak and shook his wings with delight at the new experience. If a baby seal has to be patiently taught to swim, does it not suggest an absence of instinct and a claim for reason like men? Though there were generally three young shags in the nest when little, there were only one or two when grown up. But this caused no wonder when we saw the rude way they jostled each other every time the mother came with food, and the very little platform they had to fight upon. This seemed arranged to rear only the vigorous; but then the site of the rookery was evidently chosen with such contingencies in view, for there were several flat rocks out in the water and numerous big leaning snags, where the ousted and wind-fallen could clamber out and be as comfortable as in the nest. One of those I tried to hunt down, but only made it sick with fright, for it disgorged a fish and then held on tight, as if it thought that sufficient sacrifice for the moment. When the mother came with food to the big young ones in the water the competition was very severe, for they appeared to attack her, flapping and chasing her about until she allowed one of them to thrust its head down her throat—so it appeared at a distance of 30 yards—and I can imagine it must be a leathern throat to allow a prickly fish to be pulled up by the tail. While one was gulping its fish, the other chased the mother, who dived and gave it quite a long hunt before she yielded to its frantic efforts. She may enjoy its cleverness or may do this for schooling, for we need not suppose that her duty ends when she stuffs them with food.

At a little distance were a company of old shags, performing a comedy of their own, at intervals. They would start by setting up their tails as high as they could get them, and shaking the points of the wings over their backs, at the same time drawing back their heads until the beaks pointed upwards. Then, with a few croaks, they would all start a peevish cry, increasing in melancholy as they brought their heads forwards, until, with outstretched necks and distended throats, they shook their heads in a perfect agony of grief about something, perhaps more fish from their mates. When there were a dozen of them at this, timing each other for the last squall, it was a queer chorus, but in keeping with the ridiculous attitudes which I suppose were all grace and music to them.

We saw no other birds on this lake but a sparrow-hawk, that sat above some of the nests waiting for a chance for a young one. We watched him sitting there for a long while, without understanding details, but saw the shags, half frightened and fightable, stretching out their necks towards him. Thus I think they may protect each other's nests during the owner's absence. A hint this, of how a race may be exterminated when their numbers are greatly reduced.

In going along the lake we saw many old totara-trees that had been barked in their young days, and sometimes could see the marks of the blunt stone axe that had been used by the Maoris to strip them. Some were stunted old, slow-grown trees, that may have been barked five hundred years ago. One of the men on the schooner, who talks Maori, says those tubes of bark may have been used for eel-pots, also for roofing.

We saw where a pig had recently barked the butt of a *Panax arboreum*, so one of them at least survived a couple of years.

About Seals.

1st September.—Coming home along the south coast of Resolution Island, just opposite Detention Cove I saw a round lump floating, about the size of a hat, and sent Dave in the dingey to see what it was. It turned out to be a dead seal, which he towed alongside. It was pretty far gone, but I towed it ashore on to a rock, and took the skin off, all where the fur was not loose. The head was bare of fur, and there were holes in the skin caused either by shot or fighting, but the former I think. I will send you the skin if I can disinfect it sufficiently, and you can see some of the holes in the upper part of the neck. We often see pieces of loose kelp of fantastic shape and various things adrift, yet this was the first time we went to look at anything of the kind; and there is a tidal current just there, running two miles an hour four times a day, and, of course, we never see one ten-thousandth part of the current here, so this was a curious chance considering all I had to say about seal-poaching. This was the first seal I had seen in Dusky Sound, so strictly do they keep to rough water and to difficult places to be got at.

APPENDIX No. 14.

ROADS AND BRIDGES DAMAGED BY THE EASTER FLOODS OF 1897.

HAWKE'S BAY.

Bridges.

Ngaruroro River.—The bridge at Omahu was swept away, and the river widened about 60 ft. This bridge was erected in 1875, and half rebuilt in 1895. Its value when destroyed would be about £1,500. Now that the river is widened it will cost about £2,982 to erect a new bridge.

Kuripapanga Bridge.—This bridge was swept away. It was 226 ft. in length, was erected in 1882, and concrete protection to wings, &c., were made in 1885. Its value when destroyed would be about £1,500, and the cost of erecting a new one £1,890.

Tutaekuri River, Redclyffe Bridge.—Four spans of 38 ft. were carried away, which are being replaced with two of 75 ft., on double piers. Damage to bridge, £500; and cost of repairs, £735.

Waitangi Stream.—The Waitangi Bridge was washed away, and a new one has since been built at a cost of £600. About 14 chains of roadway was also destroyed. The value of the old bridge swept away was £500. To re-erect bridge and construct roadway will cost £1,050—viz., bridge, £630; roadway, £420.

Taupo Road.—The first bridge over the Mangapikopiko Stream, at Marshall's Crossing, was swept away, with the exception of three stringers and some decking. Its value when destroyed was £300, and the cost of erecting a new bridge will be about £509 5s. The second bridge over the same stream was one of 50 ft. span, in two spans of 25 ft. The whole bridge has been shifted, and one abutment and centre pier washed away. The superstructure is partly intact. Damage to bridge, £200; cost of re-erection, £336. The third bridge over the same stream has been washed away. The value was £250, and the cost of a new one £375. The fourth bridge over the same stream had its approaches washed away, and an additional 20 ft. span will require to be built, at a cost of £75. The wings of a small bridge have also been washed away, and will cost £20 to replace. Total for Taupo Road: Bridge damage, £750; cost of re-erection of same, £1,315 5s.

Kikowhero Stream.—The bridge over this stream was washed away. The value of the old bridge was £300, and the cost of re-erecting a new bridge £420.

Okawa Stream.—A bridge on the Hastings–Patea Road over this stream of 120 ft. has been washed away, and it is proposed to build a new bridge higher up the stream. The value of the old bridge was £350, and the cost of re-erecting one £525.

Ohiwia Stream.—The bridge over this stream has its approach washed away, and the whole bridge is shaken. Two new spans are necessary, of 38 ft. and 25 ft. The north abutment has sunk about 2 ft., and the damage to bridge will be about £50. To erect the new spans required and strengthen the bridge will cost about £264 12s.

Mangaone River.—The bridge over this river at Rissington was washed away. It was 140 ft. in length, in four spans of 35 ft. Unfortunately, at the time of the flood the bridge was closed for repairs, and was in progress of being raised, the superstructure resting on bottle-jacks, so it was soon swept away. One span of the bridge lies on the river-bank imbedded in silt. The site is not a good one, a much better being obtainable higher up stream. Value of old bridge, £500; and cost of re-erection, £840.

Smaller Bridges.—The information on this subject is very indefinite, and is, we think, covered in the next item.

Replacing and providing New Culverts over 406 Miles of Road.—This item covers so much ground that it is difficult to report on. However, we considered that only about one-third of the length of the road mentioned (406 miles) has been damaged by the floods, so we allow £1,000 for new culverts, &c.

Roads.

In the Council's estimate of damage done to roads, in a number of cases the damage was not due to the flood, but was caused by the heavy rainfall, and, except in the roads mentioned in

175° 30′ 176° 30′ 177°

39° 30′ 40°

WANGANUI

MOHAKA

TUKITUKI

RANGITIKEI

MANAWATU

HAWKE BAY

REFERENCE.

Stations where Rainfall was recorded shown thus — ⊙ 9·42in.

Areas Flooded —

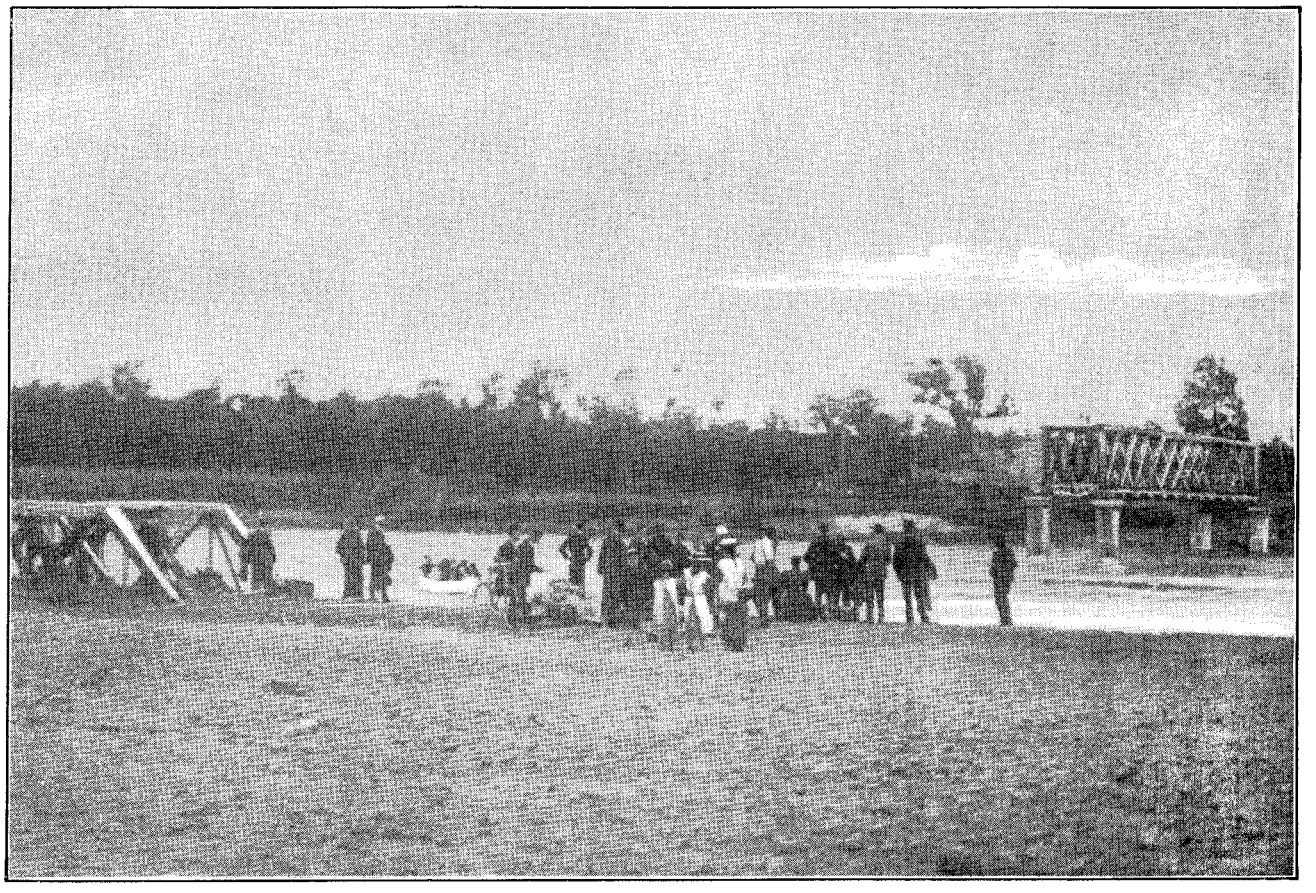
SCALE: 8 MILES TO AN INCH.

S. PERCY SMITH
Surveyor General.

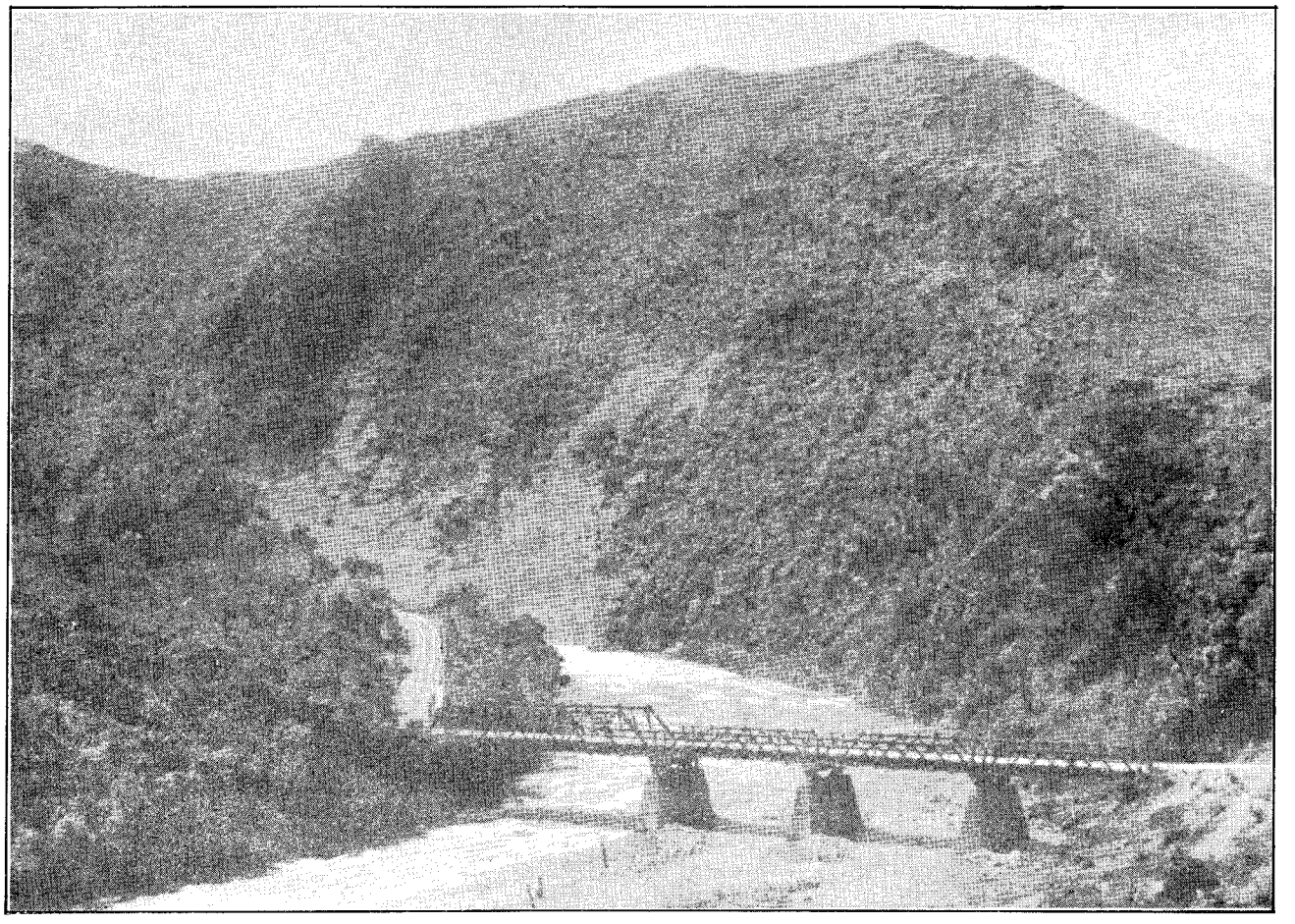
MAP SHOWING THE DRAINAGE AREAS OF THE RIVERS WANGANUI, WANGAEHU, TURAKINA, RANGITIKEI, MANAWATU, TUKITUKI, NGARURORO, TUTAEKURI, AND MOHAKA,

AND THE LOCALITIES FLOODED DURING EASTER, 1897.

Photo Lithographed at the Head Office, Department of Lands and Survey, Wellington, N.Z. August 1897
F.W. Flanagan, Chief Draughtsman.



Kakariki Bridge (Railway). General View from the West.



Ngarururoro Bridge, Moawhango–Napier Road.

schedule, the damage was of no extent, and only what might be expected on country roads, and should be provided for in their general maintenance contracts.

ERIC C. GOLD-SMITH,
Chief Surveyor, Hawke's Bay.
J. D. LOUCH,
Assistant Engineer, Public Works Department.

SCHEDULE.

Particulars.	Estimate of Damages by Gold-Smith and Louch.			Estimated Cost of erecting New Bridges or Repairs to Old Ones by Gold-Smith and Louch.		
	£	s.	d.	£	s.	d.
Omahu Bridge	1,500	0	0	2,982	0	0
Kuripapanga Bridge	1,500	0	0	1,890	0	0
Redclyffe Bridge	500	0	0	735	0	0
Waitangi Bridge	500	0	0	1,050	0	0
Bridges on Taupo Road (four)	750	0	0	1,315	5	0
Kikowhero Bridge	300	0	0	420	0	0
Okawa Bridge	350	0	0	525	0	0
Ohiwia Bridge	50	0	0	264	12	0
Rissington Bridge	500	0	0	840	0	0
Replacing culverts over 406 miles of road, &c.	1,000	0	0	1,000	0	0
Napier–Te Aute Road (thirty miles)	200	0	0	...		
East Clive–Clifton (seven miles)...	150	0	0	...		
Clive Grange–Longlands (five miles)	125	0	0	...		
Havelock Middle Road (twenty miles)	250	0	0	...		
Hastings–Kereru Road (twenty-six miles)	200	0	0	...		
Maraekakahu–Hampden (ten miles)	150	0	0	...		
Bridge Pa–Raukawa (seven miles)	175	0	0	...		
Roads about Hastings (fifteeen miles)	300	0	0	...		
Farndon–Korikipo (eight miles)	200	0	0	...		
Awatoto–Papakura and cross-roads (eight miles)	400	0	0	...		
Napier–Redclyffe (seven miles)	200	0	0	...		
Taradale–Meanee Road (two miles)	100	0	0	...		
Napier–Meanee, *viâ* river-bank (five miles)	100	0	0	...		
Meanee–Taradale cross-roads (six miles)	100	0	0	...		
Redclyffe–Moawhango, *viâ* Okawa (seventy miles)... .	500	0	0	...		
Taradale–Barricade Creek, *viâ* Konini (twenty-six miles) ...	250	0	0	...		
Taradale–Greenmeadows–Whararangi–Patoka (fifty miles) ...	500	0	0	...		
Napier–Pohue Road (twenty-five miles)	300	0	0	...		
	11,150	0	0	11,021	17	0

WELLINGTON.

THE published accounts and statements by settlers show that the greatest damage and loss to local bodies and settlers occurred in the Rangitikei Valley. The *Rangitikei Advocate* of Saturday, the 17th April last, states that the rain commenced on the previous Thursday (the 15th), and the river attained a higher level than ever before known. From Mangaweka southwards the river is reported to have presented an amazing volume of water, extending from high terrace to high terrace on each side, and rushing headlong to the sea, bearing upon its surface wrecks of bridges, homesteads, and forests.

The floods, unfortunately, took place during spring-tides; the waters rose rapidly to a height never previously known or anticipated by Europeans, or probably even by Maoris. The consequence was that the lower farm-lands were inundated before the settlers had time to remove their stock. As the banks of the Rangitikei in its course as it approaches the sea are exceedingly low, the flood-waters inundated the whole of the adjacent lands and flowed through long-disused channels, particularly near Parawanui, into the low-lying area inside the sandhills on the coast.

As regards the settlers along the course of the Rangitikei, all freeholders and lessees owning low river-flats suffered more or less seriously. In the higher reaches of the river, the flats being generally limited in area and at a higher relative level, settlers were not affected so much as on the flats further down the river below the Rangatira Block and thence to the sea. Mr. Hammond and the Natives on and above Tarakete Block and adjacent islands are reported to have suffered heavily in stock. Mr. John Marshall's lower flats were all under water, badly silted over in places, old channels opened out, and much driftwood deposited here and there. His loss in stock was only about a hundred sheep, due to the fact that the main flock had been driven off previous to the rising of the waters. The farms of the Messrs. Signal Brothers, near Onepuhi Bridge, were

devastated; nearly all the best land being washed away or covered with silt, channels scoured out, and drift-wood and other rubbish piled up on various parts of the property; fences were swept away or buried; their houses and other buildings were flooded, silted up or damaged, and the farms were rendered useless until re-sown and set in order. The owners are said to have sustained further heavy losses in having most of their stock drowned. The Messrs. Cockrane Brothers, immediately adjacent, state that they suffered considerably owing to some of their best land having been undermined and washed away.

The floods covered the whole river-flats on both sides of the river about Porewa Junction, the frontages to York Farm and the Westoe Estate, and the Native lands opposite the Onepuhi Bridge. The railway-bridge at Kakariki is reported to have acted as a dam, the waters on the upper side, it is alleged, being 9 ft. higher than on the lower, thereby saving Mr. Venables's residence, on the lower side of the embankment, from total destruction. The house was surrounded by the flood-waters and the occupants rescued by boat. The loss in cattle and sheep is said to have been very heavy. Between the latter place and Bull's the properties of Mrs. Willis, and the Messrs. Tarand, Kilgour, and Hammond, where they abutted upon the river, were flooded and the whole of their lower flats silted over. Some of them are reported to have lost heavily in stock.

The lower flat at Bull's was inundated, all buildings being surrounded by water. The fences were totally destroyed or injured, and all the inhabitants had to flee to the higher lands (some having to be rescued in boats), and were accommodated in the public hall and schoolroom by kind neighbours. On the subsidence of the floods the whole of these lands presented a scene of desolation, being covered with silt and drift-wood, houses were rendered uninhabitable, and a sense of insecurity created as to the safety of the locality for residence.

Below Bull's, all the river-flats were flooded, also long lengths of the main road and a great extent of paddocks and plantations which were believed to be quite above flood-level. Properties so affected are the Parawanui Native Reserve lands, those of Messrs. Donald Fraser, McKenzie, Daniel, McKelvie, Scott, Burne, McDonell, and Mesdames Amon and McDonell, all suffering to a greater or less extent in loss of stock, destruction of fences, gardens, plantations, silting of lands, &c. Some of the settlers were confined to their houses, and had to seek refuge on piled-up furniture or on roofs, and in one case in a boat, until the floods abated or they were rescued. Mrs. Amon, near the mouth of the river, in particular was a grievous sufferer, and is reported to have lost half of a fine flock of sheep, and to have had about 400 acres of land silted over, all the occupants of the house having to take refuge on piled-up furniture from Friday night till Sunday morning, with hardly a particle to eat.

We could not hear that any extraordinary damage occurred in the Turakina Valley, but the settlers in the upper portions of the Turakina, Wangaehu, Oroua, Rangitikei, and Pohangina are reported to have suffered from the flooding of their lands, portions of which were washed away, scoured out, or silted over.

In the upper part of the Porewa, Hunterville suffered from the accumulation of flood-waters. The flood was reported to have been the greatest ever experienced, and that the houses in some of the lower portions of the township had to be deserted.

Reliable reports show that the Wangaehu rose to an unprecedented height, and continued in high flood from the Friday to the Sunday. All the Natives at the Wangaehu Pa and settlements in the Rakautawa Block suffered severely. They are reported to have lost everything in the shape of potato and other crops, sheep, and pigs. Their fences were wrecked, their plantations buried in silt, and the water rose until it entered their whares and buildings in the old pa, filling the same with silt. The consequence was the Natives were left to face the winter under adverse circumstances. Messrs. Lethbridge, Craig, and Fletcher are reported to have suffered somewhat in stock.

J. W. A. Marchant, Chief Surveyor.

Captain Turner's Report.

Alfredton–Weber Road, Weber End.

Along the whole length of this road one mass of slips have descended, the extent of which I estimate at 10,000 cubic yards. Some of the low-lying portions of the road were completely under water, and at the portion now under contract for widening the water was within 12 in. of formation-level. The river washed the surface clean to the papa, in some places washing away the papa also, leaving the road barely 7 ft. wide. Estimated extent of damage, £290.

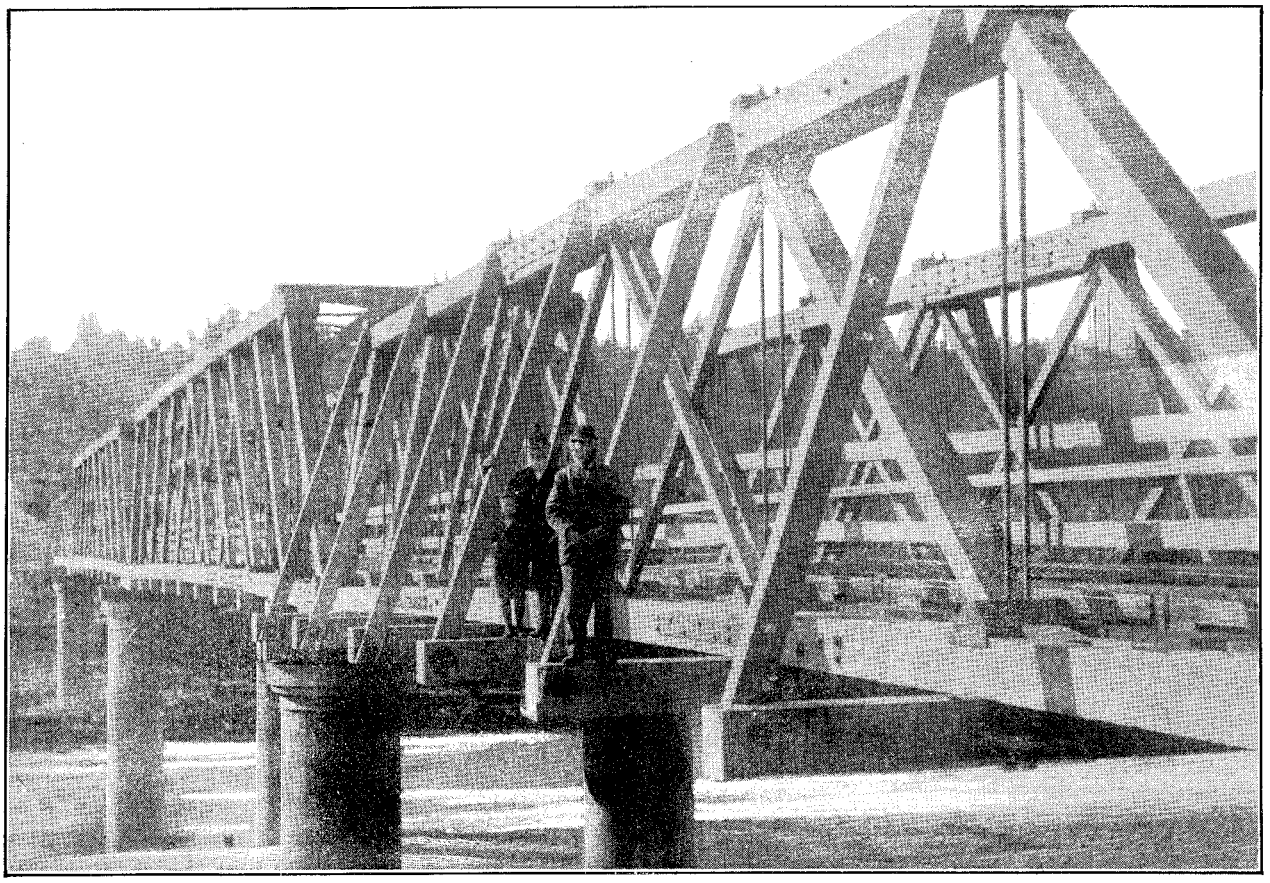
Waihi Bridge.

This bridge was under water for four hours or more, the structure forming a dam or barricade for the floating timber, extending fully a chain in length above the bridge. The immense pressure was resisted, however, although the bridge was considerably shaken. Beyond the shifting of several diagonals, which were replaced, the bridge is intact. The approaches were scoured out, and have been filled in again.

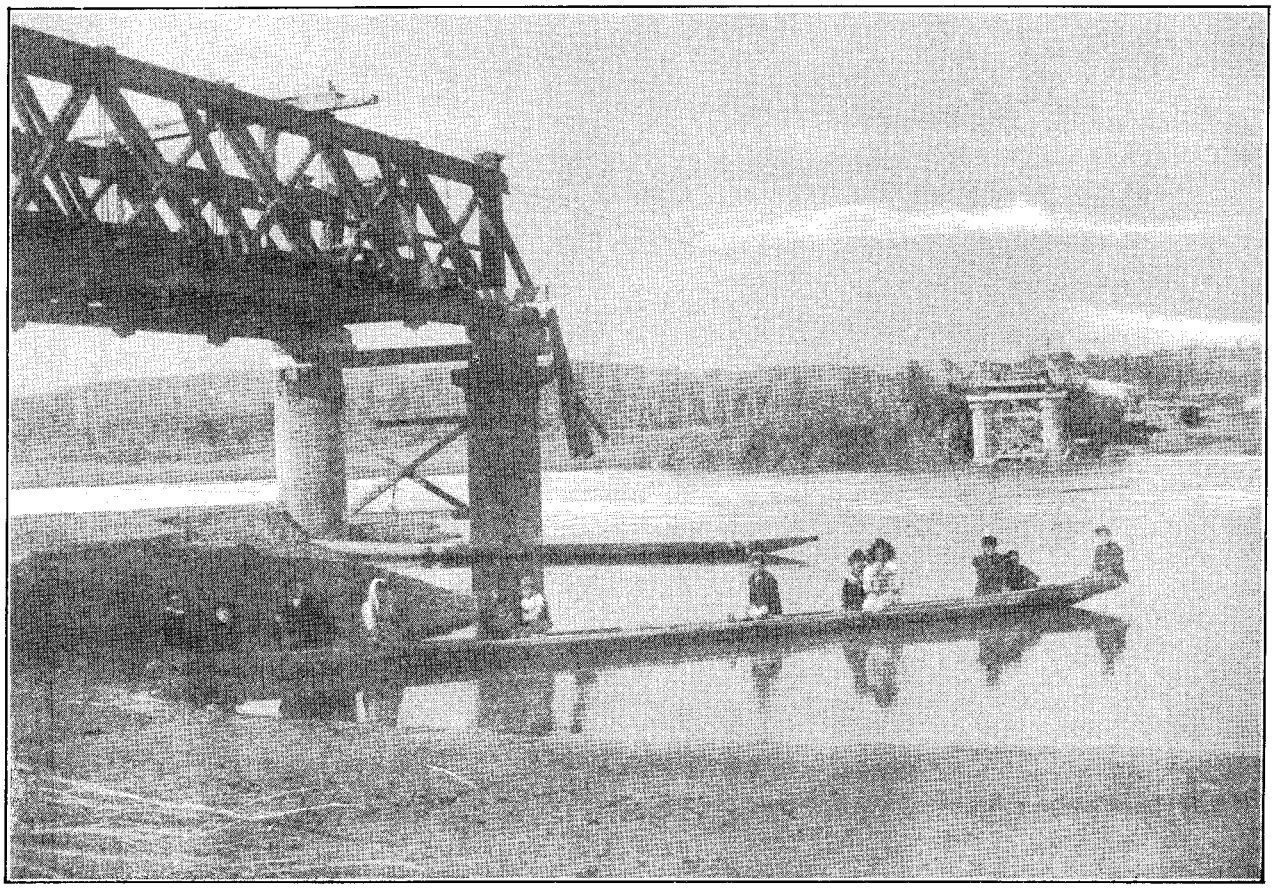
To make this bridge safe from such another flood it will be necessary to raise the truss 8 ft. higher, which can be done by means of hydraulic jacks, and the addition of two land spans, one of 40 ft. on the northern side and one of 16 ft. on the southern side. The groin will also require to be changed slightly. The probable cost of all these alterations will be about £350. The recent flood being phenomenal, it might be a question as to whether the suggested alterations should be made or whether the risk of another such flood should be run.

Table Stream Bridge.

The water rose to within 2 ft. of the booms, and the quantity of timber which passed under the bridge was enormous. Although the structure has sustained but little damage, it would greatly



Vinegar Hill Bridge before Flood of 1897. Detail View from the South-west.



Onepuhi Bridge. View from the West.

improve and make the bridge safer if a land span of, say, 20 ft. at the northern end and one of 16 ft. at the southern end were added, at a probable cost of £185.

Alfredton–Weber Road, North End, Makukupara Section.

Numerous slips have come down on this end of the road. One of considerable extent forced the pier of a 12 ft. span bridge clean out of position, and it will require to be shifted further up the stream some 25 ft. or 30 ft., and an approach excavated to it from both sides. Another large slip completely smashed a 12 in. by 12 in. culvert and carried it into the river. The 40 ft. span bridge now under construction had the scaffolding washed away, lost the camber, and the piers canted over slightly. The damage done may be set down at £200.

Mount Arthur Road.

A bridge on this road across the Makukupara Stream at its junction with the Akitio River, fortunately, was only recently started, and the damage sustained was consequently slight, and consisted of the washing-away of a quantity of stacked timber. The bridge will require to be placed at a higher level and the land spans lengthened, and this can easily be added at a probable cost of £75. Total damages, about £150.

Oroua Bridge (Apiti).

Government gave £1 for £1 for the erection of the above. That portion of the bridge resting on the concrete piers and cylinders remains perfectly sound; but the two eastern land spans had a narrow escape. The centre pier of these was erected on a wooden sill let down several feet through the old road-bed, well away from the river-bank, but the great attrition of the water widened the river on this side to such an extent that the pier became nearly undermined, and, should another flood take place, would no doubt be carried away.

A large amount of cliff-excavation will be necessary to form an easy turn at the end of the bridge. To make these alterations will necessitate an outlay of not less than £500.

Mangawharariki Road.

Considerable damage has been done to this road by slips coming down and solid formation breaking away. An extra number of men had to be employed to open the road up for traffic. Cost of repairs from Wairaki to Fraser's Creek, £95; from Fraser's Creek to peg 5 miles 52 chains, £300: total cost, £395.

Auputa Road.

Seven men were employed opening it up for horse traffic, and the damages sustained by bridges and culverts, and the cost of removing slips, will amount to £325.

Conspicuous Road.

The ford at the Mangoira Stream has been completely swept away. Before the flood the road on the southern or Apiti side of the stream was taken along a flat beside the river for a distance of about 20 chains. This flat is now altogether unsuitable for roading purposes, as it is packed with huge birch-trees, silt, or river deposit, *débris*, &c. The damage and cost of repairs amount to £450.

Kawhatau Valley Road and Mangawharariki Bridge.

This road on both sides of the Mangawharariki Bridge was 6 ft. under water, and on the northern side was covered for a distance of about 12 chains, and reduced in width to less than 6 ft., which will necessitate a large amount of papa-rock excavation from off the cliff at a higher level.

The Mangawharariki Bridge was a truss bridge 58 ft. in length. The river rose 33 ft. in height, and the floods may be characteriezd as phenomenal. A large area of forest, some trees of which must have taken far more than a hundred years to grow, have been washed clean away down the Rangitikei River, rendering the whole river bridgeless. The bridge was seen by Mr. Gibson from the Rangitikei Cliff opposite when carried away, but not before the water had risen to between the handrails and the upper chords of truss, and several trees had passed. One large tree came down with great force in the raging torrent and smashed into the truss, breaking it away from the piers. Until the bridge is re-erected considerable inconvenience will be caused, as it afforded means of access to the Kawhatau Improved-farm settlers and others on the Kawhatau Block, besides many more on the northern part of Marton Nos. 1 and 2.

The papa rock at this place seems to lie in a peculiar position. Huge layers and flakes of rock lie one against the other in an almost perpendicular position, and ranging in thickness from 6 in. to 6 ft. These layers and flakes are constantly peeling off from the cliffs above, but the cost of removing the present slips will not be more than £50, the extensive damage done being to the road itself. The torrent, having been several feet above the road-level, has torn layer after layer of the papa rock from the outer part of the road, leaving only 3 ft. to 7 ft. of roadway for about 12 chains. To widen the road to its full width of 16 ft. means very heavy work, on account of the almost perpendicular face of rock which will require to be excavated.

As the flood-waters at the junction of the Mangawharariki Stream and the Rangitikei River were 5 ft. above the bridge-decking, it will be necessary to carry out my proposals—viz., to build a new bridge, about 80 ft. span, and 10 ft. to 12 ft. above the old level, and a chain further up the Mangawharariki Stream. To enable this to be done 4 chains of very heavy work will require to be done, necessitating deep block and sideling cuttings through the papa rock. The total cost of removing slips, widening and forming road, and erecting bridge will not be less than £1,000.

As directed, I have given the necessary instructions to have the different flood-levels carefully marked and registered, and these are now being carried out.

A. C. Turner, Road Surveyor.

WANGANUI DISTRICT.

In most places the rainfall last Easter commenced on the morning of the 15th April, gradually increasing in intensity during that day, and being an even downpour all over the affected districts during the whole of the 16th, gradually easing off into showers during the 17th and 18th. The total for the period of four days was over 10 in. at six of the recording stations, amounting at Tikowhai (Hawke's Bay) to 19·96 in. during the period. The region of greatest rainfall was the upper or northern end of the Ruahine Range, the Kaimanawa Ranges, and the Ruapehu country; all the rivers rising in that area being in phenomenally high flood. The accompanying map shows the river-basins, their areas, and the rainfalls at the recording stations.

The river-basins falling within the Wanganui district are as follows: (1) Waitotara River, (2) Wanganui River, (3) Wangaehu River, (4) Turakina River, and (5) Rangitikei River. The damage done in the district will be described under these heads. All these rivers have been visited since the flood, and the damage actually seen or obtained from eye-witnesses or residents.

Waitotara River.

Except in the way of slips, which were not to any extent worse than in ordinary winters, the amage done in this basin was inconsiderable. The rainfall was not specially heavy over the area, 2·55 in. being the highest recorded.

Wanganui River.

All the eastern tributaries of this river were in very high flood, while those draining the country to the west were only in moderate fresh. At Pipiriki the river was about 30 ft. high, or not within 8 ft. of the flood of 13th February, 1891. In Wanganui itself the river was about 3 ft. below the mark of 1891. The only serious damage done was in the way of slips on the Pipiriki–Waiouru Road, which lies for eleven miles in this basin. A culvert tunnel about the 35-mile peg was badly blocked by a slip full of large timber. There were three very large and many small slips on the Kaukore sideling, and a few moderate slips on the Mangoihi Valley. No special damage has been reported from the upper waters.

Wangaehu River.

The river tapped part of the region of excessive rainfall, and was in consequence in tremendously high flood. The recorded rainfalls were 6·31 in. at Raetihi, and 8·46 in. at Parapara. At Mangamahu the flood-level was fully 10 ft. above that of 1891, and at the railway-crossing about 4 ft. above the same mark. The rise at Mangamahu was 23 ft., and at the railway-crossing about 22 ft. The highest previously known flood was in 1859, when probably a sudden heating of Ruapehu caused a rapid melting of snow, resulting in a short but very high and destructive wave of water washing away the traffic-bridge just above the railway-crossing. The oldest Natives at lower Wangaehu have seen nothing approaching this flood, nor does tradition mention any like it. Above the railway-crossing and up to Mangamahu many of the low terraces were covered with water, and in places the banks were considerably undermined and washed away; but the only serious loss to property was in lower Wangaehu, from about a quarter of a mile above the old traffic-bridge for four miles and a half down to the beach. Here an area of 2,000 acres of splendid flats were covered to a depth ranging up to 7 ft., probably 500 acres averaging 4 ft. in depth. After the flood the ground was found to be covered with a layer of silt up to 12 in. in depth, in a few places being as great as 3 ft. At Mangamahu the flood was at its height about two hours after midnight on the morning of the 17th; but at Lower Wangaehu the waters only began to submerge the flats about daybreak, and were not at their height till about 1 p.m. on the 17th.

The principal losers were William Craig—120 sheep, forty pigs, 30 chains fencing, potatoes, oats, and wheat spoiled—estimate, £500 damage: this is a lease from the Natives. S. Moon, a Native, is reported to have lost seven hundred sheep. W. Ritchie (native lease) lost forty sheep. All the Natives at the Kainga, near the railway crossing, lost certain amounts of stock, and damage from water and silt.

As to damage to roads, there were a considerable number of slips on the upper Wangaehu roads, such as the Mangamahu Creek Road, Hall's Track, and Wangaehu Valley Road. The most serious damage is on the Valley Road, where three large washouts occurred, necessitating fresh culverts and fillings or bridges. On the Fordell–Mangamahu Road the most serious damage to the roads was caused by the river washing away the road, notably at McCain's Cliff, the contract for repairing which amounted to £92.

In the upper waters of the Wangaehu-Murimotu no damage of any consequence was done, but in the Waimarino district the Mangawhero River, the principal tributary of the Wangaehu, did a large amount of damage. Indeed, the main body of the flood came down the Mangawhero. On the Pipiriki–Waiouru Road, the Mangawhero overflowed its banks most of the way from Ohakune to Toanui. For a mile below the crossing the water rushed down the main road to a depth up to 3 ft., scouring out large holes, and generally greatly damaging the formation. The overflow at Bowater's (17½ miles) ran through and joined the Makaranui Creek, washing away two 3 ft. by 3 ft. and one 10 ft. by 5 ft. culvert on the Makaranui Road. The water was 2 ft. over the Toanui Bridge. Owing to scouring of the foundations on the Ohakune side, the bridge subsided about 18 in., and the approach on the same side was washed away. The bridge across the Mangawhero at McDonnell's was also covered, but suffered no damage beyond part of the earthwork approaches being washed away.

On the Makotuku River, which joins the Mangawhero three miles below Raetihi, serious damage was done. The 20 ft. and 30 ft. bridges across the Makara were both covered to a depth of 2 ft., but suffered no damage. A tremendous rush of water came down the Makotuku, carrying great masses of timber with it. The river was crossed by a totara bridge, two 30 ft. spans. Owing to a large collection of timber at a sharp bend just above the bridge the current was directed on to

the large embankment forming the western approach, with the result that the embankment was carried away, the abutment sill of the bridge was undermined, and the sills, studs, and caps of the abutment were carried away. The bridge was so strongly built that even after the studs were gone the stringers and decking of this 30 ft. span remained intact. The other 30 ft. span was not damaged. Nearly all the timber and ironwork is saved, but, in view of floods such as this again occurring, it would not be safe to replace the 30 ft. span and embankment. Two 50 ft. or 60 ft. spans will now be necessary. Meanwhile a good ford, with metalled approaches, has been formed there, and will suffice for a few years.

On the Mangaitoroa Stream, another tributary of the Mangawhero, there was no damage done beyond several large slips on the Waipuna sideling.

In the matter of damage to bridges in the lower Wangaehu the amount is much greater.

A wire bridge was being erected across the Wangaehu, just above Mangamahu; about £10 damage and loss of material was suffered. The site is now abandoned, owing to the length of span now necessary, in view of such floods.

The bridge across the Mangamahu Creek was severely strained, and would have undoubtedly gone but for the fact that waters of the Wangaehu backed up past the bridge. The water was 2 ft. over the decking of this bridge.

Messrs. Ellis and Robinson's wire sheep-bridge just below Mangamahu was carried away all except one wire. A cage is now working there.

The service-bridge erected at Mrs. McDonald's out of special rate was entirely destroyed. It consisted of one 80 ft., one 30 ft., and one 10 ft. span, and cost £470; most of the timber of the 30 ft. span was saved. The bridge disappeared during the night, but was undoubtedly carried away by the piers of the 80 ft. spans being broken by the impact of floating logs. It will probably have to be replaced—either as a high-level wire-bridge or a low-level beam-bridge.

The bridge across the Wangaehu above Polson's, with decking 27 ft. above water-level, was slightly damaged by floating timber. The piers stood well. The water here rose about 21 ft.

The Mangawhero, as before stated, was in much higher flood: the wire sheep-bridge across it at Aberfeldy was washed away. It was about 40 ft. above ordinary water-level.

The bridge across the Mangawhero at Polson's was completely washed away except one small land span. It consisted of two spans of 55 ft., one of 20 ft. 6 in., and one of 18 ft. 6 in.; width of roadway, 12 ft.; contract price, £901 6s. 8d. All that is now left is the 20 ft. 6 in. span and a dolphin above central pier. A temporary structure of white-pine, 10 ft. above water-level, is now being erected as a low-level bridge; cost of labour only, £75. The old bridge-decking was about 29 ft. above water. The river at present is being crossed at a ford at the junction with the Wangaehu. It is proposed to build a new bridge here, with 80 ft. central span, and considerably higher than the former level.

The Kauangaroa Bridge had a severe shaking, but stood the test. It was somewhat relieved by the water overflowing the Native settlements to the east.

The traffic-bridge at Lower Wangaehu, above the railway-crossing, was completely destroyed except one small land span. It consisted of two 78 ft., one 30 ft. 6 in., one 26 ft. 6 in., two 27 ft., and one 25 ft. spans; total length, 292 ft. The 25 ft. span is the only part left, though a considerable quantity of timber has been saved on the beach. The bridge was built about 1864, and was recently condemned by the Rangitikei County Engineer. Traffic is now being carried on by means of a punt and wire rope. Proposals are now being considered to erect the bridge in 80 ft. spans on ironbark piers. It will probably cost about £2,800.

The railway-bridge a few chains lower down, consisting of five 60 ft. spans and several land spans, was also damaged—one pier being knocked downstream bodily about 18 in. The flood-level was 5 ft. 9 in. below rail-level.

In this river-basin four traffic-bridges and two wire bridges were completely destroyed, and four traffic-bridges damaged. The area of the river-basin is 820 square miles.

Turakina River.

This river also was in the highest known flood. The rainfall at Ruanui for the period was 10·13 in., 7 in. being recorded in one day. Area of basin, 340 square miles.

At the point where the Mangamahoe Road crosses the Turakina River the water was 10 ft. 9 in. above ordinary level, and that was just above the fall, consequently the speed was very great. At places where the current was less rises of 18 ft. and 20 ft. were recorded. The heights of the flood at the Mangamahoe and at the concrete fords have been marked by pegs connected with permanent marks, as per instructions 16331, of 13th May, 1897.

No bridges were damaged or washed away on this river. The concrete of the ford above Duncan's was broken over an area of about 12 ft. by 5 ft. It has been replaced. The ford was crossable again two days after the flood. A large number of slips were brought down on the newly formed tracks and roads on the upper river and in the Pohonuiatane and Tekapua Blocks, but they have now been mostly cleared away. A large washout occurred at the five-mile creek on McLean's section, Turakina Valley Road. The culvert has been lowered and the filling again made up.

With the exception of a small amount of erosion on some of the silty flats, no damage of consequence was done to property.

Rangitikei River.

By far the most destruction was wrought by the floods in this basin—the river rising to a height never previously thought of. At Erewhon, the only recording-station on the upper river, the rainfall was 8·12 in.; but to produce the flood that did occur the rainfall must have been much heavier, for at Mangaweka Bridge site, by actual observation and calculation, the amount of water actually running off the country at the height of the flood was equal to $\frac{3}{10}$ in. an hour, or 7·2 in. in one day. The Mohaka and Ngarururo Rivers, both rising in the same locality, were also in tremendous flood.

The area of the whole river-basin is 1,600 square miles; the area of the basin above Mangaweka is 1,059 square miles, and the area of the bush in basin above Mangaweka is 390 square miles. Seeing that 669 square miles out of 1,059 square miles above Mangaweka are already open country, the felling of the bush will not greatly affect the floods in this river—not nearly so much as it will in the Wanganui and Wangaehu Rivers.

In the valley below Bull's there was a very high flood about 1847, but even the highest point it reached was below this one, and at that time the river-bed there was very much smaller than at present. The oldest Natives never heard of or saw any flood at all approaching this one. An old Native at Parawanui remembered a very high one when he was a boy, but its mark, with a smaller bed, was below this one. Mr. A. R. Mackay, county engineer, Rangitikei, before fixing upon the design for the Vinegar Hill Bridge, counted the rings on some totara on a flat above the site. From these he computed the age of the trees at about three hundred years. At the Easter flood all this flat, an area of about ten acres, was completely swept away. As the river here runs in a gorge, this is almost proof that no such flood has occurred on this river for three hundred years. At many places above that small flats have been scoured completely away, many of them being covered with bush containing trees of great size and age. Nearly all the lowest terraces were covered throughout the course of the river, and many of the sharp bends entirely scoured away—the river now running where forest stood, and the old channels being piled high with shingle.

From the pug-like appearance of the water at the height of the flood, and judging by the deposits of silt on the flats, especially near the mouth of the river, the quantity of solid material carried down by the river must have been enormous. Unfortunately, no samples of the water were kept, or it might have been computed approximately.

The quantity of timber brought down was also wonderful. The ocean-beach for many miles is piled high with stacks of timber; even on Kapiti many logs were stranded, and others travelled as far as Cook Strait. Many trees came down—branches, roots, and all—just as they grew. This is not at all extraordinary when it is considered that probably 100 acres of green forest were carried away. As an instance of the tremendous power of the water, a "monkey" weighing a ton was lost at the Mangaweka bridge-site on the 31st January by a sudden flood, and was found after the Easter flood, at a point fully 30 chains down the river. It was found perfectly bare, but some of the men think it was attached to a spar by a piece of chain.

The fall of the river-bed at the Mangaweka Bridge site is 20 ft. 6 in. a mile. The following table will give an approximate idea of the general inclines:—

Position.	Approximate Height above Sea-level.	Mileage from the Sea (scaled).	Fall per Mile in Feet.
Kakariki Bridge W.L.	198	20	9·9
Vinegar Hill	554	43	15·5
Makohine	630	48	15·2
Otara	700	51	23·3
Mangaweka	854	57	25·8
Hautapu Junction	1050	65	24·5

The discharge at height of flood at Mangaweka Bridge was about 232,000 cubic feet per second.

The heights of flood-level (taking the average surface of the water in flood) above the ordinary levels at the following places were:—

	Ft.	in.
Hautapu Bridge, Turangarere*	12	3
Hautapu Bridge, Taihape*	12	4
Moawhango wire-bridge*	28	0
Mangaweka Bridge, Rangitikei River*	28	0
Otara Bridge site*	20	5
Vinegar Hill Bridge	30	6
Kakariki	15	0
Bull's	15	0

* These are marked by posts, as per instructions 16,331 of 13th May, 1897.

In the gorge of the Moawhango flood-marks were noticed up to a height of 60 ft., heights of 40 ft. being frequent.

The Kawatau was also extremely high. As to the damage done by this flood, it will be advisable to deal separately with the special kinds of damage—(1) Damage in the way of loss of stock and property; (2) damage in the way of slips, washouts, &c.; and (3) damage in the way of loss and injuries to bridges.

Damage in the way of Loss of Stock and Property.

Above Mangaweka no damage of any consequence has been done except the washing-away of a wool-washing plant at Moawhango, and at Mr. Birch's on the Rangitikei River. From Mangaweka downwards there has been damage more or less all the way, increasing in intensity towards the mouth of the river. Many of the low-level flats have been washed away, and most of those remaining have been covered with a coating of silt up to 2ft. in depth.

As near as I can estimate, there were about 1,200 acres covered with water from Bull's upwards, and about 13,000 acres from that point downwards. Most of the country below Parawanui was covered by a perfect sea of waters, there being very few points which were sufficiently above flood-level on which to secure the stock.

From various sources I have obtained the following estimates of losses: J. W. Marshall, Rata, lost a hundred sheep. R. Kilgour, Onepuhi, lost in stock £100. H. J. and T. Signal, Onepuhi, had a large area of ground silted over, and some washed away, also a lot of fencing. A. Venables, Kakariki, four hundred sheep, lot of cattle, 100 acres silting and fencing; loss probably £500. The Natives at Onepuhi are reported to have lost two hundred horses and a large number of pigs.

At Bull's, chiefly wreckage of houses and gardens. The following estimates are from the Town Clerk of that place: W. Snell, £250; Henry Sturmey, £50; J. Jordan and J. A. Gray, £20; Michael Brown, £50; William Wingfield, £40; Amy Bull, £260; R. Bydder, £100; James Ball, £20; George Ingram, £40; William Dwyer, £20; William Fletcher, £175; William Wilson, £25; William Smith, £25.

Below Bull's, all those having sections butting on the river suffered more or less heavily, the principal being: Charles Ellery, stock and fencing, £300. A. A. McDonnell and Mrs. McDonnell, 400 acres silted, a hundred sheep; total loss, £300. J. Burne, sixty sheep and five miles of fencing. T. M. McKenzie, silting, fencing, and a hundred sheep, £300. Thomas McKelvie, silting, and many miles of fencing, £500. Natives at Parawanui, silting, fencing, and pigs. David Scott, silting, fencing, oats, and sheep; very serious loss—£500. Mrs. Amon, 1,070 sheep, 400 acres silted, 2 acres garden covered over; it will cost £80 to put garden and orchard into previous condition; this is the heaviest loser; estimate, £1,000. P. Daniels, in charge of ferry (Scott's), lost all his furniture and stock; estimate, £650. The house in which he lived belonged to the Manawatu County Council.

To relieve the most necessitous cases the Wanganui Floods Relief Committee distributed £100 at Bull's, and the local bodies gave a considerably larger sum. I omitted to mention that the above Committee also distributed £35 among the Natives at Wangaehu.

Damage in the way of Slips, Washouts, &c.

The expenditure in repairing damage under this head has already been considerable, and is not yet nearly done. On account of the rainfall being comparatively light from Mangaweka downwards there is little damage in the way of slips in this part of the watershed. Starting from the upper waters, the road from Moawhango to Waiouru suffered very heavily. The Moawhango ford was quite altered; the approaches at both sides were destroyed. From the Moawhango River to Te Horo the road was blocked by whole hill-sides coming down in many places, especially so for the first mile up the Tautopawa Stream.

In the Turangarere Bush there was one long slip, full of trees and boulders. The Hautapu Bridge was washed away, but it will be described under heading 3. A large culvert at seven miles from Waiouru was washed out. The slips on this road have all been removed sufficiently wide for traffic, but should be entirely removed during the coming summer. The culvert above mentioned has been replaced by a larger and stronger one.

The main Ohingaiti–Tokaanu Road, from Mangaweka to Te Horo—twenty-two miles—suffered very heavily. There were three very large slips on the sidelings above the Hautapu Bridge at Taihape, and a large subsidence of the road in the open country. A large log culvert at Utiku was undermined at one side, but was easily repaired. From Utiku to Mangaweka there were three very large slips and dozens of small ones. There were also four bad underslips. Most of the overslips have now been removed, and one of the underslips, but much still remains to be done. This exceptional downpour seems in a manner to have demoralised the country—sidelings formerly seemingly solid are now slipping badly, and slips which were supposed to have worked out have again started to move.

On the Torere Road, Utiku, there was one very large slip and many small ones. All have now been removed.

On the Mangaweka–Tekapua Road there were many small slips, which are now being removed. The large culvert at Tansey's Creek got blocked with timber, with the result that the filling, 15 ft. high across the creek, was carried away, and has not yet been replaced. On the same road, across the Makohine, there were many small slips, now mostly removed.

On the Hautapu Improved Farm, besides slips, a large filling on the Pongoroa was washed away. It is now replaced in an improved form. Also, a small filling was destroyed on the Waiparuparu Road: a temporary track has been formed round it. On this farm a serious loss has been sustained through the washing-out of what were formerly two good fords across the Hautapu River, the one on the Pongaroa Road being the best on the river. In passing it is worthy of remark that this flood had such terrible scouring powers that there is now scarcely a good ford anywhere on the Hautapu, Moawhango, or Rangitikei Rivers. The former good fords have been destroyed and no new ones formed in their places. On the Rangitikei, also, there is now very little sand or fine gravel left—the up-river beaches are composed of papa and volcanic boulders and coarse gravel mixed up with silt.

Damage in the way of Loss and Injuries to Bridges.

Under this heading the loss has been simply disastrous. After the flood had subsided there was not a single bridge left across the Rangitikei River. Except by boat, the only possible way of crossing the river for about a week after was by the wire rope stretched across the river at McGregor's sawmill, Makohine, at an elevation of about 200 ft. Starting from the upper waters, the first bridge come to is across the Hautapu River at Turangarere.

The Hautapu Bridge, Turangarere, was built in 1894, and was a 40 ft. understrut, costing about £200, exclusive of approaches. The flood here rose 12 ft. 3 in. above mean level. Owing to the rapid fall at this part the speed of the water must have been very great. The flood rose within 2 ft. of the stringer. The bridge was undoubtedly carried away by floating timber knocking the understruts out of position, thereby causing the whole bridge to collapse. The water was fully 6 ft.

higher than during the greatest previously known height—that is, in 1891. About 15,000 ft. of totara timber was used in this bridge; of this quantity about 2,000 ft. have been recovered within a mile, or thereby, of the bridge. For temporary purposes the old ford has been cleared out, the approaches lowered and fascined; but the bridge will require to be re-erected, probably as a 55 ft. overtruss, in view of the recurrence of such a flood: cost, £300.

The private bridge erected by Mr. Studholme, between Turangarere and Ruanui, has been washed away; it was erected in 1895. I have not heard the cost of it—probably about £80.

The Hautapu Bridge, Taihape, stood the test, but was somewhat damaged. The flood here rose 12 ft. 4 in. The span of the bridge is 55 ft. clear, overtruss, costing £300. One of the four supporting-studs on the left side was snapped in two, probably by the impact of a heavy floating log. There is a considerable fall in the river here; the water is deep, and the course is very straight; and, notwithstanding all these advantages, the water rose within 1 ft. of the lower chord. In view of the recurrence of a flood of this magnitude, the whole truss should be raised 3 ft., and a 15 ft. land span put on to each side, thus doing away with the present wing-walls; the cost of this would be about £120.

The Torere Bridge across the Hautapu, near Utiku, was uninjured. The wire cage at Batley's, two miles lower down than Utiku, was washed away. It cost about £20. The ford here was also destroyed.

On the Moawhango River.—No damage was done to the wire sheep-bridge at Moawhango. This is the only bridge at present across the river. It is 115 ft. long, and 32 ft. high. The height of the flood was 28 ft. As before stated, the ford here was destroyed. It has been repaired, but is still deep. New approaches to it have been formed. Two other formerly good fords down the river, about three miles below Moawhango, have been destroyed.

Rangitikei River.—There has been more loss in bridges on this river alone than in all losses combined over all the rest of the district. Practically a clean sweep was made of the river. Starting from the upper waters and working downwards the first damage come to is—

Totman's Cage, about three miles above the junction of the Hautapu with the Rangitikei. The cage and wire were both washed away, and have not been replaced.

Mangaweka Bridge.—This was the third flood that did serious damage at this bridge. The total damage done by the three floods amounted to fully £600, the Easter flood being accountable for about £250 of this amount. The cage and wire rope were also washed away, but have been replaced. The loss was principally in scaffolding and sawn timber (10,263 ft.). The volume and velocity of the water at the height of the flood was so enormous that it has been deemed advisable to abandon the original design of two 121 ft. spans resting on a cylinder-pier in the centre, and substitute a cantilever bridge with central span of 242 ft. This cantilever bridge will probably cost £9,000. If the original design had been carried out without further accident it would have cost about £6,500. All the cylinders were on the ground, also all the timber and plant. The ironwork for lower chord is now being prepared by J. Anderson, Christchurch. A large outlay has been incurred in preparations, and there is comparatively little to show for it; but a comparatively trifling further sum would have erected the bridge according to the original design. Now that the design is altered there will be a loss of probably £400 in conveying cylinders to their new destinations, altering timber, blocks, ironwork, &c. A low-level bridge, the piers composed of old railway-iron pointed and driven into the papa-bed, has been erected.

The following table will show how the water rose and fell at the Mangaweka Bridge during the Easter flood:—

	Centre of River.
7.30 a.m. Friday	8 ft. above normal level.
1 p.m. "	26 ft. "
5 p.m. "	28 ft. "
2 a.m. Saturday	32 ft. "
7 a.m. "	26 ft. "
6 p.m. "	14 ft. "

At the Otara Bridge site, a point just above the site was scoured off down to the papa, and part of the approach-road was eaten away, necessitating a deviation of road on the flat. The site will require shifting down stream about 3 chains. A cylinder-bridge was decided upon previous to this flood, but it is now proposed to erect a suspension-bridge. The ford at Otara, previously the best on the river, has now been totally destroyed.

Vinegar Hill Bridge.—This was a fine bridge, consisting of two 80 ft. and two 121 ft. spans on three pairs of 6 ft. cylinders, completed early in 1896, costing nearly £7,000, of which amount the Government subscribed £2,500. One 121 ft. span, one 80 ft. span, and one pair of cylinders have been swept away, the cylinders having not been since seen. The water was over the decking before the bridge went, which it probably did about midnight of Friday. A long point of standing totara timber, of an area of about 10 acres, lay immediately above the bridge. The river, at the height of the flood, cut straight over this point, scouring it all away except one solitary tree. This enormous mass of timber, coming in a body against the bridge, together with the timber already there, was probably the cause of the final collapse. A temporary bridge of round piles of white-pine and matai has been put across the gap, and will probably last for a year or two unless another high flood comes. In order to be provided against a similar flood, the part of the bridge still standing should be raised 4 ft. or 5 ft., the missing spans re-erected, and all the cylinders well braced together, probably costing £3,500.

Onepuhi Bridge.—This bridge was erected many years ago, but has been repaired several times, £5,000 having been spent in repairs during the last six years. The last additions and repairs, costing over £3,000, were completed in February of the present year—only two months before the structure

was washed away. The bridge consisted of five 80 ft. spans and one 40 ft. span on four pairs of cylinders and two timber piers; then there was an embankment about 380 ft. long planted with willows. Between this embankment and the Native settlement there was a further length of bridge consisting of seventeen spans of 24 ft. each. The total length of the bridge was therefore 848 ft., or, including the embankment in the centre, 1,228 ft. The flood washed away three 80 ft. spans and two cylinder piers in the main structure—washed away the entire embankment and 216 ft. of the light timber structure. A wire and cage have been put across the gap in the main structure for the convenience of temporary traffic. Across this same gap it is proposed to erect a suspension-bridge fit for light vehicular traffic, probably costing £1,000. This is a most unsuitable site for a bridge, and, except in the way of having easy approaches, has nothing to recommend it. I estimate the damage here at £5,000—that is about the real value of what was washed away—and I have entered for repairs £1,000 for suspension-bridge. The probable actual cost of structures washed away would be about £12,000, and cost of a new and safe structure at the same site would be about the same. If a new structure was intended the site should be about two miles higher up, but on account of the Kakariki Bridge, now in progress, being made suitable for vehicular traffic it is probable that no permanent bridge will now be necessary here.

Kakariki Bridge (Railway).—This bridge consisted of seven 60 ft. spans and one 120 ft. span on six timber piers and two cylinder piers. The whole has been washed away except the 120 ft. span on the two cylinder piers, and the western abutment span of 60 ft. For temporary traffic a light scaffolding of white-pine in 20 ft. spans has been constructed. This will also serve as scaffolding for the permanent structure, which will consist of 120 ft. spans on cylinders. The contract for the supply of the cylinders is now under way. This bridge will be decked so as to be available for ordinary road traffic.

Bull's Bridge.—This was an old bridge. It consisted of six 75 ft. spans and a 25 ft. end span. All that is now left is the 25 ft. span and three piers. The river has also scoured a channel several chains wide to the west of the old bridge. The site was always a bad one, and is now worse than ever. The last flood struck the piers at an angle of nearly 45°. A contract was in progress at the time of the flood for a thorough overhaul and renewal of the bridge, at a cost of £3,000. The only parts of the bridge which are left are the parts recently renewed, the piers being of ironbark and well driven. The flood reached within about 2 ft. of the decking. Besides the loss of the bridge, an expenditure of £800 had also been incurred for protective works at the western end, which are now either destroyed or useless. Even if the contract for renewals had been completed, and the bridge had stood the test of the flood without injury, it would have been very little use, for it would have required a bridge of almost equal length to connect it with an even fairly safe approach on the western side. There is a much better site about three-quarters of a mile lower down, where a safe bridge could be erected. This bridge would be 1,000 ft. long, consisting of four 120 ft. spans on cylinders, and the remainder of 80 ft. and 20 ft. spans on ironbark piles, all at a probable cost of £12,000. The decking would be 28 ft. above normal water-level. A wire rope and punt have been provided at this site for the temporary convenience of traffic, cost of same (£287) being defrayed by special Government grant.

Scott's Ferry.—This was the lowest point on the river where means were provided for crossing. It consisted of a wire rope and punt. The punt has been washed away.

There is no doubt that the carrying-away of the upper bridges on this river was in part responsible for the destruction of the lower ones—though probably, in any case, the result would have been the same in the end.

The Rangitikei County Council have recovered a large quantity of bridge timber from the river and sea-beaches, and when the river falls to summer level they will recover a great deal more. Some of the Mangaweka Bridge timber is also being saved.

Attached to this report I am sending photographs of the Vinegar Hill Bridge before the flood, and of the Onepuhi and Kakariki Bridges after the flood.

I estimate that it will take about £40,000 to remove all the slips, repair washouts, and rebuild the bridges in such a manner as to be perfectly safe.

The Moawhango–Napier Road is not in my district, but in connection with it I should mention that very serious damage has been done on it, the principal items being: Slips on sidelings, Birch's run; slips on Taruarau and Ngaruroro sidelings; and, most serious of all, the washing-away of the Ngaruroro Bridge—a photograph of which is attached. With the exception of this bridge, it is anticipated that the road will again be in fair repair by Christmas.

G. T. Murray, Road Surveyor.

APPENDIX No. 15.

BUSH-FIRES.

RETURN showing the Names of Settlers who suffered Loss through Bush-fires, the District in which they reside, and the Estimated Total Loss; also the Quantity of Grass-seed applied for, and the Quantity and Value granted.

Name of Applicant.	District.	Estimated Total Loss.	Grass-seed applied for.	Grass-seed granted.	
				Quantity.	Value.
	Wellington.				
		£	Lb.	Lb.	£ s. d.
W. Sargent	Mangahao	43	800	800	13 0 0
John Heenan	"	29	800	800	13 0 0
Mary Walsh	"	150	2,000	1,500	24 8 0
Thomas Ayston	"	104	1,000	1,000	16 5 0
William Morrison	"	41	400	400	6 11 0
William Blatherwick	"	61	600	600	9 15 0
Peter Manson	"	24	300	300	4 18 2
W. J. Sedcole	"	53	720	720	11 14 0
A. E. Costall	"	285	1,200	1,200	19 10 0
John Falloon	"	165	450	450	7 7 0
R. Carvolth	"	49	600	600	9 15 0
H. Croad	"	520	1,600	1,600	26 0 0
Patrick McCarthy	"	42	300	300	4 18 2
Andrew Eddie	"	190	700	700	11 7 6
W. Matheson	"	125	800	800	13 0 0
James Harris	"	52	500	500	8 3 0
J. R. and B. Hay	"	411	2,500	2,000	32 10 0
Edward Stack	"	30	264	264	4 6 7
Michael McMullen	"	14	48	48	0 17 4
H. Firmiston	"	4	96	96	1 12 6
Henry Heppenstall	"	189	800	800	13 0 3
Thomas A. Eagle	"	85	120	120	2 0 0
James Corkill	"	95	600	600	9 15 0
Joseph Miller	"	91	1,200	1,200	19 10 0
W. R. Dearlove	"	220	2,000	2,000	32 10 0
Henry Winston	"	101	1,440	1,440	23 8 0
Richard Webber	"	48	800	800	13 0 0
A. M. Prebensen	"	26	240	240	3 18 9
W. J. Foster	"	177	550	550	8 18 10
John O'Neill	"	471	400	400	6 11 0
Thomas Murphy	"	58	500	500	8 3 0
Ellen J. Parker	"	29	120	120	2 0 0
George Brown	"	307	500	500	8 3 0
H. R. Wilton	"	50	300	300	5 5 0
John Baron	"	12	400	400	7 0 0
Francis H. Best	"	8	480	480	8 7 4
Jackson Sloan	"	57	100	100	1 16 0
F. Balchin	"	32	400	400	6 19 4
Patrick Kelly	Makuri	43	800	800	13 0 0
George Lonergan	"	67	800	800	13 0 0
Patrick McCarthy	"	21	350	350	5 14 6
V. Mekalick	"	59	300	300	4 18 2
A. A. C. Stewart	"	178	4,000	4,000	65 15 3
John Dick	"	320	3,000	2,000	32 10 0
David Flett	"	87	400	400	6 11 0
Timothy Delehauly	"	45	240	240	3 18 9
Michael Scanlan	"	16	200	200	3 5 7
Joseph Lawson	"	19	144	144	2 7 10
H. S. Taylor	"	3	150	150	2 9 7
John Ostoyke	"	168	2,600	2,600	42 5 0
Mary J. Swan	"	38	200	200	3 5 8
Alexander Ross	"	162	1,200	1,200	19 10 0
James Roberts	"	42	240	240	3 18 9
Charles Parsons	"	25	400	400	7 0 0
Clara A. Chapman	"	60	350	350	6 2 6
Frederick Rhodes	"	50	1,400	1,400	24 6 6
R. J. Rhodes	"	17	500	500	8 14 2
W. G. Silverloche	"	82	500	500	8 14 2
Peter Jensen	"	42	300	300	5 5 0
John Wright	"	117	1,200	1,200	20 16 9
John Thomas Priest	Ngaturi	35	300	300	5 6 0
Daniel Toomey	Pahiatua	19	140	140	2 6 5
Henry J. Harbott	"	15	150	150	2 9 7
August Wagner	"	52	96	96	1 14 6
P. J. Murphy	Mangatainoka	12	500	500	8 2 10
Bridget Cooper	"	10	150	150	2 9 7
Emma Harvey	"	200	300	300	4 18 2
Carried forward		6,452	47,538	45,538	750 0 0

RETURN showing the Names of Settlers who suffered Loss through Bush-fires, &c.—*continued.*

1876 [Name of Applicant.]	District.	Estimated Total Loss.	Grass-seed applied for.	Grass-seed granted.	
				Quantity.	Value.
	Wellington—continued.				
		£	Lb.	Lb.	£ s. d.
Brought forward ..	..	6,452	47,538	45,538	750 0 0
Sarah Rose	Mangatainoka ..	85	192	192	3 11 4
Mary O'Neill	" ..	..	384	384	6 15 4
George Atkinson	Ballance ..	76	400	400	7 1 0
A. E. Ercksin	Ohanga ..	6	240	240	3 18 9
M. A. E. Herbert	Puketoi ..	228	500	500	8 3 0
Charles Matthews	Pongaroa ..	11	400	400	7 0 0
William Souness	Mount Cerberus ..	25	300	300	4 18 2
Charles Swan	" ..	38	160	160	2 12 9
William Gleeson	" ..	10	480	480	7 16 6
Samuel Bunning	" ..	15	600	600	10 10 6
E. and S. Bunning	" ..	40	600	600	10 10 6
John McIntyre	" ..	40	700	700	12 17 6
W. E. Lewis	Coonoor ..	85	720	720	13 5 3
James Dobson	Hautapu ..	116	1,440	1,440	25 4 0
Frank B. Ross	" ..	142	360	360	6 6 10
Michael Sullivan	" ..	20	240	240	4 4 10
Carl Gerke	Apiti	360	320	320	5 13 0
Sophia Gurney	"	138	172	172	3 1 2
John Wiggins	Palmerston North	52	600	600	9 13 8
Jeremiah Lonergan	Ongo	145	900	900	15 13 6
John Udy, jun.	Wairarapa ..	122	3,000	3,000	52 7 9
James W. McRae	" ..	70	6,000	4,000	68 10 3
W. te Huki and Te Ao Anaru ..	" ..	75	3,000	3,000	51 5 0
W. F. Knowles	Dalefield ..	210	1,400	1,400	22 12 6
W. J. Thomas	" ..	33	800	800	13 16 9
H. Hautin	Mikimiki ..	20	600	600	9 14 4
J. H. G. Duffy	Rewarewa ..	350	6,000	4,000	64 19 9
Samuel Crauch	Taratahi ..	20	500	500	8 1 10
Harry Hawton	Kaiwhata ..	..	2,256	2,256	34 18 9
Hape Renata	Wainuioru ..	37	2,160	2,160	34 18 6
Alfred King and Charles Eaton ..	" ..	250	8,150	4,050	57 8 3
A. and R. Nitz	" ..	100	3,350	2,025	32 14 6
F. G. Richards	" ..	572	7,224	3,560	51 17 0
C. G. W. Richards	" ..	49	1,800	1,800	24 15 0
G. and A. Simpson	" ..	98	1,950	1,950	30 6 3
J. H. Moody	" ..	107	2,250	2,250	35 18 9
J. J. Turner	" ..	79	3,700	3,700	58 1 6
W. R. York	" ..	..	4,700	3,000	48 15 0
W. F. York	" ..	555	4,800	4,800	80 2 9
Richard Barrer	" ..	685	8,740	8,740	146 16 6
W. Whatakorari	" ..	80	1,800	1,800	27 12 3
Margaret Douglas	" ..	892	4,032	4,032	67 17 3
Hugh R. T. Douglas	" ..		4,032	4,032	67 17 3
Donald M. Douglas	" ..		5,376	5,376	86 15 3
J. and A. Monaghan	Newman ..	..	260	260	4 11 10
John Gardiner	Mangaonoho ..	..	740	740	13 19 0
Kohai Hoera and Renata Manga	Masterton ..	..	14,400	14,400	253 19 3
Hugh McKay	" ..	21	576	576	10 2 0
Henry Galbraith	Gladstone ..	185	4,844	4,844	88 2 6
Totals	..	12,694	164,946	158,157	2,467 15 1
	Hawke's Bay.				
L. W. F. Carter	Woodville ..	279	960	960	16 13 6
James Lambert	" ..	106	840	840	14 11 9
Stephen Welsh	" ..	55	800	800	13 18 0
James Carter	" ..	96	700	700	12 3 3
Michael Lambert	" ..	168	350	350	6 2 0
W. F. H. Berkahn	" ..	560	2,400	2,400	42 0 3
Edward Foley	" ..	472	650	650	10 8 6
P. C. E. Ronberg	" ..	285	3,450	3,450	64 13 3
Thomas M. Bloor	" ..	34	200	200	3 10 8
E. J. Omundsen	" ..	60	720	720	12 12 0
Rosa Meachan	" ..	15	400	400	7 0 4
James Edwards	" ..	2	72	72	1 6 6
Emma M. Edwards	" ..	3	96	96	1 14 11
Rowland Roythorne	Norsewood ..	55	1,080	1,080	18 18 3
George Beatty	" ..	315	360	360	6 6 6
Thomas Austin	" ..	160	400	400	7 1 0
John O'Connor	" ..	143	1,920	1,920	35 7 9
Ralph Douglas	Wakarara ..	39	980	980	17 2 0
Henry Hickey	" ..	137	4,000	4,000	70 8 6
James Saunders	Maharahara ..	8	166	166	2 8 6
James Moorby	" ..	144	800	800	14 1 0
Peter McRae	Waipawa ..	29	840	840	15 10 3
Christina Berkahn	Wakarara ..	25	400	400	7 13 0
Totals	..	3,190	22,584	22,584	401 11 8

RETURN showing the Names of Settlers who suffered Loss through Bush-fires, &c.—*continued.*

Name of Applicant.	District.	Estimated Total Loss.	Grass-seed applied for.	Grass-seed granted.	
				Quantity.	Value.
		Taranaki.			
		£	Lb.	Lb.	£ s. d.
David Charteris	Ngairi	21	500	500	9 2 10
James K. Franks	„	6	1,160	1,160	19 5 2
Charles Lofroth	Kapokonui ..	38	1,000	1,000	18 11 3
John Rogers	„ ..	5	120	120	2 6 0
Totals	..	70	2,780	2,780	49 5 3
		Marlborough.			
J. J. Ward	Onamalutu ..	..	1,200	1,200	19 13 3
S. Newman	„ ..	..	2,020	2,020	34 15 6
T. Wadey	„ ..	..	1,640	1,640	21 1 9
T. H. Giles	„ ..	..	900	900	16 8 3
M. E. Morck	„ ..	..	360	360	4 17 6
Jane Warmouth	„ ..	..	450	450	7 8 0
D. Smart	„ ..	..	220	220	3 12 5
J. Barton	„ ..	..	500	500	8 3 8
W. C. Anderson	„ ..	..	2,180	2,180	36 1 0
J. Humphrey	„ ..	..	1,400	1,400	22 19 0
J. Smart	„ ..	..	1,400	1,400	22 19 0
J. W. Smith	Flat Creek ..	..	360	360	6 0 6
O. Passau	Havelock ..	..	2,110	2,110	42 19 3
W. Borck	Maori Bay ..	..	1,800	1,800	29 10 3
Totals	..	..	16,540	16,540	276 9 4
		Canterbury—Oxford and Birch Hill.			
Henry Askew	Oxford	393	20	Not yet issued.	Not yet issued.
J. M. Booth	„	1,673	250		
Thomas Gundry	„	20	10		
P. and L. Garlick	„	60	60		
J. Houghie	„	109	30		
Alexander Henderson	„	588	250		
Luers and Brown	„	223	250		
B. Sharplin	„	150	100		
F. Ulunic	„	80	80		
R. Wratt	„	20	30		
E. Youngman	„	575	20		
Henry Youngman	„	144	80		
R. Bourman	Woodside ..	138	100		
Charles Clark	„ ..	158	40		
E. Frahm	„ ..	113	15		
W. Friar	„ ..	200	15		
Alexander Jensen	„ ..	75	60		
Robert Marsh	„ ..	200	150		
Peter McGrath	„ ..	..	40		
M. Rassmussan	„ ..	40	20		
Walter Ryde	„ ..	230	30		
H. Summerfield	„ ..	50	50		
Taylor and Vallance	„ ..	30	50		
Alexander Vallance	„ ..	20	20		
John Vallance	„ ..	35	50		
Stephen Weld	„ ..	290	100		
William Weld	„ ..	500	200		
J. Youngman	„ ..	25	30		
Boyd and Keir	Birch Hill ..	1,100	200		
Totals	..	7,239	2,350		

SUMMARY of Grass-seed applied for in each District, also Quantity granted and Value.

District.	Estimated Total Loss.	Grass-seed applied for.	Grass-seed granted.	
			Quantity.	Value.
	£	Lb.	Lb.	£ s. d.
Wellington	12,694	164,946	158,157	2,467 15 1
Hawke's Bay	3,190	22,584	22,584	401 11 8
Taranaki	70	2,780	2,780	49 5 3
Marlborough	..	16,540	16,540	276 9 4
Canterbury	7,239	47,000	*	*
Totals	23,193	253,850	200,061	3,195 1 4

* Not yet issued.

Table 1.—Summary of Lands disposed of from Foundation of the Colony, with Total Cash received, &c., for the Year ended 31st March, 1898.

District.	Total Area sold.	Total Area granted or reserved under Acts.	Total Area sold or otherwise finally disposed of from the Foundation of the Colony.	Total Cash received.	Total Area open for Selection on 31st March, 1898.	Total Area remaining for future Disposal, exclusive of Area in preceding Column and of Native Lands.
	A. R. P.	A. R. P.	A. R. P.	£ s. d.	A. R. P.	A. R. P.
Auckland	1,862,438 0 38	3,243,462 2 18	5,105,900 3 16	724,350 6 11	764,792 0 0	2,076,895 0 0
Hawke's Bay	1,343,537 2 6	241,842 3 11	1,585,380 1 17	659,655 19 3	38,710 3 19	400,947 0 0
Taranaki	351,472 0 37	582,660 2 5	934,132 3 2	763,862 18 7	63,136 0 7	520,700 0 0
Wellington	2,029,456 1 7	828,311 0 38	2,857,767 2 5	2,275,238 0 3	116,712 0 0	771,196 0 20
Nelson	1,282,661 1 10	195,391 3 30	1,478,053 1 0	493,143 2 5	295,558 0 0	5,135,075 0 0
Marlborough	828,115 1 27	192,604 0 16	1,020,719 2 3	298,936 2 3	4,796 0 0	468,238 0 0
Westland	59,698 3 9	102,411 2 39	162,110 2 8	70,332 2 1	76,833 0 0	330,567 0 12
Canterbury	3,113,971 2 8	816,434 0 1	3,930,405 2 9	6,243,674 3 2	16,985 3 30	1,379,910 2 8
Otago	2,090,576 3 36	592,551 1 19	2,683,128 1 15	2,171,460 1 9	72,068 2 36	5,400,036 1 2
Southland	1,555,680 0 11	589,985 3 28	2,145,665 3 39	1,863,712 1 8	1,419,805 0 0	577,481 0 0
Totals	14,517,608 1 29	7,385,656 1 5	21,903,264 2 34	15,564,364 18 4	2,869,397 2 12	17,061,046 0 2

Table 2.—Lands opened for Sale and Selection during the Year ended 31st March, 1898.

District.	Optional System.	Cash by Auction.	Lease by Auction and Application.	Village Homestead Allotments.	Pastoral Runs.	Small Runs.	Lease in Perpetuity.	Totals.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Auckland	69,099	4,241	300	..	50,300	..	6,223	130,163
Hawke's Bay	7,369	..	74	..	..	..	..	7,443
Taranaki	22,798	282	..	..	..	..	..	23,080
Wellington	44,581	924	286	438	..	1,430	310	47,969
Nelson	1,600	2	..	..	..	..	..	1,602
Marlborough	5,473	10,334	351	1	242,395	35,096	395	294,045
Canterbury	7,328	110	24,604	49	203,000	52,008	23,131	310,230
Otago	13,802	162	..	561	321,655	38,532	12,259	386,971
Southland	6,710	360	23,870	160	70,420	8,000	12,100	121,620
Totals	178,760	16,415	49,485	1,209	887,770	135,066	54,418	1,323,123

Table 3.—Summary of Lands taken up during the Year ended 31st March, 1898 (exclusive of Pastoral Runs and Miscellaneous Leases).

For Details see	Auckland.	Hawke's Bay.	Taranaki.	Wellington.	Nelson.	Marlborough.	Westland.	Canterbury.	Otago.	Southland.	Total Area taken up during Year.
	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.
Table 5—Cash lands	6,353 1 3	77 3 0	59 0 29	719 2 35	2,780 2 22	10,454 3 5	79 3 25	237 2 15	600 2 14	1,035 1 23	22,398 3 11
" 6—Deferred payments	..	..	..	..	..	..	..	..	..	..	..
" 7—Perpetual lease	..	..	..	651 1 0	..	..	..	..	..	..	651 1 0
" 8—Occupation with right of purchase..	31,993 0 16	2,943 2 17	7,650 3 0	27,553 2 28	4,412 3 16	3,364 0 0	200 0 0	..	1,328 2 4	1,967 2 9	81,414 0 10
" 9—Lease in perpetuity	16,355 3 9	9,808 3 10	8,189 2 30	10,614 3 28	6,406 3 30	5,947 0 8	..	3,616 2 0	12,491 1 34	3,521 3 15	76,953 0 4
" 10—Agricultural lease	..	..	..	..	..	..	..	..	257 3 15	..	257 3 15
" 11—Occupation lease under "The Mining Districts Land Occupation Act, 1894"	200 0 0	..	..	..	..	125 0 0	..	..	941 0 20	18 3 0	1,284 3 20
" 12—Village settlement, cash	..	..	..	..	..	..	..	..	1 0 36	0 0 37	1 1 33
" 13—Village settlement, deferred payment	..	..	..	..	..	..	..	..	..	..	..
" 14—Village settlement, perpetual lease	..	..	..	..	..	..	..	..	..	..	..
" 15—Village settlement, occupation with right of purchase	..	..	0 3 0	..	..	..	..	..	..	1 0 24	1 3 24
" 16—Village settlement, lease in perpetuity	..	60 0 4	..	469 3 5	..	0 2 0	..	..	493 2 31	362 1 35	1,386 1 35
" 17—Village-homestead special settlement	..	..	..	1 3 12	..	..	..	22 3 26	..	..	24 2 38
" 19—Special-settlement associations ..	..	..	..	392 0 0	..	..	..	50 0 0	..	..	442 0 0
Improved-farm special settlement ..	261 0 0	..	885 0 20	6,863 2 0	..	..	..	..	70 0 0	927 0 5	9,006 2 25
" 20—Homestead	..	..	..	..	..	..	..	..	..	..	..
" 21—Small grazing-runs	..	5,800 0 0	..	1,430 0 0	..	34,372 0 0	..	42,298 3 5	45,667 0 24	11,465 1 25	141,033 1 14
Totals	55,163 0 28	18,690 0 31	16,785 1 39	48,696 2 28	13,600 1 28	54,263 1 13	279 3 25	46,225 3 6	61,851 2 18	19,299 3 13	334,856 1 29
Cheviot Estate.											
Table 5—Cash lands	..	..	..	..	..	..	..	125 3 20	..	..	125 3 20
" 9—Lease in perpetuity	..	..	..	..	..	..	..	105 2 12	..	..	105 2 12
" 17—Village-homestead special settlements	..	..	..	..	..	..	..	16 3 3	..	..	16 3 3
" 21—Grazing-farms	..	..	..	..	..	..	..	811 0 9	..	..	811 0 9
Land for Settlements Acts.											
" 9—Lease in perpetuity	*1,131 1 0	1,171 0 31	..	212 1 30	..	318 0 0	157 0 0	22,594 3 27	13,015 2 36	†2,279 0 14	40,879 2 18
" 16— " " (village) ..	..	14 3 14	..	..	..	..	..	..	25 0 0	..	39 3 14
" 19—Special-settlement associations ..	..	..	..	..	..	..	..	..	..	..	..
" 21—Small grazing-runs	..	..	..	..	..	..	..	5,160 3 36	2,452 3 27	..	7,613 3 23
Grand totals	56,294 1 28	19,876 0 36	16,785 1 39	48,909 0 18	13,600 1 28	54,581 1 13	436 3 25	75,040 3 33	77,345 1 1	21,578 3 27	384,449 0 8

* Forfeited lands again allotted during the year amounting to 56 acres 3 roods 21 perches not included.

† Forfeited lands again allotted during the year amounting to 318 acres not included.

Table 3.—Summary of Lands taken up during the Year ended 31st March, 1898—*continued.*

	Exchanges from other Tenures during the Year.	Revenue received for Sales, Rents, &c., on Lands selected during the Year.	Revenue received during Year on Previous Transactions.	Area taken up during Previous Years to 31st March, 1897.	Total Exchanges to 31st March, 1898.	Total Forfeitures to 31st March, 1898.	Total Surrenders to 31st March, 1898.	Total Expiries to 31st March, 1898.	Total Area held on 31st March, 1898: Past and Current Transactions.	Total Area made Freehold to Date.
Ordinary Crown Lands.	A. R. P.	£ 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.
Table 5—Cash lands	..	16,560 13 5	806 11 7	13,071,861 2 29	..	..	..	..	..	13,094,260 2 0
" 6—Deferred payments	..	..	24,150 1 6	1,274,028 0 38	64,137 2 29	179,126 2 33	32,242 3 27	966 3 26	202,761 0 10	794,792 3 33
" 7—Perpetual lease	..	5,762 2 9	71,966 14 0	1,333,701 2 29	172,525 3 29	140,649 0 0	94,836 0 34	..	543,534 3 26	382,806 3 20
" 8—Occupation with right of purchase..	..	1,758 18 10	10,393 3 10	382,580 0 15	800 0 0	30,039 2 9	18,166 1 5	..	414,988 1 11	..
" 9—Lease in perpetuity	14,052 3 21	1,230 12 0	15,714 0 3	646,478 0 36	..	54,983 3 23	33,120 2 30	..	649,379 2 8	..
" 10—Agricultural lease	..	9 6 6	106 0 0	288,313 1 36	43,204 3 28	18,645 3 17	4,193 3 31	80,709 1 14	1,233 3 22	140,583 1 19
" 11—Occupation lease under "The Mining Districts Land Occupation Act, 1894"	..	9 17 0	217 19 3	5,748 1 26	..	56 2 0	116 0 5	..	6,860 3 1	..
" 12—Village settlement, cash	..	17 17 6	..	6,973 1 31	..	..	..	..	..	6,974 3 24
" 13—Village settlement, deferred payment	..	..	527 17 4	14,841 0 11	122 0 36	1,981 3 21	111 1 23	..	1,209 1 13	11,416 0 38
" 14—Village settlement, perpetual lease	..	..	1,059 13 10	6,822 2 3	699 2 17	1,167 3 29	30 0 0	..	3,961 0 5	963 3 32
" 15—Village settlement, occupation with right of purchase	..	0 16 1	10 14 3	30 0 36	..	3 2 0	..	..	28 2 20	..
" 16—Village settlement, lease in perpetuity	125 3 34	74 14 11	1,183 17 5	12,019 0 7	..	2,768 0 14	319 2 5	..	10,443 3 17	..
" 17—Village-homestead special settlement	..	10 9 1	2,087 16 9	35,305 0 35	4,034 2 21	10,997 3 25	1,691 3 23	..	18,605 2 4	..
" 19—Special-settlement associations ..	..	11 6 11	8,242 8 3	445,483 2 21	617 1 8	117,753 2 7	73,764 0 12	..	173,447 1 32	80,343 1 2
Improved-farm special settlement..	..	46 16 8	664 5 8	50,469 2 18	..	10,054 3 39	6,017 1 36	..	43,403 3 8	..
" 20—Homestead	..	..	..	89,489 0 34	..	69 1 9	8,912 0 0	..	3,065 3 10	77,442 0 15
" 21—Small grazing-runs	..	1,507 2 1	20,160 10 4	1,317,538 2 26	13,279 1 1	128,788 1 14	264,662 3 36	..	1,051,841 1 29	..
Totals	14,178 3 15	27,000 13 9	157,291 14 3	18,981,684 1 31	299,421 2 9	697,087 0 0	538,185 1 27	81,676 1 0	3,124,765 1 16	14,589,584 0 23
Cheviot Estate.										
Table 5—Cash lands	..	838 12 0	..	5,341 0 1	..	0 2 0	..	..	..	5,466 1 21
" 9—Lease in perpetuity	..	20 16 11	6,435 2 10	25,142 3 21	..	1,320 1 0	..	..	23,928 0 33	..
" 17—Village-homestead special settlements	..	5 0 8	820 3 3	2,786 3 35	..	323 1 38	..	..	2,480 1 0	..
" 21—Grazing-farms	..	112 14 7	6,242 7 0	46,166 0 0	..	1,286 0 0	..	..	45,691 0 9	..
Land for Settlements Acts.										
" 9—Lease in perpetuity	..	8,796 9 10	17,538 4 5	76,977 0 13	..	3,260 1 10	295 1 6	..	115,475 3 36	..
" 16— " " (village) ..	..	14 9 0	325 18 8	434 0 29	..	38 0 18	..	..	435 3 25	..
" 19—Special-settlement associations ..	..	..	167 4 10	2,799 0 9	..	684 3 0	..	..	2,114 1 9	..
" 21—Small grazing-runs	..	236 7 10	149 4 10	5,494 0 8	..	..	..	..	13,107 3 31	..
Grand totals	14,178 3 15	37,025 4 7	188,970 0 1	19,146,825 2 27	299,421 2 9	704,000 1 26	538,480 2 33	81,676 1 0	3,327,998 3 39	14,595,050 2 4

Table 4.—Analysis of Holdings taken up during the Year ended 31st March, 1898.

Description of Land.	No. of Selectors.	Average Holdings 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	264	91	123	35	9	5	1
Perpetual lease	2	..	1	..	..	1	..
Occupation with right of purchase	380	..	63	228	65	17	7
Lease in perpetuity	299	..	45	165	55	23	11
Agricultural lease	5	..	4	1	..	..	..
Occupation lease under "The Mining Districts Land Occupation Act, 1894"	23	..	11	12	..	..	..
Village settlement, cash	2	1	1	..	..	..	..
Village settlement, occupation with right of purchase	2	1	1	..	..	..	..
Village settlement, lease in perpetuity	87	4	82	1	..	..	..
Village-homestead special settlement	7	3	4	..	..	..	..
Special-settlement associations	5	..	1	4	..	..	..
Improved-farm special settlement	77	..	1	76	..	..	..
Small grazing-runs	52	..	..	..	4	6	42
Pastoral runs	138	1	24	26	7	9	71
Miscellaneous leases and licenses	327	32	205	52	13	8	17
Total	1,670	133	566	600	153	69	149
Cheviot Estate—							
Cash	8	1	6	1	..	..	..
Lease in perpetuity	6	..	6	..	..	..	..
Village-homestead special settlement	2	..	2	..	..	..	..
Grazing-farms	15	..	7	8	..	..	..
Miscellaneous	10	1	8	1	..	..	..
Land for Settlements Acts—							
Lease in perpetuity	294	1	134	85	64	10	..
Lease in perpetuity, village	5	1	4	..	..	..	..
Small grazing-runs	4	..	..	..	..	1	3
Miscellaneous	44	..	41	3	..	..	..
Grand totals	2,058	137	774	698	217	80	152

Table 5.—Return of Crown Lands sold for Cash during the Year ended 31st March, 1898.

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 ..	22	22 2 38	17	67 3 15	58	6,262 2 30	97	6,353 1 3	14 12 1·2	2 19 11.5	0 8 5·5	5,570 17 6	30 0 0	5,600 17 6
Hawke's Bay ..	..	..	..	..	1	77 3 0	1	77 3 0	..	..	1 15 0	136 10 0	..	136 10 0
Taranaki ..	39	24 1 34	..	..	4	34 2 35	43	59 0 29	47 15 7	..	4 3 10	1,007 19 0	..	1,007 19 0
Wellington ..	5	4 3 12	12	5 3 23	3	709 0 0	20	719 2 35	20 12 4	8 2 10	1 2 2	974 8 11	..	974 8 11
Nelson ..	..	..	..	..	20	2,780 2 22	20	2,780 2 22	..	..	0 6 4	881 7 0	..	881 7 0
Marlborough ..	1	3 2 5	..	..	6	10,451 1 0	7	10,454 3 5	20 0 0	..	0 10 10	6,410 12 8	..	6,410 12 8
Westland ..	..	..	..	..	2	79 3 25	2	79 3 25	..	..	0 10 0	39 19 6	..	39 19 6
Canterbury ..	7	3 0 19	..	..	9	234 1 36	16	237 2 15	43 16 0	..	1 13 6	529 18 2	..	529 18 2
Otago ..	10	4 2 28	5	7 3 0	13	588 0 26	28	600 2 14	23 1 0	3 11 8	1 8 5	974 4 0	..	974 4 0
Southland ..	20	9 2 13	5	15 1 11	5	1,010 1 39	30	1,035 1 23	27 0 0	1 15 0	0 10 9	831 8 3	..	831 8 3
Totals ..	104	72 3 29	39	96 3 9	121	22,229 0 13	264	22,398 3 11	..	..	..	17,357 5 0	30 0 0	17,387 5 0
Cheviot Estate.														
Canterbury ..	1	0 1 0	6	25 2 20	1	100 0 0	8	125 3 20	54 8 0	10 14 8	5 10 0	838 12 0	..	838 12 0

Table 6.—Return of Deferred-payment Lands.—Transactions during the Year ended 31st March, 1898.

District.	Forfeitures during the Year.			Surrenders during the Year.			Exchanges during the Year.			Capitalised during the Year.		
	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Instalments payable.	Number of Selectors.	Area.	Yearly Interest payable.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	1	10 2 16	1 19 6	..	..	..	..	..	..	..	..	..
Hawke's Bay	..	..	..	..	..	..	..	..	..	..	..	..
Taranaki ..	..	..	..	..	..	..	..	..	..	32	4,459 1 31	95 6 2
Wellington	..	..	..	..	..	..	..	..	..	15	1,605 0 11	16 10 7
Nelson ..	..	..	..	3	608 0 0	30 8 0	2	339 0 0	16 19 0	..	..	..
Marlborough	..	..	..	..	..	..	..	..	..	..	..	..
Westland ..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury	..	..	..	..	..	..	..	..	..	..	..	..
Otago ..	1	5 3 20	0 9 2	..	..	..	2	489 1 0	17 16 4	1	136 3 9	2 12 0
Southland	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	2	16 1 36	2 8 8	3	608 0 0	30 8 0	4	828 1 0	34 15 4	48	6,201 1 11	114 8 9

District.	Total Area held on 31st March, 1898, including Capitalised Holdings.			Amount received during the Year ended 31st March, 1898.	Freehold acquired during the Year.		Made Freehold from Commencement of System to 31st March, 1898.			Selectors in Arrear on 31st March, 1898.		
	Number of Selectors.	Area.	Yearly Instalments and Interest payable.		Number of Selectors.	Area.	Number of Selectors.	Area.	Total Amount realised, exclusive of Interest.	Number of Selectors.	Area.	Amount.
		A. R. P.	£ s. d.	£ s. d.		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	220	25,214 3 10	1,222 18 8	1,368 10 7	20	2,001 1 37	134	17,073 0 31	14,185 8 3	86	8,284 2 18	569 0 0
Hawke's Bay	26	6,123 3 11	287 14 2	437 9 10	9	824 1 3	781	79,357 3 22	84,292 3 8	..	..	..
Taranaki ..	184	20,570 1 24	1,633 17 1	7,034 10 2	58	9,290 0 34	1,167	136,495 2 23	216,150 4 6	5	2,594 3 27	116 1 4
Wellington	49	13,323 2 5	3,975 4 8	2,439 17 3	21	3,373 0 14	647	123,395 2 8	134,375 2 0	2	1,068 0 0	16 17 11
Nelson ..	640	66,919 3 27	3,782 13 11	5,545 1 10	133	15,110 3 0	964	83,846 3 35	67,969 14 5	1	17 0 0	0 18 8
Marlborough	11	651 3 38	45 18 11	172 4 4	3	774 1 6	39	3,986 1 32	3,045 12 6	..	..	..
Westland ..	13	1,307 0 36	92 3 2	12 13 11	..	..	85	3,209 0 39	2,953 13 1	8	1,095 0 36	144 10 6
Canterbury	32	14,274 2 35	1,156 8 2	1,863 14 4	3	386 1 35	90	13,520 2 9	31,711 4 5	..	..	..
Otago ..	116	26,783 3 27	1,104 2 0	2,993 11 7	29	6,425 3 19	1,027	166,726 3 18	205,705 11 3	10	3,004 0 23	56 17 6
Southland..	142	27,590 2 37	811 9 0	2,282 7 8	20	3,496 3 23	1,184	167,180 2 16	233,161 15 0	8	965 3 35	35 17 11
Totals ..	1,433	202,761 0 10	14,112 9 9	24,150 1 6	296	41,683 1 11	6,118	794,792 3 33	993,550 9 1	120	17,029 3 19	940 3 10

Table 7.—Return of Perpetual-lease and Small-area Lands.—Transactions during the Year ended 31st March, 1898.

District.	Taken up during the Year.			Previous Transactions to 31st March, 1897.			Exchanges to other Tenures during the Year.			Forfeitures during the Year.			Surrenders during the Year.		
	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.	No. of Selectors.	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.
Auckland	..	..	..	1,098	277,214 1 0	6,608 4 9	5	1,391 3 12	30 8 4	3	869 0 12	23 12 4	2	241 3 15	4 17 10
Hawke's Bay	..	..	..	375	167,136 3 9	6,405 11 3	..	..	..	2	276 2 0	7 0 8	..	..	..
Taranaki	..	..	..	544	130,467 1 5	6,523 7 0	2	960 0 0	76 12 0	1	244 0 0	9 2 0	..	..	..
Wellington	2	651 1 0	34 14 0	909	350,644 0 9	17,118 4 5	1	92 3 29	5 16 2	5	2,445 0 0	99 14 4	..	..	..
Nelson	..	..	..	45	12,385 2 0	298 15 6	..	..	..	..	..	..	..	..	..
Marlborough	..	..	..	19	3,358 1 29	105 19 4	..	..	..	..	..	..	..	..	..
Westland	..	..	..	17	1,363 0 28	70 5 8	..	..	..	..	..	..	..	..	..
Canterbury	..	..	..	262	87,357 3 13	5,950 2 9	1	30 0 0	3 15 0	1	120 0 0	9 0 0	4	1,370 0 0	85 10 10
Otago	..	..	..	959	225,600 0 21	11,414 6 7	9	3,127 0 10	106 1 2	12	4,213 2 15	151 19 6	13	1,233 2 19	54 16 2
Southland	..	..	..	305	78,174 0 35	2,974 10 11	1	239 3 36	36 0 0	5	1,012 3 19	35 9 10	..	..	..
Totals	2	651 1 0	34 14 0	4,533	1,333,701 2 29	57,469 8 2	19	5,841 3 7	258 12 8	29	9,181 0 6	335 18 8	19	2,845 1 34	145 4 10

District.	Total Area held on 31st March, 1898.			Amount received during the Year ended 31st March, 1898.		Freeholds acquired during the Year.		Made Freehold from Commencement of System to 31st March, 1898.			Selectors in Arrear, 31st March, 1898.		
	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.	£ s. d.	£ s. d.		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	688	168,421 3 30	4,125 1 10	..	4,086 6 0	27	13,584 0 1	116	38,961 2 3	17,858 3 1	203	45,632 2 26	1,090 12 6
Hawke's Bay	126	59,514 2 7	2,304 9 5	..	2,180 2 3	23	9,391 1 38	185	79,485 1 0	63,334 12 11	..	..	..
Taranaki	210	54,072 2 18	2,596 18 11	..	2,661 0 2	36	7,486 0 0	210	50,304 2 10	46,027 6 8	22	8,871 2 37	254 18 1
Wellington	289	116,937 3 0	6,116 13 5	17 16 5	5,803 9 7	97	37,217 0 36	509	192,443 3 36	175,149 12 1	12	8,502 0 24	162 2 7
Nelson	41	11,251 2 39	281 9 0	..	289 10 10	1	714 0 0	2	908 0 0	263 12 0	2	164 1 6	7 14 6
Marlborough	11	1,796 2 7	52 2 3	..	50 2 10	..	..	1	300 0 0	82 10 0	..	..	..
Westland	7	580 1 8	28 0 4	..	18 12 9	2	112 0 24	6	482 3 20	482 17 2	3	370 1 8	23 4 10
Canterbury	100	15,870 1 10	1,135 16 6	..	1,174 0 3	1	60 2 0	28	2,591 0 9	4,065 17 2	1	117 0 18	3 2 0
Otago	451	82,541 3 38	2,666 3 0	..	3,097 5 7	9	834 1 14	46	9,010 3 38	6,892 4 6	54	11,648 3 15	384 13 3
Southland	155	32,547 0 29	1,230 7 2	..	1,216 17 7	9	1,893 3 8	39	8,318 2 24	6,988 11 1	36	9,088 0 17	205 14 9
Totals	2,078	543,534 3 26	20,537 1 10	17 16 5	20,577 7 10	205	71,293 2 1	1142	382,806 3 20	321,145 6 8	333	84,395 0 31	2,132 2 6

Table 8.—Return of Occupation-with-right-of-purchase Lands taken up during the Year ended 31st March, 1898.

District.	Taken up during the Year.				Previous Transactions to 31st March, 1897.			Forfeitures during the Year.			Surrenders during the Year.		
	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.
		A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	186	31,993 0 16	0 6·7	898 4 10	851	158,297 0 16	4,014 14 5	6	579 3 8	17 17 6	12	1,370 2 26	35 1 2
Hawke's Bay	10	2,943 2 17	0 10	124 12 6	69	29,048 3 0	1,273 16 10	3	1,547 0 0	61 4 2	..	..	..
Taranaki	31	7,650 3 0	1 0·6	397 5 2	97	25,798 2 25	1,714 8 10	..	..	..	2	319 0 0	37 15 10
Wellington	97	27,553 2 28	1 2·75	1,706 0 0	336	96,269 3 33	5,662 8 8	23	4,926 0 0	312 10 4	1	100 0 0	5 12 6
Nelson	22	4,412 3 16	0 4	75 2 8	79	14,761 1 24	250 1 6	2	98 3 31	1 15 6	..	..	..
Marlborough	7	3364 0 0	1 0	163 14 10	10	1,135 1 13	34 7 0	..	..	..	..	..	..
Westland	2	200 0 0	0 6	5 0 0	31	4,251 2 13	105 4 0	2	153 3 17	3 17 0	..	..	..
Canterbury	..	..	..	..	22	3,782 3 32	323 15 10	..	..	..	..	..	..
Otago	10	1,328 2 4	0 9	49 17 10	115	21,001 2 25	883 14 10	11	1,613 0 2	63 14 8	3	125 2 17	7 12 8
Southland	15	1,967 2 9	0 9·7	79 16 6	120	28,232 2 34	1,054 9 2	1	175 1 7	5 9 6	..	..	..
Totals	380	81,414 0 10	..	3,499 14 4	1,730	382,580 0 15	15,317 1 1	48	9,093 3 25	466 8 8	18	1,915 1 3	86 2 2

District.	Exchanges during the Year.			Total Area held on 31st March, 1898.			Amount received during the Year ended 31st March, 1898.		Selectors in Arrear, 31st March, 1898.		
	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.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	1	500 0 0	12 10 0	967	178,914 2 16	4,610 15 1	420 7 5	2,027 9 7	108	18,785 3 5	561 14 0
Hawke's Bay	..	..	..	71	26,659 3 17	1,216 19 8	45 7 7	893 7 3	1	500 0 0	8 12 11
Taranaki	..	..	..	116	29,409 1 25	1,846 10 0	198 12 7	1,401 4 3	10	3,372 2 13	120 14 5
Wellington	..	..	..	394	112,537 1 3	6,676 17 4	903 1 7	4,523 19 3	12	4,098 1 37	163 11 0
Nelson	..	..	..	98	18,446 1 16	313 13 6	37 11 4	174 0 11	5	578 3 37	9 3 7
Marlborough	..	..	..	17	4,499 1 13	198 1 10	79 5 5	15 16 8	..	..	..
Westland	..	..	..	25	3,037 2 30	74 5 10	2 10 0	34 14 10	4	530 0 7	9 15 0
Canterbury	..	..	..	12	1,080 3 24	86 15 6	..	84 5 8	2	217 2 24	4 9 5
Otago	..	..	..	91	17,374 1 10	699 19 2	32 4 8	530 4 9	11	2,697 0 0	63 4 3
Southland	..	..	..	117	23,028 2 17	883 3 0	39 18 3	708 0 8	8	2,999 3 14	100 4 0
Totals	1	500 0 0	12 10 0	1,908	414,988 1 11	16,607 0 11	1,758 18 10	10,393 3 10	161	33,780 1 17	1,041 8 7

Table 9.—Return of Lease-in-perpetuity Lands taken up during the Year ended 31st March, 1898.

District.	Taken up during the Year.				Exchanges from other Tenures during the Year.			Previous Transactions to 31st March, 1897.			Forfeitures during the Year.		
	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.
		A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	75	16,355 3 9	0 6.5	448 4 6	13	2,240 3 10	53 11 10	474	92,134 1 16	2,062 11 10	9	1,362 0 2	32 8 6
Hawke's Bay	14	9,808 3 10	0 7	285 6 2	..	..	..	111	61,577 3 38	1,863 19 5	3	2,833 2 0	65 6 6
Taranaki	31	8,189 2 30	0 10·62	357 7 2	2	960 0 0	61 5 8	135	40,231 3 2	2,154 9 4	2	939 0 0	42 2 10
Wellington	41	10,614 3 28	0 10·75	472 17 4	1	92 3 29	4 13 0	283	83,785 0 22	3,601 16 5	14	3,443 0 0	166 9 6
Nelson	24	6,406 3 30	0 3·3	88 4 7	4	1,715 1 33	32 5 6	74	18,281 0 30	251 9 8	1	244 0 0	2 18 6
Marlborough	17	5,947 0 8	0 5	125 4 2	9	5,048 0 9	93 10 0	87	44,941 1 6	888 6 2	..	..	..
Westland	..	..	..	..	..	..	..	12	1,260 0 0	26 17 0	1	150 0 0	3 0 0
Canterbury	11	3,616 2 0	1 0·6	191 3 4	11	239 1 14	63 19 6	172	85,233 1 36	4,475 10 8	5	1,500 0 0	67 8 6
Otago	65	12,491 1 34	0 6·9	363 15 4	9	3,516 1 10	101 7 0	507	140,244 3 0	4,436 2 3	13	4,391 0 9	117 19 10
Southland	21	3,521 3 15	0 8·3	122 19 0	1	239 3 36	28 16 0	229	78,788 1 6	2,609 14 2	11	3,888 2 24	108 17 10
Totals	299	76,953 0 4	..	2,455 1 7	50	14,052 3 21	439 8 6	2,084	646,478 0 36	22,370 16 11	59	18,751 0 35	606 12 0
Cheviot Estate.													
Canterbury	6	105 2 12	7 10·6	41 12 10	..	..	..	115	25,142 3 21	6,718 16 0	1	24 0 0	7 4 0
Lands for Settlements.													
					Lands reallotted during Year.								
Auckland	3	1,131 1 0	0 5·31	25 1 2	6	856 3 21	100 11 2	68	6,680 1 20	1,402 9 10	14	872 3 22	118 1 2
Hawke's Bay	26	1,171 0 31	12 7	736 18 0	..	..	..	63	10,246 1 5	3,224 8 0	3	643 3 32	167 11 0
Wellington	19	212 1 30	18 3·5	194 17 2	..	..	..	..	..	..	..	..	..
Marlborough	1	318 0 0	2 2	34 9 0	..	..	..	31	8,682 3 0	1,443 8 7	..	..	..
Westland	1	157 0 0	1 10·5	14 14 4	..	..	..	17	2,717 3 0	224 6 6	..	..	..
Canterbury	155	22,594 3 27	5 3·6	5,987 19 10	..	..	..	277	17,602 0 23	6,981 17 8	22	320 2 31	153 6 2
Otago	84	13,015 2 36	7 0·3	4,596 7 4	..	..	..	195	21,249 1 25	6,690 16 2	14	495 0 5	109 12 4
Southland	5	2,279 0 14	1 8	204 16 2	1	318 0 0	12 14 6	47	9,798 1 20	1,427 18 2	3	898 0 0	44 15 10
Totals	294	40,879 2 18	..	11,795 3 0	7	1,174 3 21	113 5 8	698	76,977 0 13	21,395 4 11	56	3,230 2 10	593 6 6

Table 9.—Return of Lease-in-perpetuity Lands taken up during the Year ended 31st March, 1898—*continued.*

District.	Surrenders during the Year.			Total Area held on 31st March, 1898.			Amount received during the Year ended 31st March, 1898.		Selectors in Arrear, 31st March, 1898.		
	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.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	3	456 1 35	6 17 6	511	98,108 3 10	2,299 0 10	174 0 1	1,247 19 10	78	15,595 2 3	349 1 4
Hawke's Bay	..	..	..	118	67,661 2 38	2,049 11 9	108 5 1	1,525 9 2	..	..	..
Taranaki	6	1,667 0 0	107 1 2	145	41,680 1 32	2,149 14 8	178 13 7	1,534 8 4	10	3,411 0 0	122 16 1
Wellington	..	..	..	296	85,306 0 18	3,690 0 7	271 7 10	2,576 14 7	15	5,058 2 0	167 7 2
Nelson ..	..	..	..	99	25,376 0 36	360 9 1	60 5 0	190 4 9	7	1,050 2 29	27 16 7
Marlborough	..	3 0 0*	0 1 2	111	55,933 1 23	1,136 7 2	56 18 6	366 10 3	..	..	..
Westland	..	..	..	9	950 0 0	20 13 0	..	†38 8 0	..	..	..
Canterbury	1	1,950 0 0	48 15 0	176	71,022 0 10	3,867 2 0	115 15 3	3,432 5 5	9	8,712 2 16	223 3 6
Otago ..	8	4,460 1 16	137 0 0	533	140,010 3 27	4,362 0 7	203 17 2	3,336 14 7	43	11,952 3 11	332 17 10
Southland	1	247 1 13	4 18 10	199	63,329 3 14	2,203 9 6	61 9 6	1,465 5 4	45	21,795 3 27	696 17 6
Totals	19	8,784 0 24	304 13 8	2,197	649,379 2 8	22,138 9 2	1,230 12 0	15,714 0 3	207	67,577 0 6	1,920 0 0
Cheviot Estate.											
Canterbury	..	..	..	116	23,928 0 33	6,427 17 0	20 16 11	6,435 2 10	4	759 1 0	148 4 0
Lands for Settlements.											
Auckland	..	..	..	63	7,795 2 19	1,400 1 8	9 18 0	1,202 1 5	3	73 0 2	13 2 6
Hawke's Bay	..	..	..	86	10,773 2 4	3,793 15 0	368 9 0	2,632 8 6	..	..	..
Wellington	..	..	..	19	212 1 30	194 17 2	97 13 1	..	..	..	..
Marlborough	..	..	..	31	9,000 3 0	1,477 17 7	34 9 0	951 17 4	15	4,427 0 0	486 6 9
Westland	..	..	..	18	2,874 3 0	239 0 10	7 7 2	185 15 10	..	..	..
Canterbury	1	20 0 0	6 10 0	408	39,826 2 19	12,794 13 8	5,092 16 8	5,459 9 11	8	441 2 27	84 4 11
Otago ..	8	275 1 6	99 12 2	257	33,494 3 10	11,177 19 0	3,077 1 7	6,099 17 3	17	4,118 2 32	604 12 5
Southland	..	..	..	50	11,497 1 34	1,600 13 0	108 15 4	1,006 14 2	4	684 3 0	90 14 10
Totals	9	295 1 6	106 2 2	932	115,475 3 36	32,678 17 11	8,796 9 10	17,538 4 5	47	9,745 0 21	1,279 1 5

* Portion of a holding. † Includes £32 received as survey-fees.

Table 10.—Return of Agricultural-lease Lands taken up during the Year ended 31st March, 1898.

District.	Taken up during the Year.				Surrenders during the Year.			Expiries during the Year.		
	Number of Selectors.	Area taken up.	Average to each Selector.	Yearly Rental payable.	Number of Selectors.	Area.	Yearly Rental payable.	Number of Selectors.	Area.	Yearly Rental payable.
		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	..	..	..	..	..	..	..	..	..	..
Westland	..	..	..	..	..	..	..	..	..	..
Otago	5	257 3 15	51 2 11	18 13 0	1	16 3 5	0 8 6	3	233 1 23	29 7 6
Southland	..	..	..	..	..	..	..	..	..	..
Totals	5	257 3 15	51 2 11	18 13 0	1	16 3 5	0 8 6	3	233 1 23	29 7 6

District.	Total Area held on 31st March, 1898.			Amounts received during the Year ended 31st March, 1898.		Made Freehold from Commencement of System to 31st March, 1898.			Selectors in Arrear on 31st March, 1898.		
	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.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	7	625 2 27	30 12 9	..	..	67	2,750 0 0	590 5 0	..	..	..
Westland ..	..	..	..	..	..	32	279 0 15	488 12 11	..	..	..
Otago	19	608 0 35	36 18 9	9 6 6	106 0 0	1,322	130,983 3 39	131,240 12 6	11	532 3 39	19 8 10
Southland ..	..	..	..	..	..	50	6,570 1 5	6,570 5 0	..	..	..
Totals ..	26	1,233 3 22	67 11 6	9 6 6	106 0 0	1,471	140,583 1 19	138,889 15 5	11	532 3 39	19 8 10

Table 11.—Occupation Leases, under "The Mining Districts Land Occupation Act, 1894," taken up during the Year ended 31st March, 1898.

District.	Taken up during the Year.			Taken up in previous Years.			Forfeitures during the Year.		
	No. of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.	No. of Selectors.	Area.	Annual Rental.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	2	200 0 0	5 0 0	23	1,073 1 23	51 12 0	..	..	..
Marlborough ..	2	125 0 0	3 2 6	15	947 0 0	25 3 4	..	..	..
Otago	18	941 0 20	33 15 0	65	2,595 1 25	119 18 9	1	56 2 0	2 2 9
Southland ..	1	18 3 0	0 9 6	14	1,132 2 18	35 5 2	..	..	..
Totals ..	23	1,284 3 20	42 7 0	117	5,748 1 26	231 19 3	1	56 2 0	2 2 9

District.	Surrenders during the Year.			Total Area held on 31st March, 1898.			Amount received during the Year.		Selectors in Arrear on 31st March, 1898.		
	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.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	1	29 3 6	1 18 0	23	1,188 0 1	46 3 6	1 5 0	8 19 0	..	..	..
Marlborough	..	..	..	17	1,072 0 0	28 5 10	3 2 6	21 7 4	..	..	..
Otago ..	1	30 2 23	1 0 8	81	3,449 1 22	150 10 4	5 9 6	187 12 11	2	86 0 9	2 13 9
Southland ..	..	..	..	15	1,151 1 18	35 14 8	*6 0 0	..	..	..	..
Totals ..	2	60 1 29	2 18 8	136	6,860 3 1	260 14 4	15 17 0	217 19 3	2	86 0 9	2 13 9

* Survey-fees

Table 12.—Return of Village-settlement Lands disposed of for Cash during the Year ended 31st March, 1898.

District.	No. of Selectors.	Area.	Amount realised during the Year 1897–98.	Total Area made Freehold from Commencement of System to 31st March, 1898.		
				No. of Selectors.	Area.	Total Amount realised.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay	..	..	..	248	633 1 26	4,127 11 10
Taranaki	..	..	..	308	853 0 9	6,935 10 9
Wellington	..	..	..	262	451 0 29	3,276 3 5
Marlborough	..	..	..	9	22 1 11	75 16 10
Canterbury	..	..	..	166	1,208 0 1	5,481 17 4
Otago	1	1 0 36	10 0 0	103	889 2 19	1,756 3 5
Southland	1	0 0 37	7 17 6	559	2,917 1 9	8,913 4 0
Totals	2	1 1 33	17 17 6	1,655	6,974 3 24	30,566 7 7

Table 13.—Return of Village-settlement Deferred-payment Lands: Transactions during the Year ended 31st March, 1898.

District.	Exchanges during the Year.			Total Area held on 31st March, 1898.			Amount received on Past Transactions during the Year ended 31st March, 1898.	Made Freehold during the Year.			Freeholds acquired from Commencement of System to 31st March, 1898.			Selectors in Arrear on 31st March, 1898.		
	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	..	..	..	3	9 1 32	2 14 10	8 19 3	3	55 3 8	94 14 0	107	1,183 0 10	2,680 14 1	..	..	..
Taranaki	..	..	..	..	..	..	240 4 7	1	31 3 17	306 0 9	120	2,289 2 36	10,907 12 11	..	..	..
Wellington	..	..	..	7	14 0 28	130 4 5	0 17 6	1	6 0 0	30 0 0	102	956 2 8	3,714 5 4	..	..	..
Marlborough	..	..	..	5	43 1 20	9 4 8	10 3 5	..	..	..	..	..	..	..	..	..
Canterbury	..	1	1 0 37	0 18 1	18	307 1 33	79 2 10	108 4 3	2	10 0 0	93 7 6	512	2,408 1 21	20,449 13 2	..	..	..
Otago	..	..	..	..	5	187 2 36	17 11 0	57 5 10	4	107 0 1	262 11 6	100	1,042 2 2	2,709 0 7	..	..	..
Southland	..	..	..	..	35	647 0 24	28 5 8	102 2 6	6	83 0 14	216 3 4	242	3,536 0 1	8,544 0 3	1	14 0 6	0 6 0
Totals	..	1	1 0 37	0 18 1	73	1,209 1 13	267 3 5	527 17 4	17	293 3 0	1,002 17 1	1,183	11,416 0 38	49,005 6 4	1	14 0 6	0 6 0

Table 14.—Return of Village-settlement Perpetual-lease Lands: Transactions during the Year ended 31st March, 1898.

District.	Forfeitures during the Year.			Exchanges during the Year.			Total Area held on 31st March, 1898.			Amount received on Past Transactions during the Year ended 31st March, 1898.	Made Freehold during the Year.			Freeholds acquired from Commencement of System to 31st March, 1898.			Selectors in Arrear on 31st March, 1898.		
	Number of Selectors.	Area.	Annual Rent.	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.		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	..	..	..	..	..	..	1	25 3 20	2 5 6	2 5 6	..	..	..	8	120 3 21	248 12 6	..	..	..
Wellington	..	..	..	..	..	..	5	38 1 27	5 11 0	3 11 9	1	7 2 14	13 5 7	23	285 3 6	924 1 11	2	12 1 11	0 18 6
Marlborough	..	..	..	..	..	..	1	10 0 0	1 5 0	1 5 0	..	..	..	..	..	..	..	..	..
Canterbury	1	10 0 0	5 0 0	9	208 0 23	73 18 2	62	1,160 3 15	281 7 2	601 3 11	2	2 0 0	45 0 0	12	240 1 21	583 0 5	4	61 1 38	23 3 4
Otago	..	..	..	..	..	..	42	933 2 33	90 7 2	99 1 11	..	..	..	7	184 1 37	247 0 0	1	14 2 2	0 7 6
Southland	3	39 2 15	4 9 0	..	..	..	119	1,792 0 30	227 18 0	243 6 5	2	25 1 15	50 13 9	11	132 1 27	334 6 0	9	122 3 6	15 15 3
Totals	4	49 2 15	9 9 0	9	208 0 23	73 18 2	230	3,961 0 5	608 13 10	950 14 6	5	34 3 29	108 19 4	61	963 3 32	2,337 0 10	16	211 0 17	40 4 7

Table 15.—Return of Village-settlement Lands disposed of on Occupation with Right of Purchase during the Year ended 31st March, 1898.

District.	Village Sections taken up during the Year.			Forfeitures during the Year.			Total Area held on 31st March, 1898.			Amount received during the Year ended 31st March, 1898.		Selectors in Arrear on 31st March, 1898.		
	Number of Selectors.	Area.	Annual Rental.	Number of Selectors.	Area.	Annual Rental.	Number of Selectors.	Area.	Annual Rental.	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	..	..	..	..	..	..	8	6 2 8	2 5 0	..	2 5 0	2	2 0 0	0 8 9
Taranaki	1	0 3 0	0 4 6	1	0 2 0	0 3 0	17	13 2 0	4 2 6	0 4 6	5 6 9	1	1 0 0	0 3 0
Canterbury	..	..	..	1	0 1 0	0 8 0	3	0 3 0	1 4 0	..	0 12 0	1	0 1 0	0 4 0
Otago	..	..	..	..	..	..	5	3 2 28	0 19 0	..	1 0 6	..	..	..
Southland	1	1 0 24	1 3 2	1	0 2 0	0 10 0	4	4 0 24	2 13 2	0 11 7	1 10 0	..	..	..
Totals	2	1 3 24	1 7 8	3	1 1 0	1 1 0	37	28 2 20	11 3 8	0 16 1	10 14 3	4	3 1 0	0 15 9

Table 16.—Return of Village-settlement Lands disposed of on Lease in Perpetuity during the Year ended 31st March, 1898.

District.	Taken up during the Year.			Exchanges from other Tenures during the Year.			Forfeitures during the Year.			Surrenders during the Year.			Total Area held on 31st March, 1898.			Amount received during the Year ended 31st March, 1898.		Selectors in Arrear on 31st March, 1898.		
	Number of Selectors.	Area.	Annual Rent payable.	Number of Selectors.	Area.	Annual Rent payable.	Number of Selectors.	Area.	Annual Rent.	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.		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Hawke's Bay ..	2	60 0 4	2 18 0	..	..	..	3	12 3 30	2 7 2	..	..	..	33	184 3 20	40 3 8	1 9 0	35 9 0	1	1 0 0	0 4 0
Taranaki ..	..	..	..	..	..	..	..	..	..	..	..	..	9	68 0 8	7 5 0	..	7 5 1	1	2 3 35	0 7 2
Wellington ..	25	469 3 5	48 15 4	9	125 3 34	14 10 10	17	202 1 38	23 1 10	1	23 0 14	2 15 6	272	4,846 1 34	624 11 1	36 10 9	771 19 3	31	522 1 38	57 8 4
Marlborough ..	1	0 2 0	0 4 0	..	..	..	..	..	..	..	..	..	7	151 2 35	21 11 4	0 2 0	23 11 4	..	..	..
Canterbury ..	..	..	..	..	..	..	3	0 3 0	0 19 6	..	..	..	20	8 3 11	9 1 0	..	7 6 0	1	0 1 11	0 4 1
Otago ..	27	493 2 31	33 18 8	..	..	..	7	138 0 0	10 5 6	..	..	..	133	2,123 1 5	168 5 4	17 17 0	121 6 6	7	147 0 30	7 10 5
Southland ..	32	362 1 35	37 12 4	..	..	..	7	169 2 13	17 10 4	..	..	..	185	3,060 2 24	284 19 2	18 16 2	217 0 3	21	374 0 26	25 14 0
Totals ..	87	1,386 1 35	123 8 4	9	125 3 34	14 10 10	37	523 3 1	54 4 4	1	23 0 14	2 15 6	659	10,443 3 17	1,155 16 7	74 14 11	1,183 17 5	62	1,048 0 20	91 8 0
Under Land for Settlements Acts.																				
Hawke's Bay ..	3	14 3 14	8 10 0	..	..	..	1	3 0 16	2 4 0	..	..	..	10	32 3 28	29 17 0	4 5 0	14 9 6	1	0 1 0	0 5 0
Otago	2	25 0 0	20 9 2	..	..	..	4	35 0 2	29 11 2	..	..	..	29	402 3 37	308 1 10	10 4 1	311 9 2	7	106 0 17	52 8 3
Totals ..	5	39 3 14	28 19 2	..	..	..	5	38 0 18	31 15 2	..	..	..	39	435 3 25	337 18 10	14 9 1	325 18 8	8	106 1 17	52 13 3

Table 17.—Return of Selectors under the Village-homestead Special-settlement Regulations for the Year ended 31st March, 1898.

District.	Taken up during the Year.				Forfeitures during the Year.			Exchanges to other Tenures during the Year.			Total Area held on 31st March, 1898.		
	Number of Selectors.	Area allotted.	Average Area to each Selector.	Average Rental per Acre.	Number.	Area.	Rental.	Number.	Area.	Rental.	Number of Selectors.	Area.	Rental, including Interest on Advances.
		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	..	..	..	..	4	163 3 24	8 3 9	7	348 3 38	18 18 1	167	6,793 0 25	541 19 5
Hawke's Bay	..	..	..	..	..	..	..	..	..	..	31	193 2 30	66 6 10
Wellington	1	1 3 12	1 3 12	0 5 5·8	5	44 3 13	13 10 6	9	125 3 34	18 3 0	126	1,529 0 34	258 16 4
Marlborough	..	..	..	..	..	..	..	..	..	..	14	234 0 24	22 13 6
Canterbury	6	22 3 26	3 3 11	0 10 11·4	6	222 0 0	28 19 8	..	..	..	228	7,829 1 15	930 7 8
Otago	..	..	..	..	1	42 2 32	2 1 4	..	..	..	86	1,393 1 25	174 18 2
Southland	..	..	..	..	..	..	..	..	..	..	60	632 2 11	154 7 0
Totals	7	24 2 38	..	..	16	473 1 29	52 15 3	16	474 3 32	37 1 1	712	18,605 2 4	2,149 8 11
Cheviot Estate.													
Canterbury	2	16 3 3	8 1 21·5	0 12 0	1	10 0 0	6 0 0	..	..	..	79	2,480 1 0	874 0 4

District.	Total Amount advanced to Selectors and remaining unpaid: 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, 1898.				Value of Improvements now on the Land.
	For Houses.	For Bushfelling and other Works.	Total Advances.	Rent.	Interest.	Rent.	Interest.	No.	Area.	Amount. Rent.	Amount. Interest.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	£ s. d.	£ s. d.
Auckland	5,516 18 1	7,267 15 0	12,784 13 1	*91 4 5	129 8 2	2,868 16 2	1,884 17 9	146	6,066 2 35	670 3 8	1,081 4 0	16,974 0 6
Hawke's Bay	380 0 0	167 1 3	547 1 3	30 12 10	26 18 4	403 7 6	400 4 10	3	8 2 24	2 4 11	3 7 4	5,867 0 0
Wellington	2,170 0 0	2,959 4 3	5,129 4 3	320 3 10	211 19 11	2,945 9 6	2,250 8 4	17	214 2 28	30 16 1	18 6 6	26,554 0 0
Marlborough	70 0 0	18 15 0	88 15 0	20 5 9	4 19 0	199 3 3	46 9 4	..	..	..	..	1,223 17 6
Canterbury	2,140 0 0	..	2,140 0 0	813 17 1	105 15 0	6,803 15 6	1,101 5 0	7	220 3 33	20 4 1	1 10 0	17,196 19 1
Otago	1,074 17 6	441 5 0	1,516 2 6	116 10 2	68 1 2	926 9 2	572 18 9	5	100 3 18	6 11 11	7 11 0	6,726 0 0
Southland	736 0 0	333 17 2	1,069 17 2	106 0 11	52 9 3	1,075 14 0	470 6 0	9	104 2 24	9 8 6	5 2 0	9,000 0 0
Totals	12,087 15 7	11,187 17 8	23,275 13 3	1,498 15 0	599 10 10	15,222 15 1	6,725 10 0	187	6,716 2 2	739 9 2	1,117 0 10	83,541 17 1
Cheviot Estate.												
Canterbury	70 0 0	..	70 0 0	822 8 11	2 15 0	3,489 19 4	10 0 0	6	173 0 0	36 9 0	0 10 0	5,643 0 0

* Exclusive of £73 12s. 6d., repayment of advances.

Table 18.—Statement showing Position of Village Settlements as at 31st March, 1898.

District.	Number of Original Settlers.	Original Settlers now remaining.	Number of Present Settlers.		Total Acreage originally taken up.	Total Acreage now remaining.	Total Acreage laid down in Pasture or cultivated.	Total Advances to Settlers remaining unpaid on 31st March, 1898.	Interest which should have been paid back by Settlers to 31st March, 1898.	Total Interest actually paid to 31st March, 1898.	Arrears of Interest on 31st March, 1898.	Further Advances for which Government will be liable.	Value of Dwelling-houses, Out-buildings, and Fencing now on the Ground.
			Resident.	Non-resident.									
					Acres.	Acres.	Acres.	£*	£*	£*	£*	£*	£*
Auckland	461	154	156	57	21,229	8,911	3,608	12,784	2,966	1,885	1,081	..	10,669
Hawke's Bay	77	43	52	22	454	412	279	547	400	397	3	..	5,786
Wellington	536	240	304	88	8,966	6,376	4,161	6,615	2,466	2,421	45	..	27,794
Marlborough	22	9	10	4	342	234	171	104	46	46	..	..	861
Canterbury†	472	257	285	64	15,023	11,727	7,732	2,220	1,114	1,112	2	..	26,115
Otago	162	60	83	3	2,761	1,393	887	1,541	580	573	7	..	6,726
Southland	105	60	54	6	1,046	634	511	1,106	476	471	5	..	9,000
Totals	1,835	823	944	244	49,821	29,687	17,349	24,917	8,048	6,905	1,143	..	86,951

* To nearest £1. † Includes Cheviot Estate and Ellesmere endowment.

Table 19.—Return of Special-settlement Associations under Section 163 of "The Land Act, 1885," and Part IV. of "The Land Act, 1892," for the Year ended 31st March, 1898.

District.	Old Transactions.				New Selections taken up during the Year.				Amount received during the Year.	Total Amount received on Current and Previous Transactions to 31st March, 1898.	Made Freehold.			
											During the Year.		From Commencement of System to 31st March, 1898.	
	Original Area of Block.	No. of Original Selectors.	No. of Transfers.	No. of Original Settlers now residing.	No.	Area.	Average Area of each Selector.	Price per Acre.			No.	Area.	No.	Area.
	A. R. P.					A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.		A. R. P.		A. R. P.
Auckland	45,812 0 16	227	13	98	..	..	..	..	159 11 8	6,287 18 0	9	704 2 39	44	4,310 1 22
Hawke's Bay	10,320 3 31	84	36	18	..	..	..	..	52 17 3	5,213 13 7	..	..	52	4,657 0 2
Taranaki	73,947 2 22	376	14	54	..	..	..	..	863 3 7	1,938 3 10	..	..	..	..
Wellington	354,363 3 19	2,007	518	217	4	392 0 0	98 0 0	1 5 9	6,906 0 11	102,518 17 10	48	4,836 0 7	714	71,375 3 18
Canterbury	3,023 0 6	33	7	4	1	50 0 0	50 0 0	1 5 0	175 12 3	640 6 2	..	..	..	..
Otago	2,955 1 12	15	6	9	..	..	..	..	96 9 6	328 1 1	..	..	..	..
Totals	490,422 3 26	2,742	594	400	5	442 0 0	..	..	8,253 15 2	116,927 0 6	57	5,540 3 6	810	80,343 1 2
Under Land for Settlements Acts.														
Canterbury	2,888 3 27	14	..	..	..	..	..	..	167 4 10	404 14 11	..	..	..	..

District.	Total Area held, 31st March, 1898: Past and Current Transactions.		No. of Selectors required to reside and actually residing, and Area.		Forfeitures during the Year.			Surrenders during the Year.			Selectors in Arrear, 31st March, 1898.		
				Actually residing.									
	No. of Selectors.	Area.	No. required to reside.	No. / Area.	No. of Selectors.	Area.	Amount.	No. of Selectors.	Area.	Amount.	No. of Selectors.	Area.	Amount.
		A. R. P.		A. R. P.		A. R. P.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	131	28,453 2 3	25	29 / 5,421 0 0	5	2,088 2 0	40 12 0	1	200 0 0	5 0 0	4	402 3 36	52 5 6
Hawke's Bay	20	3,263 3 29	2	12 / 2,152 3 10	..	..	..	..	..	..	..	..	..
Taranaki	154	29,654 1 7	43	63 / 11,780 0 0	67	13,602 0 0	483 1 4	30	6,012 0 0	190 15 0	34	6,203 0 24	267 12 2
Wellington	622	106,852 0 24	39	267 / 46,791 1 12	64	11,425 2 4	604 2 10	1	100 0 0	5 0 0	92	17,781 1 14	895 2 10
Canterbury	25	2,268 0 37	4	4 / 570 3 33	2	74 3 20	5 3 0	..	..	..	3	146 1 33	7 0 6
Otago	15	2,955 1 12	14	14 / 2,754 2 32	..	..	..	..	..	..	2	361 0 0	13 17 1
Totals	967	173,447 1 32	127	389 / 69,470 3 7	138	27,190 3 24	1,132 19 2	32	6,312 0 0	200 15 0	135	24,894 3 27	1,235 18 1
Under Land for Settlements Acts.													
Canterbury	11	2,114 1 9	..	.. / ..	2	396 0 0	23 10 6	..	..	..	2	365 2 25	16 0 0

Table 20.—Return of Homestead Lands: Transactions during the Year ended 31st March, 1898.

District.	Total Area held on 31st March, 1898: Past and Current Transactions.		Made Freehold during the Year.		Made Freehold since Commencement of System to 31st March, 1898.	
	No. of Selectors.	Area.	No. of Selectors.	Area.	No. of Selectors.	Area.
		A. R. P.		A. R. P.		A. R. P.
Auckland	26	2,859 0 13	11	1,116 1 30	439	73,312 2 37
Westland	..	..	..	..	39	1,480 0 0
Otago	3	206 2 37	1	195 0 27	18	2,649 1 18
Totals	29	3,065 3 10	12	1,311 2 17	496	77,442 0 15

Table 21.—Return of Small Grazing-runs taken up during the Year ended 31st March, 1898.

District.	Taken up during the Year.					Forfeitures during the Year.			Surrenders during the Year.		
	Number of Holders.	Area.	Average Area.	Average Rent per Acre.	Annual Rent payable.	Number.	Area.	Annual Rental.	Number.	Area.	Annual Rental.
		A. R. P.	A. R. P.	s. d.	£ s. d.		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland ..	..	..	..	..	..	..	..	..	..	..	..
Hawke's Bay ..	1	5,800 0 0	5,800 0 0	0 2·5	60 0 0	..	..	..	..	..	..
Taranaki ..	..	..	..	..	..	..	..	..	..	..	..
Wellington ..	1	1,430 0 0	1,430 0 0	0 1·5	8 18 10	..	..	..	..	..	..
Marlborough ..	14	34,372 0 0	2,455 0 0	0 5	676 3 11	..	..	..	*	26 0 0	0 6 6
Canterbury ..	10	42,298 3 5	4,229 3 20	1 6·4	1,130 6 4	..	..	..	..	..	..
Otago	24	45,667 0 24	1,902 3 7	0 5·09	969 10 10	4	9,777 2 17	246 12 8	2	7,981 1 5	188 19 2
Southland ..	2	11,465 1 25	5,732 2 32	0 3	143 6 4	..	..	..	2	10,476 0 1	131 17 0
Totals ..	52	141,033 1 14	..	..	2,988 6 3	4	9,777 2 17	246 12 8	4	18,483 1 6	321 2 8
Cheviot Estate.											
Canterbury—Grazing-farms	15	811 0 9	54 0 11·2	4 4·9	178 17 4	..	..	..	..	..	..
Land for Settlements Acts.											
Canterbury ..	2	5,160 3 36	2,580 1 38	0 9·1	197 0 4	..	..	..	..	..	..
Otago	2	2,452 3 27	1,226 1 33	2 2·69	272 17 10	..	..	..	..	..	..
Totals ..	4	7,613 3 23	..	..	469 18 2	..	..	..	..	..	..

District.	Exchanges to other Tenures during the Year.			Total Area held on 31st March, 1898: Past and Current Transactions.		Amount received during the Year ended 31st March, 1898.		Arrears on 31st March, 1898.		
	Number.	Area.	Annual Rental.	Number of Holders.	Area.	On the Year's Transactions.	On Past Transactions.	Number.	Area.	Amount.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	..	..	..	14	68,849 0 0	..	388 6 3	10	34,847 0 0	188 18 11
Hawke's Bay	..	..	..	52	139,196 2 18	30 0 0	1,225 19 9	..	..	..
Taranaki	..	..	..	14	14,043 0 0	..	174 15 2	..	..	..
Wellington	..	..	..	77	75,564 1 22	8 18 10	2,382 12 1	6	4,799 3 0	79 13 8
Marlborough ..	5	2,878 0 9	34 3 5	72	64,253 2 16	340 7 11	408 18 0	1	454 0 0	1 13 6
Canterbury	..	..	..	47	114,840 1 25	562 13 5	4,132 6 8	6	12,266 0 13	615 14 1
Otago	..	..	..	265	517,278 3 22	493 8 9	10,865 5 1	31	41,769 0 15	703 5 5
Southland	..	..	..	19	57,815 2 6	71 13 2	582 7 4	3	8,869 0 28	55 8 9
Totals ..	5	2,878 0 9	34 3 5	560	1,051,841 1 29	1,507 2 1	20,160 10 4	57	103,005 0 16	1,644 14 4
Cheviot Estate.										
Canterbury—Grazing-farms	..	..	..	41	45,691 0 9	112 14 7	6,242 7 0	2	3,033 2 0	50 13 8
Land for Settlements Acts.										
Canterbury ..	..	..	..	3	9,440 2 1	99 15 2	20 3 10	1	313 1 3	15 13 4
Otago	..	..	..	3	3,667 1 30	136 12 8	129 1 0	..	..	..
Totals ..	..	..	..	6	13,107 3 31	236 7 10	149 4 10	1	313 1 3	15 13 4

* Portion of a holding.

Table 22.—Number and Area of Pastoral Licenses for the Year ended 31st March, 1898.

District.	Taken up during the Year.			Exchanges to other Tenures during the Year.		Forfeitures during the Year.		Expiries during the Year.		Surrenders during the Year.	
	No. of Holders.	Area.	Annual Rental.	No. of Holders.	Area.	Number.	Area.	Number.	Area.	No. of Holders.	Area.
		A. R. P.	£ s. d.		A. R. P.		A. R. P.		A. R. P.		A. R. P.
Auckland	1	50,300 0 0	225 0 0	..	..	..	..	..	..	..	..
Hawke's Bay	..	..	..	..	..	1	18,866 0 0	..	..	..	..
Wellington	1	24,486 0 0	50 0 0	..	..	..	..	..	..	..	..
Nelson	19	771,555 0 0	2,559 15 4	..	..	8	9,600 0 0	3	31,326 0 0	23	160,795 0 0
Marlborough	18	216,135 0 0	1,054 5 0	4	3,010 0 0	..	..	4	970 0 0	3	2,571 0 0
Westland	40	3,482 0 0	46 18 0	..	..	1	10,000 0 0	10	3,789 0 0	1	9,500 0 0
Canterbury	16	441,512 0 12	624 18 10	..	..	1	39,200 0 0	2	678 0 0	2	179,000 0 0
Otago	27	383,667 0 4	3,233 9 10	..	..	1	66,440 0 0	26	54,276 0 0	3	149,269 3 30
Southland	16	99,277 0 0	475 13 10	..	..	1	2,500 0 0	3	46,095 0 0	1	1,150 0 0
Totals	138	1,990,414 0 16	8,270 0 10	4	3,010 0 0	13	146,606 0 0	48	137,134 0 0	33	502,285 3 30

District.	Total Area held on 31st March, 1898.				Holders in Arrear on 31st March, 1898.		
	Number of Holders.	Area, approximately.	Average Holdings.	Rent paid during the Year.	Number.	Area.	Amount.
		A. R. P.	A. R. P.	£ s. d.		A. R. P.	£ s. d.
Auckland	13	141,954 0 27	10,919 2 8	291 19 8	2	12,170 1 28	55 11 0
Hawke's Bay	16	123,359 2 0	7,710 0 0	625 10 11	1	1,872 0 0	23 8 0
Wellington	23	65,277 0 0	2,836 0 0	300 5 2	..	..	..
Nelson	106	989,055 1 9	9,330 0 0	5,128 16 2	..	..	..
Marlborough	74	757,433 0 0	10,235 0 0	5,316 0 3	..	..	..
Westland	195	510,987 0 36	2,620 1 31	746 19 8	20	81,149 0 0	76 16 0
Canterbury	99	3,069,309 0 12	31,003 0 19	31,014 18 7	..	..	..
Otago	247	4,197,796 1 21	16,995 0 20	30,802 7 0	5	117,323 2 10	45 16 5
Southland	95	1,313,910 0 0	13,830 0 0	3,785 1 7	1	27,700 0 0	2 10 0
Totals	868	11,169,081 2 25	..	78,011 19 0	29	240,214 3 38	204 1 5
Cheviot Estate.							
Canterbury	2	2,102 0 0	1,051 0 0	358 15 6	..	..	..

Table 23.—Return of Miscellaneous Leases and Licenses, not otherwise enumerated, during the Year ended 31st March, 1898.

District.	Objects for which leased.																Total Area.		Total Annual Rental.		Total Amount received during the Year ended 31st March, 1898.		Total Area in Occupation on 31st March, 1898.			Lessees in Arrear on 31st March, 1898.	
	Coal and Mineral.				Timber-cutting.			Flax-cutting.			Miscellaneous.																
	No.	Area.		Annual Rental.	No.	Area.		Amount received.	No.	Area.		Amount received.	No.	Area.		Annual Rental.							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.															

Table 24.—Return of Revenue received during the Year ended 31st March, 1898.

System.	Auckland.	Hawke's Bay	Taranaki.	Wellington.	Nelson.	Marlborough.	Westland.	Canterbury.	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	5,570 17 6	136 10 0	1,007 19 0	974 8 11	881 7 0	6,410 12 8	49 19 6	529 18 2	974 4 0	831 8 3	17,367 5 0
Perpetual lease made freehold	5,744 6 4	6,371 8 9	7,291 15 0	29,319 5 8	166 12 0	..	112 2 8	60 10 0	722 15 0	1,582 14 4	51,371 9 9
Village settlement perpetual lease made freehold	..	..	..	13 5 7	..	..	..	45 0 0	..	50 13 9	108 19 4
Deferred payment, rural	1,368 10 7	340 13 6	7,034 10 2	2,439 17 3	5,545 1 10	172 4 4	12 13 11	1,123 0 6	2,741 15 0	2,063 18 2	22,842 5 3
Deferred payment, pastoral	..	96 16 4	..	..	..	..	..	740 13 10	251 16 7	218 9 6	1,307 16 3
Perpetual lease and small areas	4,086 6 0	2,180 2 3	2,661 0 2	5,821 6 0	289 10 10	50 2 10	18 12 9	1,174 0 3	3,097 5 7	1,216 17 7	20,595 4 3
Occupation with right of purchase	2,447 17 0	938 14 10	1,599 16 10	5,427 0 10	211 12 3	95 2 1	37 4 10	84 5 8	562 9 5	747 18 11	12,152 2 8
Lease in perpetuity	1,421 19 11	1,633 14 3	1,713 1 11	2,848 2 5	250 9 9	423 8 9	6 8 0	3,548 0 8	3,540 11 9	1,526 14 10	16,912 12 3
Agricultural lease	..	..	..	..	..	..	..	..	115 6 6	..	115 6 6
Occupation lease, under "The Mining Districts Land Occupation Act, 1894"	10 4 0	..	..	..	..	24 9 10	..	..	193 2 5	..	227 16 3
Village settlement, cash	..	..	..	..	..	..	..	..	10 0 0	7 17 6	17 17 6
Village settlement, deferred payment	..	8 19 3	240 4 7	0 17 6	..	10 3 5	..	108 4 3	57 5 10	102 2 6	527 17 4
Village settlement, perpetual lease	..	2 5 6	..	3 11 9	..	1 5 0	..	601 3 11	99 1 11	243 6 5	950 14 6
Village settlement, occupation with right of purchase	..	2 5 0	5 11 3	..	..	..	..	0 12 0	1 0 6	2 1 7	11 10 4
Village settlement, lease in perpetuity	..	36 18 0	7 5 1	808 10 0	..	23 13 4	..	7 6 0	139 3 6	235 16 5	1,258 12 4
Village-homestead special settlement	294 5 1	57 11 2	..	532 3 9	..	25 4 9		919 12 1	184 11 4	158 10 2	2,171 18 4
Special-settlement association, deferred payment	132 1 8	38 2 0	..	1,610 11 6	..	..	..	..	..	..	1,780 15 2
Special-settlement association, perpetual lease	..	..	..	17 17 6	..	..	..	166 12 1	..	..	184 9 7
Special-settlement association, lease in perpetuity	27 10 0	14 15 3	863 3 7	5,277 11 11	..	..	..	9 0 2	96 9 6	..	6,288 10 5
Improved-farm special settlement	38 9 7	126 13 7	176 1 11	356 0 10	..	..	..	..	13 16 5	..	711 2 4
Small grazing-runs	388 6 3	1,255 19 9	174 15 2	2,391 10 11	..	749 5 11	..	4,695 0 1	11,358 13 10	654 0 6	21,667 12 5
Pastoral runs	291 19 8	625 10 11	..	300 5 2	5,128 16 2	5,316 0 3	746 19 8	31,014 18 7	30,802 7 0	3,785 1 7	78,011 19 0
Coal and mineral leases	431 6 0	..	..	..	306 5 0	..	..	51 19 5	190 7 9	49 5 0	1,029 3 2
Prospectors' mining leases	5 0 0	39 2 6	..	2 0 0	7 0 0	..	..	26 13 0	12 0 0	14 1 0	105 16 6
Timber licenses and other leases and sale of timber	8,115 16 11	3 10 0	..	24 15 0	..	47 1 8	..	2 0 0	12 4 0	368 3 8	8,573 11 3
Flax-cutting	..	..	..	..	..	6 10 0	..	..	..	..	6 10 0
Miscellaneous leases	255 13 9	280 10 10	67 16 10	368 19 5	105 8 0	24 5 6	36 0 0	..	988 18 3	22 9 0	2,150 1 7
Transfer, lease, and license-fees, &c.	174 10 10	160 19 0	215 17 3	198 2 0	161 2 0	79 10 0	55 5 0	351 13 0	274 8 0	195 11 0	1,866 18 1
Rents of reserves	76 18 6	223 3 3	143 16 1	359 10 5	1,484 3 5	533 4 10	25 7 3	2,159 9 4	22 7 11	691 14 3	5,719 15 3
Miscellaneous	924 15 11	447 1 10	102 13 9	593 12 8	391 3 0	7 7 3	28 16 10	225 9 0	219 12 9	175 16 8	3,116 9 8
Crown-grant fees	187 6 3	41 17 4	139 4 11	243 2 6	138 4 9	24 11 5	6 0 0	181 5 11	79 6 0	69 4 10	1,110 3 11
State forests	7,681 4 10	..	..	2,008 19 9	..	..	..	242 8 0	33 0 6	1,149 7 11	11,115 1 0
Survey liens on Native lands	..	..	..	481 14 1	..	..	..	..	..	..	481 14 1
Survey fees which do not form part payment of land	121 16 6	..	..	138 7 6	505 2 1	..	..	797 3 8	4 0 0	167 10 0	1,733 19 9
Survey fees which do form part payment of land	140 16 6	111 3 0	42 6 8	20 8 1	312 9 2	..	52 17 6	..	50 17 9	..	730 18 8
Totals carried forward	39,937 19 7	15,174 8 1	23,487 0 2	62,581 18 11	15,884 7 3	14,024 3 10	1,188 7 11	48,865 19 7	56,848 19 0	16,330 15 4	294,323 19 8

Table 24—*continued.*—RETURN of REVENUE received during the Year ended 31st March, 1898—*continued.*

System.	Auckland.	Hawke's Bay.	Taranaki.	Wellington.	Nelson.	Marlborough.	Westland.	Canterbury.	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.
Totals brought forward ..	39,937 19 7	15,174 8 1	23,487 0 2	62,581 18 11	15,884 7 3	14,024 3 10	1,188 7 11	48,865 19 7	56,848 19 0	16,330 15 4	294,323 19 8
Land for Settlements Acts.											
Lease in perpetuity	1,211 19 5	3,000 17 6	..	97 13 1	..	986 6 4	193 3 0	10,552 6 7	9,176 18 10	1,115 9 6	26,334 14 3
Lease in perpetuity, village	..	18 14 6	..	..	..	..	..	..	321 13 3	..	340 7 9
Special settlements	..	..	..	..	..	..	..	167 4 10	..	..	167 4 10
Small grazing-runs	..	..	..	..	..	..	..	119 19 0	265 13 8	..	385 12 8
Miscellaneous	2 2 0	..	..	44 9 0	..	27 3 0	..	285 17 2	115 14 9	53 17 0	529 2 11
Totals	1,214 1 5	3,019 12 0	..	142 2 1	..	1,013 9 4	193 3 0	11,125 7 7	9,880 0 6	1,169 6 6	27,757 2 5
Cheviot Estate—											
Cash sales	..	..	..	..	..	..	..	859 10 3	..	..	859 10 3
Lease in perpetuity	..	..	..	..	..	..	..	7,236 3 8	..	..	7,236 3 8
Grazing-farms	..	..	..	..	..	..	..	6,355 1 7	..	..	6,355 1 7
Pastoral runs	..	..	..	..	..	..	..	289 15 6	..	..	289 15 6
Miscellaneous leases	..	..	..	..	..	..	..	499 5 0	..	..	499 5 0
Miscellaneous	..	..	..	..	..	..	..	1,174 13 10	..	..	1,174 13 10
Totals	..	..	..	..	..	..	..	16,414 9 10	..	..	16,414 9 10
Endowment lands	2,405 4 6	313 12 5	667 10 2	1,468 10 5	7,673 7 7	..	1,300 5 10	1,771 16 8	1,292 16 9	3,241 0 2	20,134 4 6
Thermal Springs Act, Rents from land selected under	884 6 4	..	..	..	..	..	..	..	..	..	884 6 4
"Native Townships Act, 1895"	..	..	..	74 7 0	..	..	..	..	..	..	74 7 0
Grand totals	44,441 11 10	18,507 12 6	24,154 10 4	64,266 18 5	23,557 14 10	15,037 13 2	2,681 16 9	78,177 13 8	68,021 16 3	20,741 2 0	359,588 9 9

The total of the figures supplied by the Auditor of Land Revenue in his report is £359,086 13s. 9d.

Table 25.—Return of Lands reserved and alienated under Acts or for Scrip.

District.	During the Year ended 31st March, 1898.				Total Area reserved, granted under Acts, &c., from the Foundation of the Colony to the 31st March, 1898.
	Area reserved for Various Purposes.	Area granted under Acts.	Area granted in Satisfaction of Scrip.	Total Area alienated during the Year.	
	A. R. P.	A. R. P.	A. R. P.	A. R. P.	A. R. P.
Auckland	3,257 1 27	19 1 3	60 0 0	3,336 2 30	3,243,462 2 18
Hawke's Bay ..	121 0 2	..	..	121 0 2	241,842 3 11
Taranaki	927 0 10	983 1 17	..	1,910 1 27	582,660 2 5
Wellington	9,361 0 24	12 3 0	..	9,373 3 24	828,311 0 38
Nelson	360 3 12	..	..	360 3 12	*195,391 3 30
Marlborough ..	7,004 1 8	..	..	7,004 1 8	192,604 0 16
Westland	..	489 0 23	..	489 0 23	102,411 2 39
Canterbury	2,000 2 0	181 0 0	..	2,181 2 0	816,434 0 1
Otago	676 3 0	..	..	676 3 0	592,551 1 19
Southland	147 3 25	..	..	147 3 25	589,985 3 28
Totals	23,856 3 28	1,685 2 3	60 0 0	25,602 1 31	7,385,656 1 5

* In last year's return there was wrongly included 68,736 a. 0 r. 35 p., being the deferred-payment lands in the Nelson Land District over which the freeholds had been acquired.

Table 26.—Forfeitures and Surrenders during the Year ended the 31st March, 1898, showing under each Tenure the Number of Selectors who have forfeited and surrendered their Holdings, and the Area and Rental of such Holdings.

Tenure.	Forfeitures.			Surrenders.		
	Number.	Area.	Annual Rental.	Number.	Area.	Annual Rental.
		A. R. P.	£ s. d.		A. R. P.	£ s. d.
Deferred payments	2	16 1 36	2 8 8	3	608 0 0	30 8 0
Perpetual lease	29	9,181 0 6	335 18 8	19	2,845 1 34	145 4 10
Occupation with right of purchase	48	9,093 3 25	466 8 8	18	1,915 1 3	86 2 2
Lease in perpetuity	59	18,751 0 35	606 12 0	19	8,784 0 24	304 13 8
Agricultural lease	..	..	..	1	16 3 5	0 8 6
Occupation lease, Mining Districts Act	1	56 2 0	2 2 9	2	60 1 29	2 18 8
Village settlement, perpetual lease	4	49 2 15	9 9 0	..	..	..
Village settlement, occupation with right of purchase	3	1 1 0	1 1 0	..	..	..
Village settlement, lease in perpetuity	37	523 3 1	54 4 4	1	23 0 14	2 15 6
Village-homestead special settlement	16	473 1 29	52 15 3	..	..	..
Special-settlement association ..	138	27,190 3 24	1,132 19 2	32	6,312 0 0	200 15 0
Improved-farm special settlement	114	9,566 1 39	(not supplied)	30	2,655 1 24	(not supplied)
Homestead	..	..	..	..	..	..
Small grazing-runs	4	9,777 2 17	246 12 8	4	18,483 1 6	321 2 8
Pastoral runs	13	146,606 0 0	(not supplied)	33	502,285 3 30	(not supplied)
Totals	468	231,288 0 27	2,910 12 2	162	543,989 3 9	1,094 9 0
Cheviot Estate—						
Lease in perpetuity	1	24 0 0	7 4 0	..	..	..
Village-homestead special settlement	1	10 0 0	6 0 0	..	..	..
Land for Settlements Acts—						
Lease in perpetuity	56	3,230 2 10	593 6 6	9	295 1 6	106 2 2
Lease in perpetuity, village ..	5	38 0 18	31 15 2	..	..	..
Special-settlement association ..	2	396 0 0	23 10 6	..	..	..
Totals	533	234,986 3 15	3,572 8 4	171	544,285 0 15	1,200 11 2

Table 27.—Summary of Arrears due to the Crown on 31st March, 1898.

System.	Number of Selectors.	Area.	Amount in Arrear.
		A. R. P.	£ s. d.
Deferred payment	120	17,029 3 19	940 3 10
Perpetual lease	333	84,395 0 31	2,132 2 6
Occupation with right of purchase	161	33,780 1 17	1,041 8 7
Lease in perpetuity	207	67,577 0 6	1,920 0 0
Agricultural lease	11	532 3 39	19 8 10
Mining Districts Land Occupation Act	2	86 0 9	2 13 9
Village settlements on deferred payment	1	14 0 6	0 6 0
Village settlements on perpetual lease	16	211 0 17	40 4 7
Village settlements on occupation with right of purchase	4	3 1 0	0 15 9
Village settlements on lease in perpetuity	62	1,048 0 20	91 8 0
Village-homestead special settlements	187	6,716 2 2	1,856 10 0
Special-settlement associations	135	24,894 3 27	1,235 18 1
Improved farms	36	3,532 1 7	255 8 2
Small grazing-runs	57	103,005 0 16	1,644 14 4
Pastoral runs	29	240,214 3 38	204 1 5
Miscellaneous (not otherwise specified)	125	1,047 0 18	1,482 13 7
Totals	1,486	584,088 3 32	12,867 17 5
Cheviot Estate—			
Lease in perpetuity	4	759 1 0	148 4 0
Village-homestead special settlement	6	173 0 0	36 19 0
Grazing-farms	2	3,033 2 0	50 13 8
Land for Settlements Acts—			
Lease in perpetuity	47	9,745 0 21	1,279 1 5
Village lease in perpetuity	7	106 0 17	52 13 3
Special-settlement associations	2	365 2 25	16 0 0
Small-grazing runs	1	313 1 3	15 13 4
Grand totals	1,555	598,584 3 18	14,467 2 1

Table 28.—Return of Land taken up during the Year ended 31st March, 1898, within the Thermal Springs District.

Land District.	Locality.	Taken up during the Year.			Total Area held on 31st March, 1898.			Amounts received during the Year ending 31st March, 1898.	Selectors in Arrear on 31st March, 1898.		
		Number of Selectors.	Area taken up.	Yearly Rent payable.	Number of Selectors.	Area	Yearly Rent payable.		Number of Selectors.	Area.	Amount.
			A. R. P.	£ s. d.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.
Auckland	Rotorua district	17	544 3 32	48 6 4	183	5,273 1 38	1,301 1 6	884 6 4	44	2,711 2 16	291 8 9

Table 29.—Return of Lands disposed of under "The Native Townships Act, 1895," for the Year ended 31st March, 1898.

District.	Township.	Taken up during the Year.			Rent paid during Year.
		Number of Selectors.	Area.	Amount Rent payable.	
			A. R. P.	£ s. d.	£ s. d.
Wellington	Pipiriki	27	190 1 34	147 14 0	74 7 0

Table 30.—Return showing Area of Bush felled on Lands sold or leased by the Crown up to 31st March, 1898.

District.	On Lands taken up during the Past Year.	On Lands taken up in Previous Years.	Total.
	A. R. P.	A. R. P.	A. R. P.
Auckland	(No information)	43,500 0 0	43,500 0 0
Hawke's Bay	150 0 0	30,000 0 0	30,150 0 0
Taranaki	965 0 0	186,810 0 0	187,775 0 0
Wellington	2,875 0 0	479,526 0 0	482,401 0 0
Nelson	(No information)	..	..
Marlborough	150 0 0	63,900 0 0	64,050 0 0
Westland	1,800 0 0	18,805 0 0	20,605 0 0
Canterbury	..	..	..
Otago	350 0 0	18,827 0 0	19,177 0 0
Southland	87 0 0	1,001 0 0	1,088 0 0
Totals	6,377 0 0	842,369 0 0	848,746 0 0

Table 31.—Statement of the Number of Selectors on the Books of the Lands and Survey Department on the 31st March, 1898.

District.	Deferred Payment.		Perpetual Lease.		Occupation with Right of Purchase.		Lease in Perpetuity.				Agricultural Lease.	Occupation Lease, under "The Mining Districts Land Occupation Act, 1894."		Village Settlement, Deferred Payment.	Village Settlement, Perpetual Lease.	Village Settlement, Occupation with Right of Purchase.	Village Settlement, Lease in Perpetuity.		
	Crown Lands.	Endowment Lands.	Crown Lands.	Endowment Lands.	Crown Lands.	Endowment Lands.	Crown Lands.	Cheviot Estate.	Land for Settlements Acts.	Endowment Lands.		Crown Lands.	Endowment Lands.				Crown Lands.	Land for Settlements Acts.	Endowment Lands.
Auckland	220	..	688	11	967	7	511	..	63	7	7	23	..	..	..	..	..	..	..
Hawke's Bay	26	..	126	17	71	..	118	..	86	1	..	..	..	3	1	8	33	10	..
Taranaki	184	..	210	..	116	..	145	..	..	..	..	..	..	..	..	17	9	..	..
Wellington	49	5	289	..	394	..	296	..	19	..	..	..	..	7	5	..	272	..	..
Nelson	640	8	41	..	98	..	99	..	..	..	..	..	30	..	..	..	..	..	..
Marlborough	11	..	11	..	17	..	111	..	31	..	..	17	..	5	1	..	7	..	..
Westland	13	..	7	..	25	..	9	..	18	..	..	..	..	..	..	..	..	..	..
Canterbury	32	..	100	..	12	..	176	116	408	68	..	..	..	18	62	3	20	..	..
Otago	116	6	451	16	91	..	533	..	257	6	19	81	..	5	42	5	133	29	5
Southland	142	15	155	44	117	1	199	..	50	15	..	15	..	35	119	4	185	..	..
Totals	1,433	34	2,078	88	1,908	8	2,197	116	932	97	26	136	30	73	230	37	659	39	5

District.	Village-homestead Special Settlement.			Special-settlement Associations.		Improved-farm Special Settlements.		Small Grazing-runs.				Pastoral.				Miscellaneous.				Total.
	Crown Lands.	Cheviot Estate.	Endowment Lands.	Crown Lands.	Land for Settlements Acts.	Complete.	Not yet Registered.	Crown Lands.	Land for Settlements Acts.	Endowment Lands.	Grazing-farms: Cheviot Estate.	Crown Lands.	Cheviot Estate.	Endowment Lands.	Homestead.	Crown Lands.	Cheviot Estate.	Land for Settlements Acts.	Endowment Lands.	
Auckland	167	..	1	131	..	..	45	14	..	8	..	13	..	..	26	63	..	3	186	3,161
Hawke's Bay	31	..	..	20	..	17	..	52	..	3	..	16	..	..	..	75	..	..	..	714
Taranaki	..	..	..	154	..	144	*25	14	..	..	..	..	..	..	..	88	..	..	15	1,121
Wellington	126	..	..	622	..	92	73	77	..	..	..	23	..	..	..	58	..	..	..	2,407
Nelson	..	..	20	..	..	..	..	..	..	..	..	106	..	..	..	385	..	..	233	1,660
Marlborough	14	..	..	..	..	..	..	72	..	..	..	74	..	..	..	56	..	2	..	429
Westland	..	..	..	..	..	..	..	..	..	..	..	195	..	..	..	67	..	..	12	346
Canterbury	228	79	47	25	11	..	..	47	3	..	41	99	2	1	..	306	72	8	16	2,010
Otago	86	..	..	15	..	..	76	265	3	13	..	247	..	4	3	370	..	39	2	2,918
Southland	60	..	..	..	..	..	54	19	..	3	..	95	..	4	..	266	..	1	1	1,599
Totals	712	79	68	967	11	253	273	560	6	27	41	868	2	9	29	1,734	72	53	465	16,365

* Twelve of these are for lands in the Auckland District.

Table 32.—STATEMENT showing the TOTAL NUMBER of CROWN TENANTS, with Area selected or held, the Yearly Rent payable, and Rent in Arrear on 31st March, 1898.

Tenures.	Total Number of Tenants.	Total Area held by such Tenants.	Total Yearly Rental or Instalment payable.	Total Amount of such Rents or Payments in Arrear.
		A. R. P.	£ s. d.	£ s. d.
Deferred payment	1,433	202,761 0 10	14,112 9 9	940 3 10
Perpetual lease	2,078	543,534 3 26	20,537 1 10	2,132 2 6
Occupation with right of purchase	1,908	414,988 1 11	16,607 0 11	1,041 8 7
Lease in perpetuity	2,197	649,379 2 8	22,138 9 2	1,920 0 0
Agricultural lease	26	1,233 3 22	67 11 6	19 8 10
Homestead	29	3,065 3 10	..	..
Mining Districts Land Occupation Act	136	6,860 3 1	260 14 4	2 13 9
Village settlements—				
Deferred payment	73	1,209 1 13	267 3 5	0 6 0
Perpetual lease	230	3,961 0 5	608 13 10	40 4 7
Occupation with right of purchase	37	28 2 20	11 3 8	0 15 9
Lease in perpetuity	659	10,443 3 17	1,155 16 7	91 8 0
Village-homestead special settlements—				
Perpetual lease	592	14,643 2 34	1,731 10 11	1,850 17 9
Lease in perpetuity	120	3,961 3 10	417 18 0	5 12 3
Special settlements—				
Deferred-payment associations	115	11,315 0 11	814 11 0	66 3 7
Perpetual lease	24	2,157 0 11	152 13 0	7 0 6
Lease in perpetuity	828	159,975 1 10	7,770 1 2	1,162 14 0
Improved-farm special settlements	526	49,341 3 14	1,825 5 11*	255 8 2
Small grazing-runs	560	1,051,841 1 29	24,390 3 2	1,644 14 4
Pastoral runs	868	11,169,081 2 25	75,222 19 9	204 1 5
Miscellaneous leases	1,734	237,010 2 38	7,153 6 8	1,482 13 7
Totals	14,173	14,536,795 3 5	195,244 14 7	12,867 17 5
CHEVIOT ESTATE—				
Lease in perpetuity	116	23,928 0 33	6,427 17 0	148 4 0
Village-homestead special settlement	79	2,480 1 0	874 0 4	36 19 0
Grazing-farms	41	45,691 0 9	6,587 14 8	50 13 8
Pastoral runs	2	2,102 0 0	262 3 8	..
Miscellaneous	72	2,929 0 16	446 10 5	..
LAND FOR SETTLEMENTS ACTS—				
Lease in perpetuity	932	115,475 3 36	32,678 16 7	1,279 1 5
Lease in perpetuity, village	39	435 3 25	337 18 10	52 13 3
Special-settlement associations	11	2,114 1 9	162 7 8	16 0 0
Small grazing-runs	6	13,107 3 31	776 17 8	15 13 4
Miscellaneous	53	1,367 2 0	118 12 4	..
THERMAL SPRINGS, ROTORUA	183	5,273 1 38	1,301 1 6	291 8 9
Grand totals	15,607	14,751,701 2 0	245,218 15 3	14,758 10 10

* Annual rental has not yet been fixed in a number of cases.

Table 33.—Endowments: Lands taken up during the Year ended 31st March, 1898.

District.	Endowments, &c.	Cash Lands.			Village-homestead Lands.			Perpetual Lease.			Occupation with Right of Purchase.			Occupation Licenses under "The Mining Districts Land Occupation Act, 1894."			Small Grazing-runs.			Miscellaneous Leases.		
		Number of Purchasers.	Area.	Amount realised.	Number of Selectors.	Area.	Annual Instalments.	Number.	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.		A. R. P.	£ s. d.
Auckland	University	..	..	..	..	..	..	..	..	..	1	100 0 11	2 10 0	..	..	..	..	..	..	510,	612 ft. timber	127 13 0
Auckland	Museum	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2,769 0 0	25 0 0	1	2 0 0	1 0 0
Auckland	Manukau Harbour ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1,115 0 0	15 0 0
Hawke's Bay	Education	..	..	..	..	..	..	1	24 1 0	1 4 0	..	..	..	..	..	..	..	..	..	..	..	..
Taranaki ..	Education	2	0 0 17	10 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Taranaki ..	Experimental dairy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	53 2 14	41 10 9
Nelson ..	Westport Harbour ..	..	..	..	..	..	..	..	..	..	..	..	..	5	51 3 26	4 16 0	..	..	..	..	..	..
Canterbury	Ellesmere	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	232 2 0	23 17 6
Otago ..	Education	..	..	..	1	18 2 10	1 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Otago ..	Clutha trusts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	31,231 2 32	310 0 0	..	..	..
Southland	Education	1	0 1 0	100 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	.. .. ..	3	0 1 17	110 0 0	1	18 2 10	1 18 0	1	24 1 0	1 4 0	1	100 0 11	2 10 0	5	51 3 26	4 16 0	3	34,000 2 32	335 0 0	9	1,403 0 14	209 1 3

* Pastoral runs.

Table 34.—Endowments: Return of Revenue received during the Year ended 31st March, 1898.

Tenure.	Auckland.	Hawke's Bay.	Taranaki.	Wellington.	Nelson.	Westland.	Canterbury.	Otago.	Southland.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cash lands	17 10 0	..	..	..	..	..	..	..	100 0 0	117 10 0
Perpetual leases made freehold	..	..	..	..	..	..	..	..	566 10 6	566 10 6
Deferred payments	15 11 6	..	..	1,463 15 5	27 16 6	..	..	129 0 5	1,292 5 9	2,928 9 7
Perpetual lease and small areas	51 2 7	178 3 11	..	..	..	..	..	201 3 8	632 16 9	1,063 6 11
Occupation with right of purchase	10 14 3	..	..	..	..	..	..	..	27 10 0	38 4 3
Lease in perpetuity	23 0 10	42 11 6	..	..	..	..	1,334 2 5	38 15 3	84 13 5	1,523 3 5
Occupation lease (Mining Act)	..	..	..	..	25 3 6	..	..	..	..	25 3 6
Village-homestead special settlement	0 14 6	..	..	..	31 3 9	..	262 16 0	..	..	294 14 3
Village lease in perpetuity	..	..	..	..	..	..	..	5 5 4	..	5 5 4
Small grazing-runs	171 11 3	92 17 0	..	..	..	..	..	287 13 9	267 1 11	819 3 11
Pastoral runs	25 11 0	..	..	..	..	..	..	596 10 10	263 6 10	885 8 8
Coal and mineral leases	..	..	..	..	6,293 13 0	..	..	13 5 0	..	6,306 18 0
Timber licenses and royalties	1,204 2 3	..	..	..	..	1,278 5 10	..	..	..	2,482 8 1
Miscellaneous leases	1 0 0	..	..	4 15 0	..	..	..	21 2 6	6 15 0	33 12 6
Rents of reserves	..	..	667 10 2	..	1,294 10 10	22 0 0	174 18 3	..	..	2,158 19 3
Miscellaneous	..	..	..	..	1 0 0	..	..	..	..	1 0 0
Rotorua leases	884 6 4	..	..	..	..	..	..	..	..	884 6 4
Totals	2,405 4 6	313 12 5	667 10 2	1,468 10 5	7,673 7 7	1,300 5 10	1,771 16 8	1,292 16 9	3,241 0 2	20,134 4 6

Table 35.—Summary of Cheviot Estate Revenue from 1st April, 1897, to 31st March, 1898.

	£ s. d.	£ s. d.
Cash sales, land	£288 12 0	
„ Cash, conditional	550 0 0	
	838 12 0	
„ sundries	20 18 3	
		859 10 8
Rents, Lease in perpetuity	7,236 3 8	
„ Grazing-farms	6,355 1 7	
„ Pastoral runs	289 15 6	
„ Miscellaneous pastoral leases	499 5 0	
		14,380 5 9
Interest, Cash, conditional	185 16 6	
„ Advance to Cheviot Dairy-factory Company	45 0 0	
		230 16 6
Port Robinson Landing-service	..	806 8 1
		16,277 0 7
Recoveries, Sale of tools	6 1 6	
„ Cheviot County Council, tools, plant, and timber	131 7 9	
		137 9 3
		£16,414 9 10

Table 36.—Summary of Cheviot Estate Receipts from 1st April, 1893, to 31st March, 1898.

Particulars.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Proceeds fire insurance policies	1,400 0 0	..	..	..	..	1,400 0 0
Cash sales, land	4,595 5 8	26,613 16 7	903 9 8	336 2 0	838 12 0	33,287 5 11
„ sundries	11 5 10	166 12 8	144 17 6	100 11 6	20 18 3	444 5 9
Leases in perpetuity	3,349 9 8	5,142 8 4	6,410 17 10	6,793 13 11	7,236 3 8	28,932 13 5
Grazing-farms	1,842 10 1	3,637 1 1	5,440 8 3	6,311 13 1	6,355 1 7	23,586 14 1
Miscellaneous pastoral leases	6,922 8 1	1,058 3 1	687 17 7	688 16 3	789 0 6	10,146 5 6
Interest on cash, conditional	100 0 0	370 9 3	194 11 10	188 6 6	185 16 6	1,039 4 1
Interest, Cheviot Dairy-factory Company	..	..	..	45 0 0	45 0 0	90 0 0
Port Robinson Landing-service	301 18 1	1,050 12 8	730 11 7	869 4 10	806 8 1	3,758 15 3
Fencing adjoining Homestead Reserve	..	0 7 6	..	..	..	0 7 6
Timber-cutting licenses	..	1 1 0	..	..	..	1 1 0
	18,522 17 5	38,040 12 2	14,512 14 3	15,333 8 1	16,277 0 7	102,686 12 6
Recoveries—						
Passage-money, tools, &c.	367 7 5	86 8 9	10 9 10	9 15 6	137 9 3	611 10 9
Cheviot rabbit-fence	..	7 10 0	..	..	..	7 10 0
Share, fencing Harbour Reserve	..	..	..	2 13 0	..	2 13 0
Rebate fire insurance premiums	..	..	56 5 10	..	..	56 5 10
Cement sold	..	..	34 3 6	..	..	34 3 6
	18,890 4 10	38,134 10 11	14,613 13 5	15,345 16 7	16,414 9 10	103,398 15 7

Table 37.—Cheviot Estate: Return of Outlay and Income as at 31st March, 1898.

Outlay.	£
Balance from previous year	265,429
Road-construction and surveys	3,274
Landing-service, administration, and contingencies	1,267
One year's interest to 18th April, 1898	8,866
Totals	£278,836

Income.	£
From freehold, &c., disposed of	860
Rents on account of lands disposed of, paid and accrued to 30th June, 1898	14,502
Rent paid in advance	8
Interest	231
Shipping and port charges	806
Balance	262,429
Totals	£278,836

Table 38.—Return showing Position and Transactions from their Commencement to 31st March, 1898.

Names.	Areas.	Dates of *Gazette* Proclamation.	Number of Sections in each Settlement.	Number of Settlers remaining in Occupation on 31 Mar., '98.	Number of Persons resident.	Area occupied.	Area felled.	Areas grassed.	Number of Cattle on Allotments.	Roads felled and formed, or partially formed during the Year.	Amount paid to Selectors for Improvements: Past and Present Transactions.			Rent and Interest paid by Selectors.		Value of Improvements now on the Land, including that paid for by Government.
											For Houses.	For Bush-felling and other Works.	Total Payments.	During the Year ending 31 Mar., '98.	From Commencement of System.	
Auckland—	Acres.					Acres.	Acres.	Acres.		Mls. ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Te Rau-a-moa	1,410	1896, p. 655	10	10	61	1,410	550	333	102	..	111 16 1	464 13 5	576 9 6	..	..	836 1 5
Paemako	1,412	1897, p. 5	12	9	44	1,078	..	258	103	..	108 7 9	..	108 7 9	..	..	640 8 0
Mangatu	1,100	1895, p. 863	10	10	67	1,000	444	364	72	7 0	176 8 3	801 2 3	1,977 10 6	31 17 7	31 17 7	1,573 5 0
Awatuna	1,000	1895, p. 863	10	4	19	400	335	273	33	4 40	114 12 11	713 2 3	827 15 2	6 12 0	6 12 0	973 15 0
Katui	1,000	1895, p. 863	10	9	54	875	299	274	104	6 0	117 11 4	495 7 3	612 18 7	..	..	1,453 0 0
Rangatira	1,400	1895, p. 863	10	3	9	300	68	52	10	2 60	28 19 0	108 14 6	137 13 6	..	..	237 10 0
Totals ..	7,322	..	62	45	264	5,064	1,696	1,554	524	20 20	657 15 4	2,582 19 8	4,240 15 0	38 9 7	38 9 7	5,713 19 5
Hawke's Bay—																
Waikopiro	1,771	1895, p. 15	15	15	15	1,771	804	758	110	5 3	129 14 4	1,141 0 11	1,270 15 3	126 13 7	140 14 10	2,106 5 0
Akiteo	145	1896, p. 24	2	2	2	145	55	55	..	..	20 0 0	107 19 6	127 19 6	..	..	200 0 0
Totals ..	1,916	..	17	17	17	1,916	859	813	110	5 3	149 14 4	1,249 0 5	1,408 14 9	126 13 7	140 14 10	2,306 5 0
Taranaki—																
Ngaire	170	1895, p. 233	16	15	68	159	13	149	109	0 34	212 10 0	305 13 2	518 3 2	29 14 11	29 14 11	1,071 0 0
Tongaporutu ..	2,500	1894, p. 1505	16	8	38	800	25	282	243	0 70	200 0 0	922 13 11	1,122 13 11	0 6 0	0 6 0	1,451 0 0
Mangaere	482	1895, p. 30	13	10	54	428	25	374	179	0 42	132 10 0	574 2 0	706 12 0	39 11 6	39 11 6	1,257 0 0
Uruti	697	1895, p. 30	7	4	22	398	..	502	173	..	59 0 0	817 7 0	876 7 0	32 18 0	32 18 0	1,059 0 0
Taumatatahi ..	430	1894, p. 1691	4	4	24	430	73	86	98	0 46	55 0 0	231 9 5	286 9 5	20 3 8	20 3 8	598 0 0
Wangamomona ..	10,543	1896, p. 149	111	67	187	6,371	850	2,202	887	9 54	767 10 0	4,356 1 10	5,123 11 10	8 15 6	8 15 6	7,442 0 0
Poti	108	1895, p. 1053	8	8	41	108	14	92	46	0 28	70 0 0	167 2 4	237 2 4	12 12 4	12 12 4	583 0 0
Maata	30	1895, p. 1053	3	2	2	20	..	23	6	1 51	30 0 0	58 1 8	88 1 8	1 7 6	1 7 6	116 0 0
Huiroa	668	1894, p. 1722	9	7	34	594	4	354	96	0 30	93 10 0	510 16 11	604 6 11	22 7 1	22 7 1	961 0 0
Okau	1,889	1896, p. 398	19	6	10	592	50	600	17	5 18	107 10 0	984 9 0	1,091 19 0	..	..	1,169 0 0
Derwent	1,369	1896, p. 398	13	9	27	972	68	565	308	4 42	132 10 0	1,031 11 10	1,164 1 10	8 5 5	8 5 5	1,530 0 0
Nihoniho	1,406	1895, p. 1248	16	4	4	293	19	100	26	11 63	..	165 11 11	165 11 11	..	..	198 0 0
Greenlands	603	1896, p. 1542	6	6	15	603	115	135	14	2 41	..	449 3 4	449 3 4	..	..	507 0 0
Mangatawa	2,978	1896, p. 1629	29	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangapoua	702	1897, p. 1983	7	7	2	702	60	..	103	0 69	..	130 14 9	130 14 9	..	..	131 0 0
Tawai	411	1896, p. 1541	19	12	18	229	22	282	47	2 64	55 0 0	420 17 0	475 17 0	..	..	756 0 0
Totals ..	24,577	..	296	169	546	12,656	1,338	5,746	2,262	42 12	1,915 0 0	11,125 16 1	13,040 16 1	176 1 11	176 1 11	18,829 0 0
Wellington—																
Pemberton	1,460	1895, p. 30 1897, p. 1631	15	13	61	1,274	1,134	1,134	1,498	4 70	70 0 0	1,691 19 6	1,761 19 6	233 1 11	496 12 3	5,368 16 0
Kawatau	1,000	1894, p. 1637	12	12	82	999	560	560	92	5 51	230 0 0	945 14 6	1,175 14 6	55 2 2	54 6 11	2,162 6 6
Hautapu	1,204	1894, p. 1637	12	12	40	1,157	306	161	111	4 50	130 0 0	434 11 2	564 12 11	..	..	1,222 7 9
Masterton–Tenui ..	1,168	1895, p. 1526 1896, p. 1629	12	12	48	1,163	364	364	731	1 0	120 0 0	522 6 4	642 6 4	34 12 3	33 5 9	1,328 7 3
Akitio	4,902	1896, p. 655 1897, p. 6	47	40	40	4,244	1,084	550	824	13 46	46 0 0	1,478 19 3	1,524 19 3	3 7 4	3 7 4	2,120 0 6

IMPROVED-FARM SETTLEMENTS.

Table 38.—Return showing Position and Transactions from their Commencement to 31st March, 1898—*continued.*

Names.	Areas.	Dates of *Gazette* Proclamation.	Number of Sections in each Settlement.	Number of Settlers remaining in Occupation on 31 Mar., '98.	Number of Persons resident.	Area occupied.	Area felled.	Areas grassed.	Number of Cattle on Allotments.	Roads felled and formed, or partially formed during the Year.	Amount paid to Selectors for Improvements: Past and Present Transactions.			Rent and Interest paid by Selectors.		Value of Improvements now on the Land, including that paid for by Government.
											For Houses.	For Bush-felling and other Works.	Total Payments.	During the Year ending 31 Mar., '98.	From Commencement of System.	
Wellington—*continued.*	Acres.					Acres.	Acres.	Acres.		Mls. ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Horopito	2,000	1894, p. 1505	12	3	5	300	97	75	32	1 33	50 0 0	207 12 0	257 12 0	3 10 10	3 10 10	389 11 6
Otaihape	200	1894, p. 1950	15	10	38	139	156	151	30	1 45	96 0 0	373 7 0	469 7 0	26 6 4	25 5 10	921 4 4
Ohutu	2,187	1896, p. 631	28	26	13	2,044	596	586	60	4 73	18 0 0	725 19 6	743 19 6	..	..	1,583 15 0
Otuarei	2,000	1896, p. 631	20	4	2	400	50	..	1	1 32	18 0 0	50 8 9	68 8 9	..	..	155 13 9
Rongoiti	2,387	1896, p. 1511 1897, p. 2082	24	6	5	595	76	42	4	2 76	22 10 0	120 17 6	143 7 6	..	..	220 0 0
Mangatiti	4,479	1897, p. 8 1897, p. 1901	47	27	39	2,760	591	169	31	2 33	..	783 19 11	783 19 11	..	..	1,143 6 0
Totals	22,987	..	244	165	373	15,075	5,014	3,792	2,414	44 29	800 10 0	7,335 17 2	8,136 7 2	356 0 10	616 8 11	14,615 8 7
Otago—																
Purakauiti No. 2 ..	1,515	1895, p. 29	12	12	19	1,516	303	286	49	3 76	68 1 2	1,580 2 2	1,648 3 4	..	..	2,000 0 0
Puaho	1,003	1895, p. 30	7	6	8	934	102	102	19	0 60	10 0 0	320 3 4	330 3 4	..	..	450 0 0
Waipiti	3,000	1895, p. 1584	22	18	60	2,700	764	764	131	5 20	192 13 2	3,274 12 0	3,467 5 2	..	..	4,000 0 0
Rimu	1,600	1895, p. 927	16	13	56	1,538	314	314	126	3 76	151 9 6	1,657 18 3	1,809 7 9	..	..	2,210 0 0
Woodlands	1,214	1895, p. 927	9	9	..	1,207	32	32	..	0 60	..	39 14 6	39 14 6	..	..	60 0 0
Heathfield	2,400	1895, p. 438	27	18	57	1,854	1,108	1,038	205	5 17	150 1 6	4,454 18 3	4,604 19 9	13 16 5	92 8 2	5,000 0 0
Totals	10,732	..	93	76	200	9,749	2,623	2,536	530	19 69	572 5 4	11,327 8 6	11,899 13 10	13 16 5	92 8 2	13,720 0 0
Southland—																
Waikawa	1,768	1891, p. 585 1895, p. 1222 1895, p. 1445	16	10	45	1,196	598	525	149	4 32	123 0 0	3,033 14 6	3,156 14 6	..	..	3,704 18 0
Haldane	2,200	1895, p. 176	24	22	76	2,120	739	611	142	3 41	138 0 0	2,472 2 0	2,610 2 0	..	..	3,013 16 0
Papatotara	1,480	1894, p. 618	15	12	34	1,159	586	373	107	1 75	65 0 0	2,324 0 8	2,389 0 8	..	..	2,491 11 2
Moturimu	670	1895, p. 1526	14	10	60	432	120	83	24	..	90 0 0	290 19 7	380 19 7	..	..	593 14 7
Totals	6,118	..	69	54	215	4,907	2,043	1,592	422	9 68	416 0 0	8,120 16 9	8,536 16 9	..	..	9,803 19 9
Grand totals ..	73,655	..	781	526	1,615	49,367	13,573	16,033	6,262	141 41*	4,511 5 0	41,741 18 7	47,263 13 7	711 2 4	1,064 3 5	64,988 12 9

* The roads constructed prior to 1897 were 251 miles 13 chains, and the total mileage constructed is 392 miles 54 chains.

Table 39.—Report on the Condition and Settlement of all Lands acquired under the Land for Settlements Acts of 1892 and 1894 on the 31st March, 1898.

Name of Estate.	Area purchased.	Area occupied by Roads and Reserves.	Taken up during the Year.		Taken up in Previous Years and remaining in Occupation.		Annual Rent now payable.	Rent and other Payments received during the Year.	Forfeitures and Surrenders during the Year.			Area of Land unlet and still to let on 31st March, 1898.	Value of Rent on unlet Lands at 31st March, 1898.	Value of Improvements to 31st March, 1898.	No. of Souls resident on Holdings.	No. of Houses on Holdings.	Date when Land opened for Selection.	Arrears of Rent on 31st March, 1898.	No. of Settlers in Arrears on 31st March, 1898.	Total Receipts from Inception to 31st March, 1898.
			No. of Selectors.	Area.	No. of Selectors.	Area.			No. of Selectors.	Area.	Annual Rent.									
Auckland—	A. R. P.	A. R. P.		A. R. P.		A. R. P.	£ s. d.	£ s. d.		A. R. P.	£ s. d.	A. R. P.	£ s. d.	£ s. d.				£ s. d.		£ s. d.
Opouriao	7,604 0 0	300 1 23	1	280 1 0	60	6,664 1 19	1,385 6 8	1,202 1 5	14	872 3 22	118 1 2	358 3 38	60 11 2	9,000 0 0	115	38	Feb. 12, 1896	13 2 6	3	2,457 13 4
Okauia	5,920 0 0	1,605 2 0	2	851 0 0	..	..	19 16	9 18 0 2 2 0*	..	..	..	3,463 2 0	265 1 10	..	..	..	Feb. 21, 1898	..	..	9 18 0
Hawke's Bay—																				
Raureka	427 2 0	11 1 2	..	..	20	416 0 38	543 2 0	307 0 0	..	..	..	..	..	1,639 10 0	45	16	May 6, 1896	..	..	859 10 11
Elsthorpe	9,740 0 0	192 0 20	6	714 2 11	31	8,828 2 9	2,304 3 0	2,028 15 0	3	621 3 13	142 12 0	4 1 20	4 18 0	4,148 10 0	84	23	June 24, 1896 Nov. 17, 1897	..	..	4,454 11 6
Waimarie	430 1 30	4 2 16	1	25 0 19	16	375 2 0	435 17 0	326 10 0	1	25 0 35	27 3 0	25 0 35	27 3 0	1,066 19 0	31	12	Sept. 9, 1896	..	..	546 5 0
Pouparae	337 3 4	1 1 32	9	336 1 12	..	..	405 8 0	289 16 0	..	..	..	..	..	472 17 6	13	5	April 21, 1897	..	..	289 16 0
Tomoana	111 3 38	1 3 35	13	110 0 3	..	..	135 2 0	67 11 0	..	..	..	..	..	..	..	..	Mar. 2, 1898	..	..	67 11 0
Wellington—																				
Paparangi	322 3 32	24 2 31	19	212 1 30	..	..	194 17 2	142 2 1	..	..	..	85 3 11	127 17 6	60 0 0	6	3	Feb. 28, 1898	..	..	142 2 1
Canterbury—																				
Pareora	620 2 13	8 2 38	..	..	26	537 3 17	348 10 0	281 19 3	..	..	..	73 3 38	48 8 6	1,800 7 0	99	23	Jan. 18, 1894	9 10 0	1	1,377 17 10
Studholme Junction ..	109 0 7	4 1 3	..	..	4	104 2 8	73 4 6	68 0 1	..	..	..	..	..	232 18 0	13	3	Jan. 18, 1894	2 4 5	1	285 9 2
Kapua	574 1 22	2 0 0	..	..	12	572 1 22	270 3 4	266 13 0	..	..	..	..	..	1,082 5 0	39	10	Jan. 24, 1894	47 11 0	3	941 0 4
Rosebrook	600 1 8	..	1	58 0 25	12	509 3 29	307 13 6	260 1 9	2	60 1 33	30 18 10	32 0 34	16 11 4	1,578 1 6	63	12	Jan. 26, 1895	..	..	833 19 2
Otaio	373 3 14	6 2 21	..	..	9	367 0 33	216 14 8	128 1 9	..	..	..	..	..	842 14 6	25	9	Jan. 26, 1895	13 18 9	1	549 6 10
Patoa	4,535 3 14	17 3 26	..	..	4	4,224 3 28	333 0 0	21 2 8	..	..	..	293 0 0	14 13 0	460 0 0	5	2	Nov. 27, 1895	..	..	143 7 10
The Peaks	2,811 0 9	12 0 0	..	..	11	2,114 1 9		167 4 10	2	396 0 0	23 10 6	684 3 0	34 4 9	780 0 0	..	..	Aug. 1, 1895	16 0 0	2	404 14 11
Roimata	48 3 37	4 1 14	..	..	26	44 2 23	138 10 0	136 10 0	..	..	..	..	..	2,658 0 0	108	25	Aug. 14, 1895	0 14 9	1	343 11 6
Kereta	105 2 29	..	1	26 1 19	3	79 1 10	82 18 0	92 18 0	1	26 1 19	20 0 0	..	..	377 5 6	18	2	Dec. 4, 1895	..	..	207 5 0
Braco	27 2 4	..	..	..	11	23 2 4	61 17 10	60 15 9	3	4 0 0	10 10 6	4 0 0	10 10 6	634 10 0	28	10	Nov. 27, 1895	..	..	152 12 11
Epworth	21 0 3	..	2	21 0 3	..	..	13 11 2	7 15 7	2	21 0 3	13 11 2	..	..	..	..	..	Nov. 27, 1895	..	..	28 2 4
Ashley Gorge ..	1,165 3 6	4 2 4	..	..	10	1,161 1 2	258 1 0	236 12 2	..	..	..	..	..	1,413 3 0	37	11	Dec. 4, 1895	15 13 4	1	606 12 7
Omihi Valley ..	20 0 0	..	..	..	..	..	..	..	..	..	..	20 0 0	13 5 0	..	..	..	Dec. 29, 1897	..	..	..
Orakipaoa	384 0 31	..	..	..	27	384 0 31	397 10 8	367 8 4	..	..	..	..	..	1,297 2 6	65	14	June 22, 1896	..	..	765 3 6
Highbank	9,121 3 8	86 3 30	10	138 0 25	61	8,820 3 28	3,017 16 4	2,793 0 10	13	205 3 30	68 13 6	75 3 5	26 7 0	6,541 18 9	155	53	June 24, 1896	10 6 0	1	6,347 1 5
Otarakaro	39 3 9	..	1	5 2 0	6	34 1 9	111 18 2	15 1 6	..	..	..	..	..	490 0 0	30	6	..	..	..	69 1 9
Wharenui	73 1 10	..	16	41 3 3	6	23 0 3	239 1 2	157 3 5	1	2 3 26	9 12 2	8 2 4	28 2 8	551 0 0	40	11	..	..	..	231 3 4
Rakitairi	3,526 1 16	3 3 22	2	24 0 0	22	3,498 1 34	1,055 5 8	527 19 7	1	20 0 0	6 10 0	..	..	1,739 12 6	36	7	..	..	..	1,058 11 11
Waiapi	1,124 2 36	..	..	..	15	1,124 2 36	518 19 10	259 9 11	..	..	..	..	..	1,875 17 1	20	7	..	..	..	518 19 10
Horsley Downs ..	3,982 3 35	36 2 16	25	3,946 1 19	..	..	1,072 3 0	1,234 6 3	..	..	..	..	..	1,315 0 0	52	19	May 31, 1897	..	..	1,534 6 3
Albury	19,539 1 24	123 1 33	76	19,301 2 31	..	..	3,368 9 0	2,989 7 4	..	..	..	114 1 0	16 6 0	7,266 15 0	117	35	April 12, 1897	..	..	2,989 7 4
R.S. 36469, Cannington (R.S. 1862)	20 0 0	..	1	20 0 0	..	..	3 7 4	1 13 8	..	..	..	..	..	..	..	..	April 12, 1897	..	..	1 13 8
Marawiti	2,028 2 33	2 0 0	13	2,026 2 33	..	..	748 15 10	745 1 10	..	..	..	..	..	1,656 19 0	60	10	May 7, 1897	..	..	745 1 10
Hekeao	2,254 2 11	68 1 26	9	2,146 0 25	..	..	614 0 2	307 0 1	..	..	..	40 0 0	12 0 0	..	..	..	Mar. 9, 1898	..	..	307 0 1
Marlborough—																				
Blind River	5,507 0 0	344 0 0	1	318 0 0	18	4,845 0 0	888 10 11	427 6 7	..	..	..	..	..	3,674 10 6	97	15	Jan. 16, 1895	486 6 9	15	1,278 10 8
Omaka	3,898 0 0	60 1 0	..	..	13	3,837 3 0	589 6 8	569 12 9	..	..	..	..	..	3,665 10 0	52	10	June 24, 1896	..	..	1,110 16 8
Puhipuhi	320 0 0	..	..	..	1	320 0 0	16 10 0	16 10 0	..	..	..	..	..	..	..	..	Feb. 25, 1897	..	..	24 15 0
Otago—																				
Pomahaka	7,462 3 1	212 0 30	3	1,039 0 24	22	5,300 3 24	1,013 3 8	741 18 10	..	..	..	1,225 0 12	179 9 4	3,535 0 0	69	19	Feb. 20, 1894	604 10 1	16	2,055 0 9
Teanaraki	347 3 18	3 3 31	2	25 0 0	19	309 1 23	272 7 6	288 14 3	4	35 0 2	29 11 2	10 0 2	9 2 0	1,127 0 0	56	18	Feb. 7, 1894	52 8 3	7	936 17 8
Tahawai	69 0 19	0 2 5	..	..	8	68 2 14	35 14 4	32 19 0	..	..	..	..	..	638 0 0	19	8	Aug. 21, 1895	..	..	85 19 9
Maerewhenua ..	11,150 3 36	237 2 8	8	522 1 24	63	10,392 3 12	3,543 0 4	3,404 17 8	8	352 2 32	49 9 2	21 0 28	7 18 10	8,841 6 9	167	57	Sept. 10, 1895	0 2 4	1	8,651 14 4
Puketapu	509 0 6	12 3 10	3	122 3 7	8	353 0 17	189 2 4	160 16 2	14	143 0 19	56 7 6	20 1 12	8 13 6	596 10 1	17	7	Mar. 18, 1896	..	..	255 10 4
Ardgowan	4,245 0 9	106 0 24	4	76 0 13	61	4,076 0 28	1,881 13 10	1,814 14 0	8	107 2 13	68 1 10	16 1 15	11 8 10	6,490 19 1	176	50	May 12, 1896	..	..	3,632 3 8
Makareao	2,367 3 31	235 1 36	2	155 1 26	31	2,118 1 14	652 19 4	320 7 2	4	197 2 3	28 5 8	19 3 23	7 11 10	1,123 11 9	36	14	Nov. 26, 1896	..	..	624 10 5
Makareao Extension ..	2,535 3 0	..	4	2,570 2 9	..	..		148 11 5	..	..	..	..	..	501 10 0	4	2	April 14, 1897	..	..	148 11 5
Momona	218 2 36	0 0 15	15	224 0 15	..	..	210 3 0	211 18 8	..	..	..	..	..	1,041 7 6	39	10	May 10, 1897	..	..	211 18 8
Tokarahi	11,051 2 9	291 3 14	78	11,122 3 7	..	..	4,127 17 6	2,756 3 4	3	127 3 5	30 4 10	19 3 7	6 19 4	5,059 14 6	102	37	May 11, 1897	..	..	2,756 3 4
Southland—																				
Merrivale	9,998 0 0	543 2 20	..	..	44	8,900 1 20	1,395 16 10	1,025 18 5	3	898 0 0	44 15 10	236 0 0	18 6 0	5,517 0 0	104	34	Dec. 18, 1895	90 14 10	4	3,383 18 9
Otahu	6,044 0 29	128 2 25	3	1,498 3 5	..	..	75 14 10	78 17 5	..	..	..	4,525 3 4	291 5 6	..	..	..	Nov. 4, 1897	..	..	78 17 5
Beaumont	4,322 3 20	21 1 5	2	780 1 9	..	..	129 1 4	64 10 8	..	..	..	3,682 1 30	439 16 0	..	..	..	Jan. 26, 1898	..	..	64 10 8
Westland—																				
Poerua	3,230 1 6	101 3 6	1	157 0 0	17	2,717 3 0	239 10 0	193 3 0	..	..	..	253 3 0	31 14 4	1,500 0 0	10	6	June 26, 1896	..	..	375 2 2
Totals ..	151,283 3 3	4,823 2 34	334†	48,897 3 37	697	83,150 2 3‡	33,935 6 3	27,757 2 5§	87	4,138 1 15	777 18 10	15,314 3 38	1,718 5 9	94,789 6 0	2,252	653	..	1,363 3 0	57	54,944 0 10

* Miscellaneous lease.

† This does not include miscellaneous leases, as follows: Auckland—Selectors, 3; area, 298a. 2r. 3p.; annual rent, £7 11s. 4d. Canterbury—Selectors, 10; area, 255a. 3r. 37p.; annual rent, £81 2s. 3d.

‡ This area includes closed roads and portions of Crown lands.

§ This total includes miscellaneous payments amounting to £357 0s. 5d.

Estates acquired but not dealt with at 31st March, 1898.

Name of Estate.	Area purchased.
	A. R. P.
Auckland—	
Rangitea	4,004 0 0
Canterbury—	
Pawaho	51 3 18
Total	4,055 3 18

Table 40.—Statement showing Outlay and Income of Estates purchased under the Land for Settlements Acts, 1892 and 1894.

(Continued from Table No. 38 of 1896-97.)

Name of Estate.	Date of Purchase.	Outlay.		Income.	
		Particulars.	Amount.	Particulars.	Amount.
			£ s. d.		£ s. d.
Studholme Junction	27 July, 1893	Balance from previous year	1,323 18 3	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	73 4 6
		Incidental expenses ..	112 9 4		
		Interest from 1st July, 1897, to 30th June, 1898	50 9 8	Balance	1,413 12 9
		Total	1,486 17 3	Total	1,486 17 3
Pareora ..	16 Aug., 1893	Balance from previous year	7,150 11 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	370 7 4
		Incidental expenses ..	67 5 0		
		Interest from 1st July, 1897, to 30th June, 1898	253 13 8	Balance	7,101 3 0
		Total	7,471 10 4	Total	7,471 10 4
Pomahaka ..	10 Oct., 1893	Balance from previous year	23,149 1 4	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	921 7 2
		Incidental expenses ..	517 14 8		
		Interest from 1st July, 1897, to 30th June, 1898	831 16 1	Proceeds of sale of crop ..	380 0 0
				Balance	23,197 4 11
		Total	24,498 12 1	Total	24,498 12 1
Kapua ..	11 Nov., 1893	Balance from previous year	4,750 16 3	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	270 3 4
		Incidental expenses ..	59 13 5		
		Interest from 1st July, 1897, to 30th June, 1898	169 1 5	Balance	4,709 7 9
		Total	4,979 11 1	Total	4,979 11 1
Te Anaraki ..	31 Jan., 1894	Balance from previous year	5,426 6 2	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	271 8 1
		Incidental expenses ..	11 12 0		
		Interest from 1st July, 1897, to 30th June, 1898	191 2 6	Rent paid in advance ..	0 3 0
				Balance	5,357 9 7
		Total	5,629 0 8	Total	5,629 0 8
Blind River	20 Aug., 1894	Balance from previous year	16,881 6 11	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	906 13 11
		Incidental expenses ..	17 13 6		
		Interest from 1st July, 1897, to 30th June, 1898	593 18 11	Balance	16,586 5 5
		Total	17,492 19 4	Total	17,492 19 4
Rosebrook ..	15 Feb., 1895	Balance from previous year	5,989 5 6	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	308 11 10
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	210 10 1	Balance	5,891 3 9
		Total	6,199 15 7	Total	6,199 15 7
Otaio ..	25 Feb., 1895	Balance from previous year	4,126 5 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	216 14 8
		Incidental expenses ..	72 1 1		
		Interest from 1st July, 1897, to 30th June, 1898	147 11 2	Balance	4,129 3 3
		Total	4,345 17 11	Total	4,345 17 11
Merrivale ..	17 Apl., 1895	Balance from previous year	27,241 1 11	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	1,391 19 7
		Incidental expenses ..	122 10 2		
		Interest from 1st July, 1897, to 30th June, 1898	961 14 8	Miscellaneous receipts ..	4 17 0
				Balance	26,928 10 2
		Total	28,325 6 9	Total	28,325 6 9
Tahawai ..	25 Apl., 1895	Balance from previous year	614 5 1	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	35 14 4
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	21 11 10	Rent paid in advance ..	0 0 6
				Balance	600 2 1
		Total	635 16 11	Total	635 16 11

Table 40.—STATEMENT showing OUTLAY and INCOME of ESTATES PURCHASED, &c.—*continued.*

Name of Estate.	Date of Purchase.	Outlay.		Income.	
		Particulars.	Amount.	Particulars.	Amount.
			£ s. d.		£ s. d.
Patoa, and Peak's Farm	3 May, 1895	Balance from previous year	6,788 6 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	337 0 9
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	238 11 8	Balance	6,689 17 7
		Total	7,026 18 4	Total	7,026 18 4
Roimata ..	29 June, 1895	Balance from previous year	2,675 11 9	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	140 5 9
		Incidental expenses ..	53 16 1		
		Interest from 1st July, 1897, to 30th June, 1898	95 18 6	Balance	2,685 0 7
		Total	2,825 6 4	Total	2,825 6 4
Kereta ..	24 July, 1895	Balance from previous year	1,565 13 6	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	82 18 0
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	55 0 5	Balance	1,537 15 11
		Total	1,620 13 11	Total	1,620 13 11
Maerewhenua	27 July, 1895	Balance from previous year	67,347 10 7	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	3,526 16 7
		Incidental expenses ..	36 18 3		
		Interest from 1st July, 1897, to 30th June, 1898	2,368 6 5	Rents paid in advance ..	0 2 2
				Balance	66,225 16 6
		Total	69,752 15 3	Total	69,752 15 3
Braco ..	5 Aug., 1895	Balance from previous year	1,368 10 3	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	61 8 2
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	48 1 11	Balance	1,355 4 0
		Total	1,416 12 2	Total	1,416 12 2
Ashley Gorge	9 Aug., 1895	Balance from previous year	4,975 7 5	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	258 1 0
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	174 17 3	Balance	4,892 3 8
		Total	5,150 4 8	Total	5,150 4 8
Epworth ..	14 Aug., 1895	Balance from previous year	253 2 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	7 15 7
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	8 17 11	Balance	254 5 0
		Total	262 0 7	Total	262 0 7
Puketapu ..	18 Nov., 1895	Balance from previous year	3,543 12 5	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	169 2 4
		Incidental expenses ..	18 6 11		
		Interest from 1st July, 1897, to 30th June, 1898	125 3 9	Balance	3,518 0 9
		Total	3,687 3 1	Total	3,687 3 1
Omihi S.R.	16 Jan., 1896	Balance from previous year	276 17 5	Balance	288 19 5
		Incidental expenses ..	2 5 10		
		Interest from 1st July, 1897, to 30th June, 1898	9 16 2		
		Total	288 19 5	Total	288 19 5
Poerua ..	3 Feb., 1896	Balance from previous year	4,470 11 5	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	222 4 0
		Incidental expenses ..	175 16 2		
		Interest from 1st July, 1897, to 30th June, 1898	163 6 1	Balance	4,587 9 8
		Total	4,809 13 8	Total	4,809 13 8

Table 40.—STATEMENT showing OUTLAY and INCOME of ESTATES PURCHASED, &c.—*continued.*

Name of Estate.	Date of Purchase.	Outlay.		Income.	
		Particulars.	Amount.	Particulars.	Amount.
			£ s. d.		£ s. d.
Raureka ..	9 Mar., 1896	Balance from previous year	10,395 18 9	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	543 2 0
		Incidental expenses ..	12 16 5		
		Interest from 1st July, 1897, to 30th June, 1898	365 16 8	Balance	10,231 9 10
		Total	10,774 11 10	Total	10,774 11 10
Opouriao ..	20 Mar., 1896	Balance from previous year	24,413 10 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	1,271 7 0
		Incidental expenses ..	167 1 11	Miscellaneous receipts ..	28 16 0
		Interest from 1st July, 1897, to 30th June, 1898	863 18 5	Rents paid in advance ..	8 0 5
				Balance	24,136 7 7
		Total	25,444 11 0	Total	25,444 11 0
Orakipaoa ..	20 Mar., 1896	Balance from previous year	7,753 1 1	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	397 6 8
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	272 9 10	Rents paid in advance ..	0 2 5
				Balance	7,628 1 10
		Total	8,025 10 11	Total	8,025 10 11
Omaka ..	20 Apl., 1896	Balance from previous year	11,042 11 1	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	589 6 8
		Incidental expenses ..	71 7 6		
		Interest from 1st July, 1897, to 30th June, 1898	388 1 11	Balance	10,912 13 10
		Total	11,502 0 6	Total	11,502 0 6
Elsthorpe ..	21 Apl., 1896 27 Nov., 1896	Balance from previous year	43,509 18 10	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	2,219 4 0
		Incidental expenses ..	815 9 9		
		Interest from 1st July, 1897, to 30th June, 1898	1,557 17 6	Balance	43,664 2 1
		Total	45,883 6 1	Total	45,883 6 1
Makareao ..	12 May, 1896 14 Dec., 1896	Balance from previous year	12,385 6 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	546 2 7
		Incidental expenses ..	2,054 10 5		
		Interest from 1st July, 1897, to 30th June, 1898	507 10 3	Rent paid in advance ..	0 3 9
				Balance	14,401 1 0
		Total	14,947 7 4	Total	14,947 7 4
Highbank ..	18 May, 1896	Balance from previous year	59,150 7 2	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	3,020 8 2
		Incidental expenses ..	127 4 0		
		Interest from 1st July, 1897, to 30th June, 1898	2,083 8 0	Rent paid in advance ..	1 12 7
				Balance	58,338 18 5
		Total	61,360 19 2	Total	61,360 19 2
Ardgowan ..	23 May, 1896	Balance from previous year	38,312 16 10	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	1,900 17 9
		Incidental expenses ..	39 8 7		
		Interest from 1st July, 1897, to 30th June, 1898	1,347 18 11	Balance	37,799 6 7
		Total	39,700 4 4	Total	39,700 4 4
Waimarie ..	21 July, 1896	Balance from previous year	8,745 7 4	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	393 19 6
		Incidental expenses ..	..		
		Interest from 1st July, 1897, to 30th June, 1898	307 7 5	Balance	8,658 15 3
		Total	9,052 14 9	Total	9,052 14 9
Otarakaro ..	4 Sept., 1896	Balance from previous year	2,067 15 8	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	55 19 1
		Incidental expenses ..	6 9 9		
		Interest from 1st July, 1897, to 30th June, 1898	72 18 1	Balance	2,091 4 5
		Total	2,147 3 6	Total	2,147 3 6

Table 40.—STATEMENT showing OUTLAY and INCOME of ESTATES PURCHASED, &c.—*continued.*

Name of Estate.	Date of Purchase.	Outlay. Particulars.	Outlay. Amount.	Income. Particulars.	Income. Amount.
			£ s. d.		£ s. d.
Wharenui ..	28 Oct., 1896	Balance from previous year	4,838 13 3	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	123 9 6
		Incidental expenses ..	130 15 10	Rents paid in advance ..	37 11 4
		Interest from 1st July, 1897, to 30th June, 1898	174 13 3	Balance	4,983 1 6
		Total	5,144 2 4	Total	5,144 2 4
Horsley Down	1 Jan., 1897	Balance from previous year	20,166 8 0	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	1,149 13 0
		Incidental expenses ..	394 3 7	Balance	20,133 11 3
		Interest from 1st July, 1897, to 30th June, 1898	722 12 8		
		Total	21,283 4 3	Total	21,283 4 3
Tomoana (Frimley)	31 Dec., 1896	Balance from previous year	2,500 12 7	Rents paid in advance ..	67 11 0
		Incidental expenses ..	2 7 2	Balance	2,523 6 7
		Interest from 1st July, 1897, to 30th June, 1898	87 17 10		
		Total	2,590 17 7	Total	2,590 17 7
Pouparae ..	31 Jan., 1897	Balance from previous year	7,891 10 2	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	258 4 6
		Incidental expenses ..	25 17 1	Rents paid in advance ..	31 1 6
		Interest from 1st July, 1897, to 30th June, 1898	278 5 5	Balance	7,906 6 8
		Total	8,195 12 8	Total	8,195 12 8
Rakitairi ..	31 Mar., 1897	Balance from previous year	19,264 7 0	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	529 14 4
		Incidental expenses ..	76 6 9	Rents paid in advance ..	3 5 0
		Interest from 1st July, 1897, to 30th June, 1898	679 15 2	Balance	19,487 9 7
		Total	20,020 8 11	Total	20,020 8 11
Waiapi ..	31 Mar., 1897	Balance from previous year	9,447 17 4	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	286 15 10
		Incidental expenses ..	36 0 6	Balance	9,530 8 6
		Interest from 1st July, 1897, to 30th June, 1898	333 6 6		
		Total	9,817 4 4	Total	9,817 4 4
Albury ..	31 Mar., 1897	Balance from previous year	66,499 4 0	Rents on account of lands disposed of, paid, and accrued from 1st July, 1897, to 30th June, 1898 ..	3,419 8 10
		Incidental expenses ..	273 11 10	Rents paid in advance ..	47 10 5
		Interest from 1st July, 1897, to 30th June, 1898	2,346 15 6	Balance	65,652 12 1
		Total	69,119 11 4	Total	69,119 11 4
Puhipuhi ..	14 Apl., 1897	Purchase-money ..	320 0 0	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	16 10 0
		Incidental expenses ..	3 16 0	Receipts of previous year	8 5 0
		Interest from 14th April, 1897, to 30th June, 1898	13 6 1	Balance	312 7 1
		Total	337 2 1	Total	337 2 1
Momona ..	26 Apl., 1897	Purchase-money ..	3,608 19 3	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	214 8 0
		Incidental expenses ..	22 5 1	Rents paid in advance ..	0 3 8
		Incidental expenses of 1896–97	3 2 6	Balance	3,571 19 10
		Interest from 26th April, 1897, to 30th June, 1898	152 4 8		
		Total	3,786 11 6	Total	3,786 11 6
Tokarahi ..	26 Apl., 1897	Purchase-money ..	77,360 17 10	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	4,160 10 6
		Incidental expenses ..	1,634 12 0	Miscellaneous receipts ..	16 15 6
		Incidental expenses of 1896–97	122 14 4	Balance	78,224 7 6
		Interest from 26th April, 1897, to 30th June, 1898	3,283 9 4		
		Total	82,401 13 6	Total	82,401 13 6

Table 40.—STATEMENT showing OUTLAY and INCOME of ESTATES PURCHASED, &c.—*continued.*

Name of Estate.	Date of Purchase.	Outlay. Particulars.	Outlay. Amount.	Income. Particulars.	Income. Amount.
			£ s. d.		£ s. d.
Marawhiti..	26 Apl., 1897	Purchase-money ..	14,200 18 10	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	748 15 10
		Incidental expenses ..	176 8 11	Balance	14,324 17 2
		Incidental expenses of 1896–97	95 12 2		
		Interest from 26th April, 1897, to 30th June, 1898	600 13 1		
		Total	15,073 13 0	Total	15,073 13 0
Cannington (R.S. 1862)	5 June, 1897	Purchase-money ..	60 0 0	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	1 13 8
		Incidental expenses ..	4 3 0	Balance	64 17 7
		Interest from 5th June, 1897, to 30th June, 1898	2 8 3		
		Total	66 11 3	Total	66 11 3
Paparangi ..	23 July, 1897	Purchase-money ..	3,875 8 0	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	44 9 0
		Incidental expenses ..	785 17 0	Rents paid in advance ..	97 13 1
		Incidental expenses of 1896–97	11 0 3	Balance	4,684 0 6
		Interest from 23rd July, 1897, to 30th June, 1898	153 17 4		
		Total	4,826 2 7	Total	4,826 2 7
Otahu ..	4 Aug., 1897	Purchase-money ..	7,555 4 6	Rents on account of lands disposed of, paid, and accrued to 30th June, 1898	31 18 6
		Incidental expenses ..	362 17 11	Rents paid in advance ..	30 18 11
		Interest from 14th August, 1897, to 30th June, 1898	251 12 2	Balance	8,106 17 2
		Total	8,169 14 7	Total	8,169 14 7
Beaumont..	9 Dec., 1897	Purchase-money ..	10,482 11 3	Rents paid in advance ..	64 10 8
		Incidental expenses ..	55 13 0	Miscellaneous receipts ..	40 0 0
		Interest from 9th December, 1897, to 30th June, 1898	205 19 10	Balance	10,639 13 5
		Total	10,744 4 1	Total	10,744 4 1
Pawaho ..	3 Mar., 1898	Purchase-money ..	1,823 12 6	Balance	1,858 0 7
		Incidental expenses ..	13 7 1		
		Interest from 3rd March, 1897, to 30th June, 1898	21 1 0		
		Total	1,858 0 7	Total	1,858 0 7
Hekeao ..	8 Mar., 1898	Purchase-money ..	10,545 5 0	Rents paid in advance ..	307 0 1
		Incidental expenses ..	248 17 6		
		Interest from 8th March, 1898, to 30th June, 1898	118 9 0	Balance	10,605 11 5
		Total	10,912 11 6	Total	10,912 11 6
Okauia ..	23 Mar., 1898	Purchase-money ..	4,143 12 1	Rents paid in advance ..	9 18 0
		Incidental expenses ..	4 3 8	Balance	4,177 8 7
		Interest from 23rd March, 1898, to 30th June, 1898	39 10 10		
		Total	4,187 6 7	Total	4,187 6 7
Rangiatea ..	24 Mar., 1898	Purchase-money ..	14,014 0 0	Balance	14,146 4 11
		Interest from 24th March, 1898, to 30th June, 1898	132 4 11		
		Total	14,146 4 11	Total	14,146 4 11

LAND FOR SETTLEMENTS ACCOUNT.

Outlay. Particulars.	Outlay. Amount.	Income. Particulars.	Income. Amount.
DR.	£ s. d.	CR.	£ s. d.
Balance from previous year	541,217 11 7	Rents on account of lands disposed of, paid and accrued from 1st July, 1897, to 30th June, 1898	*31,495 1 10
Purchase-moneys, including £61 13s. 3d., balances of purchase-moneys shown in 1894–95 under "Incidental Expenses"	148,063 12 6	Rents paid in advance	707 8 2
Roads, and incidental expenses of estates paid for at 31st March, 1898, *less* £61 13s. 3d., now transferred to purchase-moneys	8,735 6 11	Receipts of previous year	8 5 0
		Miscellaneous receipts	470 8 6
		Balance	690,537 7 8
Incidental expenses of estates agreed to be purchased, but not paid for at 31st March, 1898	2 7 2		
Miscellaneous expenses incidental to offers declined or not yet accepted ..	959 3 2		
Land-purchase Inspector's salary ..	800 0 0		
Interest paid and accrued from 1st July, 1897, to 30th June, 1898	23,440 9 10		
Total	723,218 11 2	Total	723,218 11 2

* To make the annual rental given in Table 39, £33,935 6s. 3d., agree with this sum of £31,495 1s. 10d., add to the former the sums paid for 1897–98 before forfeiture, £133 10s. 4d., and the miscellaneous rents, £392 0s. 5d.; and subtract rent not due till after 30th June, £1,951 2s. 2d., and rent paid in advance last year, £1,014 13s.

Table 41.—Comparative Statement of Selectors and Lands selected under Settlement Conditions for the Ten Years ended 31st March, 1898.

Year ending 31st March,	Cash.		Deferred Payment.		Perpetual Lease.		Lease in Perpetuity.		Occupation with Right of Purchase.		Agricultural Lease.		Occupation Leases.*	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.
1889	613	68,498	397	54,419	768	204,749	..	..	..	..	11	150	..	..
1890	543	46,922	304	41,376	756	236,905	..	..	..	..	1	53	..	..
1891	573	100,014	258	34,091	788	288,917	..	..	..	..	4	551	..	..
1892	492	40,501	223	40,467	824	282,547	..	..	..	..	2	90	..	..
1893	552	36,326	169	21,084	385	122,557	126	55,320	161	54,271	4	193	..	..
1894†	497	34,998	96	12,669	17	3,854	612	179,993	461	108,133	5	365	..	..
1895†	392	38,694	47	5,453	3	1,263	372	91,799	398	75,477	2	44	..	..
1896†	476	26,574	6	456	7	1,427	696	122,350	431	84,968	3	36	69	2,931
1897†	388	28,485	..	..	19	9,106	659	104,927	277	59,648	2	13	48	2,817
1898†	272	22,525	..	..	2	651	599	117,938	380	81,414	5	258	23	1,285

Year ending 31st March,	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.		Totals.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.
1889	143	664	99	1,182	36	622	24	345	209	19,905	11	1,050	81	161,652	2,392	513,236
1890	159	656	75	782	76	1,729	20	270	46	4,970	19	1,751	35	60,340	2,034	395,754
1891	87	210	51	369	56	954	10	350	2	71	9	945	43	86,161	1,881	512,634
1892	89	429	23	182	59	893	140	2,213	13	1,922	8	1,010	80	159,464	1,953	529,720
1893	75	528	29	390	164 / §2	2,636 / §4	33	493	838	157,381	1	38	39	92,926	2,578	544,153
1894†	3	2	‡5	‡1	§208	§3,953	118	2,549	290	68,852	..	..	142	252,693	2,454	668,064
1895†	23	23	‡30	‡23	§232	§4,050	60	2,742	262	51,345	‖107	‖9,731	60	117,845	1,988	398,497
1896†	16	9	‡3	‡2	§193	§3,364	19	794	238	44,237	‖315	‖28,348	32	46,407	2,504	361,904
1897†	4	4	‡4	‡4	§102	§1,317	18	360	142	28,084	‖45	‖4,882	27	68,934	1,735	308,581
1898†	2	1	‡2	‡2	§92	§1,426	9	42	5	442	‖77	‖9,007	71	149,458	1,539	384,449

* "Mining Districts Land Occupation Act, 1894." † 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. ‖ Improved farms.

Table 42.—Showing Surveyors employed and the Work on Hand on 1st April, 1898.

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 ..	9	8	Auckland ..	..	124,283	104,823	212½	165	600
J. Strauchon ..	4	5	Taranaki ..	156*	112,000	73,000†	20	400	..
E. Gold-Smith ..	5	2	Hawke's Bay	..	241,679	..	91	350	..
J. W. A. Marchant	7	5	Wellington ..	1,016	100,858	292,634	159	500	..
C. W. Adams ..	3	5	Marlborough	905	99,600	10,132	34	..	..
T. Humphries ..	5	5	Nelson ..	1,360	6,273	1,600	70	..	2,388
W. G. Murray ..	1	1	Westland ..	..	17,700	..	17	..	54
S. Weetman ..	3	..	Canterbury ..	440	71,302	..	..	..	..
J. Hay	5	..	Otago ..	..	12,883	..	20	..	620
D. Barron ..	1	3	Southland ..	..	19,759	60,110	..	..	..
Totals ..	43	34	..	3,877	806,337	542,299	623½	1,415	3,662

* Major. † Topographical.

Table 43.—Crown Grants, Certificates of Title, Leases, and other Instruments of Title from the Crown prepared or examined from 1st April, 1897, to 31st March, 1898.

District.	Number.					Cost.
	Singly.	In Duplicate.	In Triplicate.	In Quadruple.	Total Copies.	£ s. d.
Auckland	229	270	592	203	3,357	167 0 0
Hawke's Bay ..	..	..	62	..	186	21 0 0
Taranaki	3	..	124	..	375	16 0 0
Wellington	1,450	21	421	149	3,351	190 0 0
Nelson	58	49	55	..	321	96 6 0
Marlborough ..	..	32	50	..	214	20 0 0
Westland	..	44	10	..	118	27 0 0
Canterbury	402	87	235	..	1,281	96 1 6
Otago	141	258	364	..	1,749	87 0 0
Southland	..	15	91	..	303	10 4 0
Totals	2,283	776	2,004	352	11,255	730 11 6

Table 44.—Plans placed on Crown Grants and other Instruments of Title from the Crown from 1st April, 1897, to 31st March, 1898.

District.	Number.					Cost.
	Singly.	In Duplicate.	In Triplicate.	In Quadruple.	Total Copies.	£ s. d.
Auckland	229	262	481	184	2,932	163 0 0
Hawke's Bay	..	140	179	..	817	68 5 6
Taranaki	3	..	278	..	837	143 13 10
Wellington	382	17	151	124	1,365	131 0 0
Nelson	58	208	328	..	1,458	101 2 4
Marlborough ..	150	64	48	..	422	97 1 11
Westland	2	85	54	..	334	58 10 6
Canterbury	..	3	139	..	423	52 13 0
Otago	141	189	181	..	1,062	160 0 0
Southland	17	32	62	..	267	40 0 0
Totals	982	1,000	1,901	308	9,917	1,015 7 1

Table 45.—Work done under the Land Transfer Act, &c., from 1st April, 1897, to 31st March, 1898.

District.	No. of Plans passed.	Deeds and other Instruments passed.	Number of Plans placed on Certificates of Title.			Miscellaneous Plans, &c.	Cost.
			Singly.	In Duplicate.	In Triplicate.		£ s. d.
Auckland	211	..	..	..	..	..	487 0 0
Hawke's Bay	89	..	..	334	6	..	203 19 3
Taranaki	1,116	95	79	254	143	5	350 17 0
Wellington	247	1,666	67	1,761	..	16	675 12 0
Nelson	24	85	..	220	..	39	97 11 0
Marlborough	6	..	..	68	..	1	11 5 9
Westland	198	..	..	38	39	2	31 10 6
Canterbury	190	781	..	1,141	31	..	740 17 0
Otago	38	2,642	..	465	124	6	248 16 5
Southland	54	..	36	371	63	..	190 0 0
Totals	2,173	5,269	182	4,652	406	69	3,037 8 11

Table 46.—Summary of Work done for other Departments, and for Local Bodies, from 1st April, 1897, to 31st March, 1898.

District.	Amount.	District.	Amount.
	£ s. d.		£ s. d.
Auckland	2,060 5 7	Brought forward ..	10,405 7 5
Hawke's Bay	541 4 6	Westland	749 8 8
Taranaki	3,750 11 6	Canterbury	1,541 18 11
Wellington	3,891 1 0	Otago	442 10 2
Nelson	146 13 0	Southland	341 19 8
Marlborough	15 11 10		
Carried forward ..	10,405 7 5	Total	£13,481 4 10

Table 47.—SUMMARY showing PAYMENTS to LOCAL BODIES during the Twelve Months ended the 31st March, 1898, from "Thirds" of Deferred-payment, Perpetual-lease, and Lease-in-perpetuity Lands, and "Fourths" of Small Grazing-runs.

District.	For Details see Statements below.	"Thirds," Deferred-payment and leased 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	3,581 13 4	86 19 7	3,668 12 11	858	923	2,014	184 14 11	158 9 1	1,678 1 5	..
Hawke's Bay	2	1,854 6 6	276 17 0	2,131 3 6	271	10	580	207 12 8	62 14 6	490 11 0	..
Taranaki ..	3	4,860 19 5	72 16 2	4,933 15 7	394	113	1,124	417 14 0	145 3 2	1,198 15 9	..
Wellington	4	14,561 19 10	616 9 8	15,178 9 6	542	..	1,879	253 4 9	71 11 3	751 2 6	17 7 7
Nelson ..	5	1,487 14 9	..	1,487 14 9	137	3	944	..	10 0 0	266 19 0	..
Marlborough	6	151 6 5	81 14 9	233 1 2	64	50	108	..	..	130 17 9	..
Westland ..	7	..	..	..	..	..	..	..	..	..	..
Canterbury*	8	2,297 9 9	981 11 8	3,279 1 5	..	99	1,408	..	123 10 7	725 9 10	21 16 1
Otago ..	9	4,406 3 0	2,832 10 9	7,238 13 9	319	595	4,476	242 9 11	508 16 1	2,307 18 10	..
Southland	10	2,924 0 5	287 5 2	3,211 5 7	56	..	1,106	82 9 6	110 4 3	314 8 5	..
Totals ..	..	36,125 13 5	5,236 4 9	41,361 18 2	2,642	1,793	13,639	1,388 5 9	1,190 8 11	7,864 4 6	39 3 8

* Also £76 7s. 1d. for water-races.

STATEMENTS showing PAYMENTS to LOCAL BODIES during the Twelve Months ended 31st March, 1898, from "Thirds" of Deferred-payment, Perpetual-lease, and Lease-in-perpetuity 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.
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.
STATEMENT No. 1.—AUCKLAND.									
Bay of Islands C.C.	147 19 9	3 7 10	151 7 7	..	4	92	37 18 1	25 10 1	23 10 0
Coromandel C.C. ..	69 16 6	..	69 16 6	..	..	..	..	..	69 16 6
Hobson C.C. ..	82 15 5	..	82 15 5	..	20	29	16 13 10	4 3 5	17 6 4
Hokianga C.C. ..	169 10 6	..	169 10 6	270	174	159	13 16 5	10 10 1	38 7 8
Mangonui C.C. ..	60 6 3	..	60 6 3	7	..	16	..	5 0 0	41 11 0
Manukau C.C. ..	53 8 4	..	53 8 4	49	..	49	..	..	..
Ohinemuri C.C. ..	37 8 10	..	37 8 10	..	..	..	..	..	37 8 10
Otamatea C.C. ..	38 0 1	..	38 0 1	67	41	58	..	..	6 10 1
Piako C.C. ..	32 6 9	..	32 6 9	22	..	..	4 4 2	..	11 18 4
Raglan C.C. ..	748 2 3	..	748 2 3	118	60	343	12 3 2	16 19 3	429 10 8
Rodney C.C. ..	15 15 3	..	15 15 3	12	14	27	1 11 2	2 5 8	4 7 4
Tauranga C.C. ..	367 0 5	6 13 5	373 13 10	..	199	..	..	..	270 5 7
Thames C.C. ..	12 11 8	..	12 11 8	18	..	18	..	..	..
Waipa C.C. ..	21 11 10	..	21 11 10	..	..	..	..	..	21 11 10
Waitemata C.C. ..	115 6 5	..	115 6 5	9	138	142	..	..	41 2 8
Whakatane C.C. ..	53 0 2	76 18 4	129 18 6	..	10	10	..	20 0 0	104 19 1
Whangarei C.C. ..	289 17 9	..	289 17 9	23	88	211	62 15 6	12 7 0	94 0 11
Whangaroa C.C. ..	8 1 2	..	8 1 2	..	..	..	6 6 4	..	1 14 10
Ahuroa R.B. ..	10 12 0	..	10 12 0	..	..	7	..	0 16 1	5 17 11
Albertland N'th R.B.	1 7 3	..	1 7 3	..	..	..	..	..	1 7 3
" S'th R.B.	3 3 4	..	3 3 4	..	..	..	..	..	3 3 4
Awitu R.B. ..	11 2 10	..	11 2 10	..	..	29	..	3 8 0	0 16 7
Gordon Special Settlement	58 2 5	..	58 2 5	..	..	60	..	..	..
Huntly R.B. ..	66 7 7	..	66 7 7	42	..	15	9 15 3	..	30 3 4
Hunua R.B. ..	4 0 2	..	4 0 2	..	..	3	..	..	2 5 9
Hikurangi R.B. ..	1 13 1	..	1 13 1	..	..	..	..	..	1 13 1
Katikati R.B. ..	5 0 8	..	5 0 8	..	..	..	..	..	5 0 8
Kaukapakapa R.B.	19 3 8	..	19 3 8	15	35	6	1 11 6	..	1 17 0
Kirikiriroa R.B. ..	8 15 8	..	8 15 8	..	..	12	..	..	..
Komokoriki R.B. ..	2 19 4	..	2 19 4	6	..	..	..	..	1 12 11
Mangawai R.B. ..	5 15 10	..	5 15 10	..	..	9	..	..	..
Maraetai R.B. ..	0 13 4	..	0 13 4	..	..	..	..	..	0 13 4
Matakohe R.B. ..	26 4 9	..	26 4 9	68	..	2	..	7 16 10	1 3 3
Mauku R.B. ..	3 13 2	..	3 13 2	..	..	3	..	..	..
Maungakaramea R.B.	0 12 10	..	0 12 10	..	6	..	..	..	..
Maunu R.B. ..	20 19 2	..	20 19 2	..	..	9	..	1 14 4	7 18 7
Mercer R.B. ..	15 5 7	..	15 5 7	..	..	6	..	..	2 3 7
Newcastle R.B. ..	40 14 4	..	40 14 4	..	..	117	..	..	3 0 0
Omaha R.B. ..	34 15 7	..	34 15 7	..	13	15	6 0 10	5 7 0	13 18 10
Onewhero R.B. ,,	67 17 2	,,	67 17 2	..	..	13	8 7 0	6 8 6	34 12 8

Table 47.—Showing Payments to Local Bodies, &c.—*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.
Opaheke R.B. ..	10 8 5	..	10 8 5	..	..	4	..	3 15 7	2 17 3
Opotiki R.B. ..	108 15 4	..	108 15 4	..	4	122	..	4 15 7	18 0 2
Otonga R.B. ..	7 12 9	..	7 12 9	..	15	4	..	..	2 3 6
Otonga East R.B. ..	38 16 4	..	38 16 4	6	..	4	0 15 0	5 0 1	28 9 5
Parua R.B. ..	9 9 0	..	9 9 0	..	..	3	..	..	8 1 2
Puhoi R.B.	26 17 0	..	26 17 0	..	50	16	..	1 3 10	..
Pukeatua R.B. ..	15 4 8	..	15 4 8	12	32	45	..	..	..
Pukekohe East R.B.	2 14 10	..	2 14 10	..	..	..	..	..	2 14 10
Rangiaohia R.B. ..	4 7 8	..	4 7 8	..	..	10	..	..	..
Ruarangi R.B. ..	7 8 9	..	7 8 9	..	..	14	..	..	..
Tauhoa R.B. ..	18 12 10	..	18 12 10	31	3	25	..	0 17 2	..
Te Puke R.B. ..	31 9 1	..	31 9 1	..	..	6	..	..	19 8 5
Tuhekaramea R.B.	0 10 0	..	0 10 0	..	..	..	..	..	0 10 0
Up'r Mahurangi R.B.	104 7 11	..	104 7 11	45	..	39	..	..	46 14 11
Waikiekie R.B. ..	18 12 2	..	18 12 2	..	..	75	..	..	0 14 4
Waipipi R.B. ..	28 12 10	..	28 12 10	..	..	15	..	..	21 19 5
Waipu North R.B.	12 14 3	..	12 14 3	10	10	7	2 15 8	2 1 3	0 14 6
Wairoa R.B. ..	25 4 8	..	25 4 8	28	7	2	..	..	21 16 11
Waitoa R.B. ..	102 2 7	..	102 2 7	..	..	..	..	..	102 2 7
Waiuku R.B. ..	77 2 10	..	77 2 10	..	..	73	..	..	46 14 7
Whangamarino R.B.	64 18 5	..	64 18 5	..	..	58	..	13 9 4	15 10 2
Whakatane R.B. ..	25 12 5	..	25 12 5	..	..	32	..	5 0 0	..
Wharehine R.B. ..	0 6 4	..	0 6 4	..	..	..	..	..	0 6 4
Whareora R.B. ..	7 13 2	..	7 13 2	..	..	..	..	..	7 13 2
Totals ..	3,581 13 4	86 19 7	3,668 12 11	858	923	2014	184 14 11	158 9 1	1,678 1 5
STATEMENT No. 2.—HAWKE'S BAY.									
Kumeroa R.B. ..	47 4 0	..	47 4 0	..	..	18	..	..	..
Maharahara R.B. ..	14 9 9	..	14 9 9	20	..	7	..	..	..
Mangaatua R.B. ..	4 5 0	..	4 5 0	..	..	4	..	..	..
Norsewood R.B. ..	73 13 11	..	73 13 11	..	..	26	..	..	10 1 5
Ormond R.B. ..	1 11 2	..	1 11 2	..	..	5	..	..	..
Patutahi R.B. ..	237 3 8	..	237 3 8	..	..	..	..	..	147 8 7
Woodville R.B. ..	98 18 4	..	98 18 4	..	..	..	..	..	..
Waikohu R.B. ..	..	12 4 6	12 4 6	..	..	..	..	..	9 3 6
Waimata R.B. ..	13 3 7	4 18 7	18 2 2	..	..	..	..	..	13 3 7
Weber R.B. ..	836 17 3	25 14 11	862 12 2	246	..	131	108 19 10	32 6 10	138 9 5
Cook C.C.	217 10 8	73 15 6	291 6 2	5	10	65	..	..	126 17 4
Wairoa C.C. ..	151 5 10	113 3 4	264 9 2	..	..	245	59 14 6	16 5 6	4 17 2
Waipawa C.C. ..	146 11 8	..	146 11 8	..	..	14	38 18 4	5 14 0	31 15 5
Waiapu C.C. ..	11 11 8	47 0 2	58 11 10	..	..	65	..	8 8 2	8 14 7
Totals ..	1,854 6 6	276 17 0	2,131 3 6	271	10	580	207 12 8	62 14 6	490 11 0

NOTE.—Out of the above "Total Payments" the following amounts have been pledged for interest on loans: Norsewood R.B., £57 6s. 9d.; Patutahi R.B., £89 15s. 1d.; Woodville R.B., £98 18s. 4d.; Waikohu, £3 1s.; Waimata R.B., £4 18s. 7d.; Cook C.C., £123 8s. 10d.; Waipawa C.C., £57 7s. 10d.: total, £434 16s. 5d.

STATEMENT No. 3.—TARANAKI.

Opunake T.B. ..	9 16 0	..	9 16 0	..	..	6	..	..	..
Stratford T.B. ..	11 16 2	..	11 16 2	..	..	1	..	8 8 8	..
Moa R.B. ..	342 2 0	..	342 2 0	..	..	95½	3 15 9	10 8 1	137 11 8
Clifton C.C. ..	1,310 4 0	..	1,310 4 0	140	49	253	28 8 4	16 7 8	331 2 9
Patea East R.B. ..	36 1 9	47 8 7	83 10 4	20	..	129	25 0 0	..	3 15 0
Taranaki C.C. ..	39 8 4	..	39 8 4	..	..	..	..	..	39 8 4
Waiwakaiho R.B. ..	35 19 10	..	35 19 10	26	3½	22½	..	3 19 1	2 16 6
Hawera C.C. ..	590 18 11	0 5 0	591 3 11	10	3	135½	..	10 1 9	29 4 11
Stratford C.C. ..	894 8 10	..	894 8 10	1	1½	312	2 14 9	11 18 10	418 17 11
Waimate R.B. ..	929 2 7	..	929 2 7	..	40	96	353 16 8	16 11 9	27 10 0
Wairoa R.B. ..	18 19 6	..	18 19 6	..	..	..	..	..	18 19 6
Manganui R.B. ..	297 6 3	..	297 6 3	..	..	4½	3 18 6	43 12 4	1 18 10
Parihaka R.B. ..	213 7 7	..	213 7 7	..	..	52	..	23 15 0	115 14 4
Patea C.C. ..	59 11 8	..	59 11 8	197	..	..	..	..	..
Patea West R.B. ..	63 2 4	25 2 7	88 4 11	..	16	17	..	..	63 2 4
Egmont R.B. ..	8 13 8	..	8 13 8	..	..	..	..	..	8 13 8
Totals ..	4,860 19 5	72 16 2	4,933 15 7	394	113	1124	417 14 0	145 3 2	1,198 15 9

N.B.—Amount authorised for payment of interest on loans, £1,305 13s. 1d.

Table 47.—Showing Payments to Local Bodies, &c.—*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.	Formation.	Bridges.	Culverts.	Maintenance.
STATEMENT No. 4.—WELLINGTON.									
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	s. d.	s. d.	£ s. d.
Akiteo R. B. ..	76 17 5	37 9 9	114 7 2	80	..	..	..	..	..
Eketahuna R.B. ..	644 4 0	..	644 4 0	50	..	100	..	..	11 15 9
Featherston R.B. ..	184 15 2	21 15 0	206 10 2	..	..	270	..	..	37 11 5
Kiwitea C.C. ..	2,648 0 7	13 7 5	2,661 8 0	50	..	154	32 6 11	..	..
Kumeroa R.B. ..	25 14 0	..	25 14 0	31	..	..	..	..	..
Hutt C.C. ..	155 18 0	..	155 18 0	..	..	124	..	..	13 2 2
Mangawhero R.B. ..	340 16 10	54 18 6	395 15 4	45	..	214	9 0 0	..	..
Masterton R.B. ..	426 16 8	30 14 0	457 10 8	40	..	42	..	26 5 0	2 4 8
Mauriceville R.B. ..	435 13 5	17 7 9	453 1 2	30	..	54	..	..	12 15 7
Motoroa R.B. ..	65 3 4	..	65 3 4	..	..	14	..	..	58 0 0
Pahiatua C.C. ..	4,235 14 2	..	4,235 14 2	76	..	150	137 5 2	..	24 8 2
Patea C.C. ..	31 5 8	..	31 5 8*	..	..	..	..	..	..
Pohangina C.C. ..	2,408 0 4	..	2,408 0 4	..	..	47	6 10 0	..	..
Rangitikei C.C. ..	135 3 7	45 6 3	180 9 10	..	..	..	..	45 6 3	30 0 0
Taratahi - Carterton R.B.	31 8 0	44 12 0	76 0 0	20	..	90	..	..	3 7 0
Te Horo R.B. ..	71 9 1	..	71 9 1	120	..	..	68 2 8	..	..
Upper Wangaehu R.B.	668 9 8	267 9 2	935 18 10	..	..	10	..	..	421 9 9
Wairarapa North C.C.†	935 2 10	25 7 5	960 10 3	..	..	50	..	..	66 7 3
Waitotara C.C. ..	..	58 2 5	58 2 5*	..	..	..	..	..	..
Waitot're-Momahaki R.B.	740 16 4	..	740 16 4	..	..	507	..	..	65 12 8
Wirokino R.B. ..	300 10 9	..	300 10 9	..	..	63	..	..	4 8 1
Totals ..	14,561 19 10	616 9 8	15,178 9 6	542	..	1879	253 4 9	71 11 3	751 2 6
STATEMENT No. 5.—NELSON.									
Suburban North R.B.	28 8 8	..	28 8 8	..	..	24	..	..	..
Stoke R.B. ..	36 15 4	..	36 15 4	..	..	76	..	10 0 0	..
Waimea West R.B.	6 5 10	..	6 5 10	..	3	5	..	..	..
Dovedale R.B. ..	42 8 8	..	42 8 8	..	..	..	..	..	42 8 8
Upper Moutere R.B.	46 4 0	..	46 4 0	..	..	123	..	..	..
Motueka R.B. ..	16 14 9	..	16 14 9	..	..	..	..	..	..
Riwaka R.B. ..	58 4 11	..	58 4 11	..	..	50	..	..	..
Takaka R.B. ..	193 1 10	..	193 1 10	43	..	143	..	..	25 0 0
Collingwood R.B. ..	173 12 3	..	173 12 3	94	..	94	..	..	..
Waimea C.C. ..	645 12 6	..	645 12 6	..	..	347	..	..	..
Buller C.C. ..	91 16 6	..	91 16 6	..	..	52	..	..	80 6 10
Inangahua C.C. ..	73 10 6	..	73 10 6	..	..	..	..	..	73 10 6
Grey C.C. ..	45 13 0	..	45 13 0	..	..	..	..	..	45 13 0
Cheviot C.C. ..	29 6 0	..	29 6 0	..	..	30	..	..	..
Totals ..	1,487 14 9	..	1,487 14 9	137	3	944	..	10 0 0	266 19 0
STATEMENT No. 6.—MARLBOROUGH.									
Pelorus R.D. ..	88 10 3	16 4 6	104 14 9	36	..	51	..	..	39 17 0
Picton R.D. ..	1 19 4	15 3 5	17 2 9	..	50	..	..	..	15 1 1
Kaikoura C.C. ..	60 16 10	50 6 10	111 3 8	28	..	57	..	..	75 19 8
Totals ..	151 6 5	81 14 9	233 1 2	64	50	108	..	..	130 17 9

* Hypothecated in reduction of special rates on loan. † Cost of taking road under Public Works Act, £17 7s. 7d.

NOTE.—The amounts in the column for "Total Payments" include the sums paid under hypothecation certificates for reduction of special rates upon loans.

STATEMENT No. 7.—WESTLAND.

Nil.

Table 47.—Showing Payments to Local Bodies, &c.—*continued.*

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 Waste Lands Board.						
				Scrub-clearing.	Formation.	Culverts and Pitched Crossings.	Maintenance.	Cost of taking Road under Public Works Act.	Water-races.	Unexpended.
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Anama R.B.	17 9 8	..	17 9 8	..	50	..	6 9 8	..	..	..
Arowhenua T.B. ..	9 8 4	..	9 8 4	..	32	..	..	..	..	..
Ashburton C.C.	13 3 11	..	13 3 11	..	..	..	..	..	13 3 11	..
Coldstream R.B. ..	38 13 0	..	38 13 0	..	34	..	..	..	1 6 4	..
Geraldine R.B.	258 4 8	..	258 4 8	..	17	..	56 17 6	..	..	185 16 5
Hampstead T.B. ..	10 1 6	..	10 1 6	..	..	..	..	..	..	10 1 6
Kowai R.B.	43 19 8	..	43 19 8	..	..	..	43 19 8	..	..	..
Le Bon's Bay R.B. ..	3 0 8	..	3 0 8	..	..	..	..	..	..	3 0 8
Levels C.C.	40 8 10	..	40 8 10	..	..	..	15 5 3	..	..	25 3 7
Mackenzie C.C.	257 17 3	33 8 2	291 5 5	..	30	6 15 6	..	..	48 14 10	202 4 4
Mount Hutt R.B. ..	23 0 0	..	23 0 0	..	151½	3 10 0	15 0 0	..	..	..
Mount Peel R.B. ..	129 18 1	..	129 18 1	..	..	..	19 11 0	18 11 7	..	91 15 6
Mount Somers R.B. ..	3 11 4	15 3 4	18 14 8	..	1	..	11 5 0	..	0 9 0	6 15 8
Oxford R.B.	294 11 6	28 7 5	322 18 11	20	188	9 10 6	27 12 7	..	..	198 8 10
Rakaia R.B.	36 19 6	..	36 19 6	..	48	..	16 14 9	..	5 13 0	..
Rangitata R.B.	366 13 9	24 4 8	390 18 5	..	639	10 15 0	28 0 6	..	..	100 4 2
South Rakaia R.B. ..	37 12 4	..	37 12 4	22½	22½	..	20 19 11	..	..	11 5 6
Springs R.B.	2 18 2	..	2 18 2	..	..	1 2 6	..	..	..	1 15 8
Temuka R.B.	64 11 3	..	64 11 3	..	..	..	..	..	2 0 0	62 11 3
Upper Ashburton R.B. ..	102 3 0	..	102 3 0	..	..	..	97 17 0	..	5 0 0	..
Vincent C.C.	1 0 0	..	1 0 0	..	..	2 10 0	..	..	..	..
Waimate C.C.	315 16 11	366 6 9	682 3 8	57	..	37 0 0	150 3 6	..	..	483 12 2
Waipara R.B.	149 12 3	514 1 4	663 13 7	..	195	52 7 1	215 13 6	3 4 6	..	269 6 6
Wakanui R.B.	76 14 2	..	76 14 2	..	..	..	..	..	..	76 14 2
Totals ..	2,297 9 9	981 11 8	3,279 1 5	99½	1,408	123 10 7	725 9 10	21 16 1	76 7 1	1,728 15 11

STATEMENT No. 9.—OTAGO.

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.
	£ s. d.	£ s. d.	£ s. d.	Ch.	Ch.	Ch.	£ s. d.	£ s. d.	£ s. d.
Taieri C.C. ..	255 15 4	695 10 7	951 5 11	10	37	491	7 4 2	10 0 0	387 3 11
Maniototo C.C. ..	1,504 8 7	593 4 9	2,097 13 4	..	361	2636	132 16 7	347 0 9	102 18 3
Vincent C.C. ..	473 2 2	234 10 1	707 12 3	..	..	408¾	..	..	43 2 10
Waitaki C.C. ..	291 1 5	250 1 3	541 2 8	..	120	74	..	..	330 12 0
Waihemo C.C. ..	160 5 10	377 12 1	537 17 11	..	..	..	..	..	537 17 11
Waikouaiti C.C. ..	62 15 8	281 11 10	344 7 6	..	5	103	63 5 2	14 0 0	191 1 8
Clutha C.C. ..	724 12 3	32 17 9	757 10 0	281½	20	180	6 12 2	105 1 0	265 18 2
Bruce C.C. ..	90 18 7	49 18 8	140 17 3	24	21	92	2 6 11	9 5 4	13 4 6
Tuapeka C.C. ..	638 14 6	300 5 9	939 0 3	4	27	455	12 15 11	22 3 0	348 12 11
Lake C.C. ..	55 18 0	..	55 18 0	..	4	4	9 9 0	1 6 0	31 18 10
Mount Stuart R.B.	42 15 0	16 18 0	59 13 0	..	..	..	8 0 0	..	51 13 0
Balmoral R.B. ..	105 15 8	..	105 15 8	..	..	32	..	..	3 14 10
Totals ..	4,406 3 0	2,832 10 9	7,238 13 9	319½	595	4475¾	242 9 11	508 16 1	2,307 18 10

STATEMENT No. 10.—SOUTHLAND.

Southland C.C. ..	925 6 1	9 6 4	934 12 5	56	..	380	..	..	..	
Wallace C.C. ..	1,493 0 2	277 18 10	1,770 19 0	..	..	650	40 8 0	107 4 3	186 18 9	
Lake C.C. ..	40 17 11	..	40 17 11	..	..	..	..	..	40 17 11	
Stewart Island C.C.	17 16 10	..	17 16 10	..	..	3	..	..	17 16 10	
Invercargill R.B. ..	56 15 9	..	56 15 9	..	..	..	..	..	56 15 9	
Knapdale R.B. ..	221 9 1	..	221 9 1	..	..	..	..	..	..	
Oteramika R.B. ..	138 11 4	..	138 11 4	..	..	43	36 1 6	..	5 10 10	
Tuturau R.B. ..	9 0 4	..	9 0 4	..	..	30	6 0 0	3 0 0	..	
Waimumu R.B. ..	14 14 7	..	14 14 7	..	..	..	..	..	..	
Otaraia R.B. ..	6 8 4	..	6 8 4	..	..	..	..	..	6 8 4	
Totals ..	2,924 0 5	287 5 2	3,211 5 7	56	..	1,106	82 9 6	110 4 3	314 8 5	

Table 48.—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 Mar. 31, 1897.	April 1, 1897, to March 31, 1898.	Total to March 31, 1898.
1891–92.	Acres.				£		£	£	£ s. d.	£ s. d.
Ahuroa	4,000	23	479	18 Mar., 1892	2,500	Road-works	500	432	..	432 0 5
East Puketoi	83,500	"	"	" "	83,500	"	19,375	19,375	..	19,375 0 0
Mangamingi	6,000	15	336	18 Feb., "	9,040	"	4,286	4,286	..	4,286 0 0
Manganuiowae	5,000	23	479	18 Mar., "	2,500	"	500	500	..	500 0 0
Mareretu	5,000	"	"	" "	2,500	"	395	395	..	395 0 0
Maruwhenua	36,090	"	"	" "	49,200	"	2,000	2,000	..	2,000 0 0
Maruwhenua (part)	13,000	15	336	18 Feb., "	10,000	"	5,000	5,000	..	5,000 0 0
Maungataniwha	4,000	23	479	18 Mar., "	1,500	"	500	483	..	483 10 0
Motatau	5,000	"	"	" "	1,875	"	600	574	21 18 7	596 1 7
Motu	33,000	"	"	" "	14,025	"	2,475	2,475	..	2,475 0 0
Mount Baker	9,200	15	336	18 Feb., "	9,600	"	2,487	2,487	..	2,487 0 0
North-east Puketoi	13,300	"	"	" "	6,455	"	3,990	3,990	..	3,990 0 0
Oroua-Coal Creek	6,000	"	"	" "	6,440	"	1,050	1,050	..	1,050 0 0
Takahue	1,900	23	479	18 Mar., "	712	"	300	100	15 10 0	115 10 0
Tauhoa, Sections 184 to 201	4,069	15	336	18 Feb., "	1,675	"	449	380	..	380 0 0
Waimarino	20,900	"	"	" "	16,880	"	1,000	1,000	..	1,000 0 0
							6,837	6,809	..	6,808 15 7
Waoku	22,804	23	479	18 Mar., "	10,000	"	2,000	2,000	..	2,000 0 0
Woodlands, Blocks II., V., VI., VIII.	13,400	15	336	18 Feb., "	11,225	"	4,950	4,950	..	4,950 0 0
1892–93.										
Akaaka Swamp	2,935	72	1273	15 Sept., 1892	2,093	Drainage	920	917	..	916 12 1
Glenomaru, Blocks III., IV., V., VII., IX., X.	1,495	95	1606	8 Dec., "	946	Road-works	237	237	..	237 0 0
		13	246	23 Feb., 1893						
Hautapu-Ruahine	28,600	74	1297	22 Sept., 1892	21,000	"	6,931	6,767	..	6,767 3 1
Huiroa	6,433	72	1273	15 Sept., "	5,318	"	2,093	2,093	..	2,093 0 0
Kaimanuka	9,987	"	"	" "	5,350	"	2,665	2,665	..	2,665 0 0
Kakariki	5,000	23	413	30 Mar., 1893	5,786	"	1,562	1,541	20 18 4	1,562 0 0
Liberal	2,800	83	1388	20 Oct., 1892	2,900	"	400	400	..	400 0 0
Lillburn, Monowai, and Alton	30,745	83	1389	" "	23,059	"	8,000	8,000	..	8,000 0 0
Longwood, Blocks XVI. and I.	5,659	90	1529	11 Nov., "	2,829	"	1,400	1,400	..	1,400 0 0
Maioro Swamp	722	80	1365	13 Oct., "	451	Drainage	225	225	..	225 0 0
Mangaehu	492	72	1273	15 Sept., "	604	Road-works	301	301	..	301 0 0
Milsom	6,686	21	374	23 Mar., 1893	6,237	"	1,750	1,750	..	1,750 0 0
Mokoreta	7,400	23	411	30 Mar., "	3,700	"	1,850	493	..	492 13 2
Momahaki	626	72	1273	15 Sept., 1892	550	"	156	156	..	156 0 0
Ngatimaru, Blocks V., IX.	4,580	23	412	30 Mar., 1893	4,762	"	1,940	1,940	..	1,940 0 0
Nuhaka	9,577	80	1365	13 Oct., 1892	4,664	"	568	568	..	568 0 0
Opuawhanga No. 1	5,000	23	412	30 Mar., 1893	1,875	"	500	265	..	265 0 0
Otau	18,510	71	1255	8 Sept., 1892	6,941	"	2,350	2,350	..	2,350 0 0
Oxford	4,000	4	23	12 Jan., 1893	3,550	"	1,200	813	..	813 3 9
Paterson, Block I.	633	23	411	30 Mar., "	316	"	158	158	..	158 0 0
Rankleburn, Block VI.	544	13	246	23 Feb., "	409	"	136	136	..	136 0 0
		102	1744	29 Dec., 1892						
Ruapekapeka	11,900	77	1345	6 Oct., 1892	4,462	"	500	381	51 3 4	431 19 10
Tanner	5,200	78	1361	10 Oct., "	5,950	"	1,780	1,780	..	1,780 0 0
Tautuku, Block I.	3,850	77	1346	6 Oct., "	2,800	"	555	555	..	555 0 0
Tuapeka West, Blocks I., II., III., IV., VII., VIII.	2,545	13	246	23 Feb., 1893	1,681	"	367	367	..	367 0 0
		102	1742	29 Dec., 1892						
		"	1745	" "						
Upper Waitara	840	13	240	23 Feb., 1893	1,914	"	126	126	..	126 0 0
Waiau	8,881	23	412	30 Mar., "	5,621	"	1,405	837	..	837 4 6
Waikawa	6,000	"	"	" "	3,000	"	1,500	1,500	..	1,500 0 0
Waikawa-Otara	31,000	"	411	" "	15,500	"	7,750	7,736	13 13 0	7,749 12 5
Waimate Reserve No. 1126	634	72	1273	15 Sept., 1892	6,269	"	300	300	..	300 0 0
Waimate Reserve No. 1128	516	"	"	" "	7,268	"	25	25	..	25 0 0
Waimate Reserve No. 1178	157	"	"	" "	2,193	"	25	25	..	25 0 0
Waiwera	3,900	23	413	30 Mar., 1893	4,101	"	1,460	1,460	..	1,460 0 0
Woodlands, Blocks VII., X., XI.	1,693	74	1297	22 Sept., 1892	1,384	"	307	307	..	307 0 0
1893–94.										
Autawa	4,725	21	393	23 Mar., 1893	4,276	Road-works	1,153	898	49 5 5	947 3 6
Catlin's, Block II.	196	13	246	23 Feb., "	196	"	50	26	23 18 0	50 0 0
Glenomaru, Block VI.	25	62	1211	10 Aug., "	80	"	25	25	..	25 0 0
Hautapu, Blocks XI., XIV., XV.	6,293	92	1567	24 Nov., 1892	5,469	"	1,573	1,567	..	1,567 0 0
Kaimarama	3,182	71	1372	21 Sept., 1893	1,580	"	318	264	54 6 10	318 0 0
Lepperton	2,775	83	1383	20 Oct., 1892	2,998	"	966	696	202 18 4	898 19 7
Mangaere	7,432	30	526	27 April, 1893	12,845	"	4,144	4,104	40 1 6	4,144 0 0
Mangaokahu	2,325	54	1047	6 Aug., "	1,163	"	233	232	..	232 0 0
Mangoira-Coal Creek	6,500	74	1297	22 Sept., "	8,204	"	2,031	2,030	..	2,030 0 0
Nuhaka No. 2	777	68	1324	7 Sept., "	485	"	58	58	..	58 0 0
Omahine, Block I.	455	8	152	2 Feb., "	341	"	114	114	..	114 0 0
Opaku-Kapara	18,620	4	26	12 Jan., "	10,455	"	2,793	2,292	303 2 0	3,594 18 10
Opuawhanga-Whangarei No. 1	4,600	34	571	1 May, "	2,300	"	500	476	..	476 5 6
Oteramika	6,253	71	1377	21 Sept., "	2,631	"	625	120	..	120 1 8
Pohui	4,306	90	1521	11 Nov., 1892	3,655	"	538	538	..	538 0 0
Stirling	4,770	28	539	31 Mar., "	6,678	"	1,193	1,192	..	1,192 0 0
Swinburn	1,790	40	656	18 May, 1893	1,610	"	288	200	..	200 0 0
Tahaukupu	2,817	13	245	23 Feb., "	2,256	"	675	675	..	675 0 0
Carried forward	593,894	..	..	..	472,332	..	127,613	122367	796 15 4	123,163 15 6

Table 48.—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. No.	Gazetted. Page.	Gazetted. Date.	Surveyor-General's Report. Valuation of Block.	Surveyor-General's Report. Works required to open up such Block.	Surveyor-General's Report. Estimated Cost proposed to be borrowed.	Expenditure. To Mar. 31, 1897.	Expenditure. April 1, 1897, to March 31, 1898.	Expenditure. Total to March 31, 1898.
	Acres.				£		£	£	£ s. d.	£ s. d.
Brought forward ..	593,894	..	..	..	472,332	..	127,613	122367	796 15 4	123,163 15 6
1893-94.										
Tararua	3,993	19	339	16 Mar., 1893	4,592	Road-works	998	998	..	998 0 0
Tauhoa-Komokoriki	2,650	35	573	4 May, „	1,000	„	325	325	..	325 0 0
Taupiri	9,200	45	860	8 June, „	3,910	„	920	134	42 4 0	176 4 0
Tauwharetoi	9,404	68	1324	7 Sept., „	4,975	„	1,175	1,169	..	1,169 0 0
Umutaoroa	1,461	49	939	22 June, „	956	„	100	28	..	28 7 1
Waikoikoi Town	28	62	1211	10 Aug., „	87	„	29	..	..	..
Waipoua	58,200	74	1419	5 Oct., „	29,100	„	5,800	5,694	101 7 11	5,795 4 5
Wellington Fruit-growers' Association	2,625	72	1274	15 Sept., 1892	8,565	„	1,313	1,313	..	1,313 0 0
Woodville	254	49	939	22 June, 1893	286	„	25	25	..	25 0 0
1894-95.										
Egmont, Block VI.	1,683	57	1163	26 July, 1894	1,721	Road-works	421	272	30 19 3	303 1 7
Gimmerburn	8,682	24	481	29 Mar., „	6,152	„	1,032	400	..	400 0 0
Hall	3,175	19	340	16 Mar., 1893	4,871	„	794	794	..	794 0 0
Hautapu No. 2	6,856	65	1272	24 Aug., 1894	8,860	„	1,714	1,228	466 14 11	1,694 8 7
Invercargill Hundred ..	1,403	72	1273	15 Sept., 1892	1,840	„	400	148	159 15 0	307 14 6
Kaitangiwhenua Special Settlement	11,000	19	340	16 Mar., 1893	6,600	„	1,375	1,375	..	1,375 0 0
Lauder-Blackstone	3,809	24	481	29 Mar., 1894	3,608	„	476	400	..	400 0 0
Lauder-Tiger Hill	28,723	„	„	„ „	22,112	„	3,361	300	..	300 0 0
Lower Wanaka	3,368	34	714	10 May, „	1,250	„	101	..	..	..
Maniototo	277	24	481	29 Mar., „	245	„	104	100	..	100 0 0
Mecalickstone	6,010	19	339	16 Mar., 1893	4,954	„	1,503	1,503	..	1,503 0 0
Momahaki Village Settlement	824	7	131	25 Jan., 1894	6,311	„	1,360	1,305	5 8 0	1,310 17 8
Okoke	13,893	51	1049	5 July, „	9,577	„	2,369	1,236	304 10 10	1,540 13 0
Pakiri	2,950	21	387	23 Mar., 1893	1,106	„	369	358	11 0 0	369 0 0
Palmerston North Knights of Labour	10,995	28	539	31 Mar., 1892	12,222	„	2,749	2,369	379 19 8	2,749 0 0
Pohonuiatane	28,000	19	340	16 Mar., 1893	28,000	„	600	600	..	600 0 0
Ruahine	4,800	61	1291	16 Aug., 1894	2,225	„	840	324	497 13 10	821 14 11
Salisbury and Delaware ..	13,399	28	539	31 Mar., 1892	14,272	„	3,348	3,348	..	3,348 0 0
Sommerville	8,566	„	„	„ „	9,085	„	2,142	2,142	..	2,142 0 0
Teviot	572	42	786	25 May, 1893	337	„	166	..	..	..
Tiger Hill	1,298	44	828	1 June, „	433	„	65	..	..	..
Waiotahi	6,050	57	1162	26 July, 1894	2,269	„	756	751	..	750 13 9
Wanganui	6,222	19	340	16 Mar., 1893	6,046	„	1,556	1,063	325 15 5	1,388 9 2
1895-96.										
Ackers	351	68	1327	7 Sept., 1893	702	Road-works	220	217	..	216 16 3
Avoca	3,668	24	482	29 Mar., 1894	1,834	„	458	355	103 3 7	458 0 0
Blackstone-Gimmerburn ..	22,535	10	233	7 Feb., 1895	24,748	„	3,233	..	200 0 0	200 0 0
Beaumont	15,081	57	1113	20 July, 1893	6,215	„	1,886	..	..	..
Clifton No. 1	4,650	28	539	31 Mar., 1892	4,081	„	1,163	421	741 18 9	1,163 0 0
Dannevirke Centennial ..	11,041	19	340	16 Mar., 1893	5,233	„	2,616	..	135 9 5	135 9 5
Domet and Maerewhenua ..	12,301	30	524	27 April, „	10,023	„	1,974	..	..	..
Eltham	3,200	19	340	16 Mar., „	3,150	„	800	800	..	800 0 0
Gatton	3,800	19	„	„ „	3,860	„	950	945	4 13 8	950 0 0
Glenomaru, Blocks III., IV., V., VII., X.	1,040	13	246	23 Feb., „	619	„	179	131	..	130 15 4
		42	783	25 May, 1895						
Hikurangi No. 2	4,148	82	1663	16 Nov., 1894	3,240	„	520	349	146 19 8	495 19 5
Hokonui	3,228	18	459	7 Mar., 1895	1,607	„	608	79	..	78 15 0
		7	149	30 Jan., 1896						
Kaiparoro	9,392	60	1245	15 Aug., 1895	6,414	„	1,174	1,117	50 0 0	1,166 13 2
Kaitangata	4,785	89	1863	15 Dec., „	3,871	„	656	596	60 7 5	656 0 0
Kaitangiwhenua No. 2 ..	46,045	27	510	5 April, 1894	27,627	„	5,765	4,784	971 12 2	5,756 0 0
Kaitieke	45,500	12	283	14 Feb., 1895	41,700	„	11,375	2,674	76 19 9	2,751 9 0
Karioi-Alexandra	13,300	10	269 270	13 Feb., 1896	4,987	„	1,662	982	729 18 7	1,661 14 6
Kaupokonui	230	62	1215	10 Aug., 1893	230	„	58	4	30 0 0	34 7 6
Kawhatau	5,700	94	1951	21 Dec., 1894	6,588	„	1,425	262	598 8 4	860 19 0
Llewellyn	4,594	5	94	23 Jan., 1896	3,445	„	861	..	..	..
Malton F. Hd.	1,028	80	1637	8 Oct., 1894	944	„	302	302	..	302 0 0
Manganui and Ruapehu ..	7,350	46	958	21 June, „	6,337	„	1,838	153	66 18 1	219 19 11
Manganui-Egmont	2,833	72	1510	4 Oct., „	3,597	„	894	856	37 14 4	894 0 0
Maniototo No. 2	6,916	10	233	7 Feb., 1895	5,911	„	907	..	300 0 0	300 0 0
Maniototo No. 3	6,295	12	284	14 Feb., „	6,001	„	1,282	..	..	..
Moanatairi	3,148	19	339	16 Mar., 1893	2,503	„	786	..	..	..
Naseby, No. 2	2,444	10	234	7 Feb., 1895	2,038	„	313	..	..	..
Ngunguru	6,125	46	973	20 June, „	3,210	„	772	661	..	661 9 9
Pohangina	4,722	28	539	31 Mar., 1892	4,250	„	1,181	1,166	15 8 0	1,181 0 0
Puketoi-Aohanga	1,277	92	1933	19 Dec., 1895	1,027	„	319	288	16 12 6	304 14 5
Puniwhakau	10,695	19	340	16 Mar., 1893	7,604	„	1,926	..	930 6 9	930 6 9
Rangiwhakaoma	13,650	72	1501	4 Oct., 1894	5,487	„	1,707	..	..	..
Ross	1,912	34	760	9 May, 1895	2,564	„	478	210	210 17 4	421 0 0
Ruakituri	4,855	46	939 955	21 June, 1894	4,624	„	364	315	38 15 8	353 15 2
Ruapuna	847	80	1640	8 Nov., „	1,270	„	106	75	..	75 0 0
Swinburn No. 2	4,540	„	1528	26 Oct., 1893	3,880	„	227	..	..	..
		72	1893	28 Sept., „						
Carried forward ..	1148485	..	..	..	902,270	..	210,879	169761	8,588 2 9	178,350 8 9

Table 48.—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 Mar. 31, 1897.	April 1, 1897, to March 31, 1898.	Total to March 31, 1898.
	Acres.	..	..	..	£	..	£	£	£ s. d.	£ s. d.
Brought forward ..	1148485	..	..	..	902,270	..	210,879	169761	8,588 2 9	178,350 8 9
1895–96.										
Takahue and Whangape ..	12,200	89	1864	5 Dec., 1895	4,270	Road-works	1,800	664	841 11 2	1,505 7 8
Terrace End	11,118	60	1245	15 Aug., "	8,950	"	2,173	1,726	447 5 7	2,173 0 0
Tokatoka	11,080	66	1399	5 Sept., "	5,923	"	2,890	2,806	81 8 2	2,887 3 7
Toro	627	19	466	19 Mar., 1896	627	"	115	..	..	..
Umutoi	2,200	28	539	31 Mar., 1892	1,675	"	550	315	235 8 2	650 0 0
Waiawa	20,000	5	94	27 Jan., 1896	8,000	"	2,500	..	200 0 0	200 0 0
Waimana	15,986	46	973	20 June, 1895	5,994	"	2,000	2,000	..	2,000 0 0
Whakarara, Section 14, Block XII.	508	16	342	1 Mar., 1894	406	"	38	..	..	..
Woodland, Block IX. ..	2,936	12	284	14 Feb., 1895	3,628	"	538	..	..	..
1896–97.										
Auckland Special Settlement	8,995	78	1665	24 Oct., 1895	3,698	Road-works	899	16	613 10 1	629 14 1
Catlin's, Blocks IV., V., VII., VIII.	8,580	68	1426	12 Sept., "	4,228	"	1,057	..	316 11 2	316 11 2
Gladstone	7,597	24	482	28 Mar., 1894	5,822	"	1,899	..	533 17 4	533 17 4
Karioi Parish	550	33	665	3 May, "	206	"	55	..	..	..
Mangataniwha No. 2 ..	1,220	47	955	18 June, 1896	487	"	120	..	..	..
Maropiu	5,350	24	667	11 Mar., 1897	2,675	"	535	100	100 0 0	200 0 0
Moeawatea	11,000	24	668	11 Mar., "	..	"	..	..	..	..
Ohinewairua	7,462	11	22	28 Jan., "	7,491	"	1,865	..	211 7 9	211 7 9
Patua	9,692	24	667	11 Mar., "	6,542	"	1,636	27	404 2 11	430 17 4
Rawhitiroa	32,746	1	5	7 Jan., "	8,186	"	2,046	4	..	3 11 11
Te Mara	18,700	56	1092	13 July, 1893	1,376	"	218 218	242	150 0 7	392 4 7
Te Ngaue	1,470	54	1106	16 July, 1896	1,286	"	367	200	..	200 0 0
Te Ngaue No. 2	1,546	71	1542	17 Sept., "	1,352	"	386	..	..	..
Whenuakura	11,000	19	340	16 Mar., 1893	6,600	"	1,338	..	..	..
1897–98.										
Hundalee	38,329	30 97	773 2081	1 April, 1897 18 Nov., "	25,704	Road-works	12,852	..	5,996 6 0	5,996 6 0
Huiarua	7,750	90	1901 1902	21 Oct., "	2,695	"	1,000	..	..	..
Kaiparoro No. 2	400	30	773	1 April, "	150	"	50	..	50 0 0	50 0 0
Makahu	6,551	66	1361	27 Aug., 1896	6,180	"	1,648	..	..	..
Maungaru	4,368	20	494	24 Mar., 1898	2,134	"	460	..	..	..
Moeawatea	11,000	24	668	11 Mar., 1897	6,243	"	1,560	..	..	..
Paekotare	890	20	494	24 Mar., 1898	356	"	80	..	..	..
Taumata	3,423	20	495	24 Mar., "	2,188	"	428	..	..	..
Waikawa, Block II.	307	90	1901	21 Oct., 1897	746	"	186	..	..	..
Waikeikei	600	78	1698	15 Oct., 1896	600	"	150	..	..	..
Totals	1424766	..	..	..	1038738	..	254,536	177861*	18,769 11 8	196,630 10 2

* These figures give the totals to the nearest pound for the year ending 31st March, 1897.

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								No.	Length. Ft.						
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		SETTLEMENT ROADS, BRIDGES, AND OTHER WORKS.													
		Auckland.													
91	1	North Shore–Awanui (Mongonui)	984	832 12 0	..	0 36	..	..	..	5 38	..	0 40	..	..	
	2	Mongonui County roads	400	200 0 0	..	..	..	..	..	3 0	..	..	..	..	
	3	Victoria Valley–Main Road	800	172 19 2	..	0 64½	..	..	..	1 16	..	6 0	..	300	
	4	Ahipara–Herekino	300	139 15 0	..	0 22	..	..	..	1 4	..	30 0	..	..	
	5	Takahue–Herekino	300	..	..	..	..	..	..	..	..	..	..	7,000	Work authorised.
	6	Larmer's–Takahue	100	100 0 0	..	0 28	..	..	..	..	..	..	..	..	
	7	Houhoura–Awanui	150	150 0 0	..	..	2 11	..	..	..	..	..	..	..	
	8	Maungataniwha	375	93 18 0	..	..	1 48	..	..	..	1 35	12 0	..	..	
	9	Oruru–Hikurangi	95	4 5 6	..	..	..	..	..	..	..	..	..	..	
	10	North Shore–Awanui (Whangaroa)	496	296 0 0	..	1 76	..	..	..	..	..	25 40	..	..	
	11	Whangaroa County roads	300	200 0 0	..	1 16	..	..	..	0 40	..	..	..	..	
	12	Kaeo–Waimate	200	82 16 3	..	..	..	1	70	..	..	..	..	..	
	13	North Shore–Awanui (Bay of Islands) ..	700	336 0 2	..	..	..	..	..	4 0	..	50 0	..	..	
	14	Waitangi-Kaikohe	200	200 0 0	..	1 45	..	..	..	..	..	..	..	..	
	15	Opua–Waimate	250	149 7 3	0 17	1 29	0 9	..	..	..	..	9 0	..	4,000	
	16	Utakura Road deviation	400	24 18 3	3 47	..	..	..	..	..	..	..	..	..	
	17	Hukerenui South–Waiotu Valley	200	90 6 0	..	..	4 0	..	..	..	..	..	..	3,000	
	18	Main Road, Lot 2, Block XIV., Hukerenui S.D.	120	98 11 8	..	..	2 26	..	..	..	..	..	10 0	800	
	19	Herekino	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	20	Hukerenui, Blocks X., XI.	200	139 16 9	..	1 70½	..	..	..	..	..	..	..	500	
	21	Ngapipito	150	132 5 0	..	..	..	1	31	..	..	8 0	..	4,000	
	22	Tirohanga–Pakaru	100	100 0 0	..	..	0 40	..	..	..	0 26	..	..	..	
	23	Towai–Ruapekapeka	200	148 6 0	..	..	2 12	..	..	..	1 2½	..	..	1,000	
	24	Okaihau–Kerikeri	100	..	..	..	..	..	..	..	..	..	..	..	"
	25	Paeroa Stream Bridge	100	..	..	..	..	..	..	..	..	..	..	..	"
	26	Waitangi Bridge	200	..	..	..	..	..	..	..	..	..	..	..	"
	27	Main North Road–Waiotu Block	300	74 12 0	..	0 20	..	..	..	2 0	..	..	..	..	
	28	Road through Native land near Waihou ..	40	..	..	..	..	..	..	..	..	..	..	..	"
	29	Ramarama Valley	740	727 16 2	0 40	0 40	..	..	..	3 0	..	..	10 0	..	
	30	Kaikohe–Taheke	500	397 17 8	..	0 40	..	..	..	1 40	..	..	..	..	
	31	Hokianga Bridge	40	..	..	..	..	..	..	..	..	..	..	..	"
	32	Hokianga Heads–Ohaeawai-Rawene ..	213	212 14 0	..	..	..	..	..	..	..	..	..	..	
	33	Okaihau–Victoria Valley	358	137 6 6	..	0 22	2 0	..	..	..	0 59½	..	15 0	..	
	34	Okaihau–Horeke	250	205 0 0	..	0 24	..	..	..	1 72	..	..	..	..	
	35	Awatuna Improved-farm Settlement ..	586	73 19 7	..	..	..	..	..	..	..	5 0	..	..	
	36	Rangatira	1,091	109 11 0	..	..	..	..	..	..	..	..	..	..	Bushfelling.
	37	Katui	603	46 3 3	..	0 22	..	..	..	..	..	5 0	..	..	
	38	Mangatu	467	195 4 2	..	..	..	..	..	..	..	3 0	..	..	Bushfelling also.
	39	Waimamaku–Punakitere	794	578 15 3	..	0 55	..	..	..	..	4 23	4 0	4 0	2,000	
		Carried forward	13,502	6,450 16 7	4 24	12 50	14 66	2	101	23 50	7 66	158 0	39 0	22,600	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	13,502	6,450 16 7	4 24	12 50	14 66	2 101	23 50	7 66	158 0	39 0	22,600	
		Settlement Roads, Bridges, etc.—*continued.*												
		Auckland—continued.												
91	40	Auckland Special Settlement–Mangakahia ..	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	41	Section 55, Block VII., Whangape	100	..	..	..	..	.. ..	..	..	..	..	..	"
	42	Marlborough Association	907	674 11 4	..	3 56	..	.. ..	2 21	..	3 0	4 0	..	
	43	Manganuiowae	101	25 10 0	..	0 31	..	.. ..	..	..	..	7 0	2,000	
	44	Waimamaku–Pakanae	600	509 11 5	0 56	0 51	0 10	.. ..	1 9	..	..	8 0	1,000	
	45	Kohukohu–Motukaraka	391	390 19 0	..	1 60	..	.. ..	..	..	3 0	..	..	
	46	Taheke–Otau	100	..	..	..	..	.. ..	..	..	..	..	..	"
	47	Kohukohu–Rakautapu	150	39 19 3	..	..	..	.. ..	..	6 0	..	5 0	..	
	48	Herd's Point–Takahue	650	278 3 2	..	0 28	0 45	.. ..	2 44	..	13 0	9 0	3,000	
	49	Kohuhoku–Takahue–Herd's Point	200	..	..	..	..	.. ..	..	..	..	..	..	"
	50	Hokianga County roads	200	..	..	..	..	.. ..	..	..	..	..	..	
	51	Manganuiowae–Whangape	200	163 10 6	..	..	..	.. ..	..	3 0	..	7 0	4,000	
	52	Mangapai–Waikiekie	350	350 0 0	..	0 63	..	.. ..	3 30	..	..	..	..	
	53	Punakitere Endowment	100	..	..	..	..	.. ..	..	..	..	..	..	"
	54	Part Block VII., Waipoua S.D.	300	..	..	..	..	.. ..	..	..	..	..	..	"
	55	Waimamaku	300	..	..	..	..	.. ..	..	..	..	..	..	"
	56	Hikurangi	384	382 17 2	..	1 40	..	.. ..	..	..	..	..	..	
	57	Whananaki–Ngunguru	100	100 0 0	..	..	..	.. ..	..	1 39	..	..	..	
	58	Whananaki Wharf	100	2 12 0	..	..	..	.. ..	..	..	..	..	..	Wharf being erected.
	59	Bridge over Wairua River	550	463 8 0	..	..	..	1 140	..	..	..	..	4,000	
	60	Jordan	200	..	..	0 26	..	1 46	..	..	..	..	..	Expenditure in transit.
	61	Opuawhanga–Whananaki	110	52 16 1	..	0 22	..	.. ..	0 18	..	..	..	5,000	See also Items 113 and 114.
	62	Opuawhanga	100	100 0 0	..	0 36	..	.. ..	0 21	..	..	..	..	
	63	Waipu–Mareretu	50	50 0 0	..	0 50	..	.. ..	..	..	..	..	..	
	64	Mangapai	200	..	..	0 30	..	.. ..	..	..	..	..	..	Work in progress.
	65	Kauri Mountain–Pataua..	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	66	Karamea–Ruarangi	100	45 9 0	..	0 10	..	.. ..	0 26	..	..	..	..	
	67	Purua–Ruatangata–Mangakahia	403	196 17 0	..	2 20	..	2 70	1 40	..	..	..	100,000	
	68	Whangarei Bridge	100	..	..	..	..	.. ..	..	..	..	..	..	"
	69	Mangakahia, Block IV.	200	..	..	..	..	.. ..	..	..	..	..	500	"
	70	Purua Bridge	200	200 0 0	..	..	..	1 70	..	..	..	..	..	
	71	Old North Road	200	160 15 8	..	0 74	..	.. ..	0 56	..	..	..	..	
	72	Hikurangi–Otonga	250	..	..	..	..	.. ..	..	..	..	..	..	"
	73	Waipu and Wharf	250	50 0 0	..	..	..	.. ..	..	..	..	..	..	Wharf, 40×10.
	74	Kaimamakau	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	75	Blocks XIII. and XIV., Opuawhanga, and III and IV., Whangarei	300	..	..	..	..	.. ..	..	..	..	..	1,900	"
		Carried forward	22,448	10,687 16 2	5 0	27 7	15 41	7 427	35 75	18 25	177 0	79 0	144,000	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	22,448	10,687 16 2	5 0	27 7	15 41	7 427	35 75	18 25	177 0	79 0	144,000	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Auckland—continued.												
91	76	Maungatapere	200	199 10 11	..	1 0	..	.. ..	..	..	..	..	..	
	77	Ruatangata	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	78	Waipu River, £1 for £1 (deepening)	100	..	..	..	..	.. ..	..	..	..	..	..	"
	79	Maunu-Otuhe	296	96 9 1	..	0 50	..	.. ..	..	..	..	..	..	"
	80	Okahu	200	..	..	..	..	.. ..	..	..	..	..	..	"
	81	Marsden Point, Kaimanuka, and Finlayson's Road	300	300 0 0	..	0 56	..	.. ..	1 33	..	..	..	..	
	82	Whareora-Taheke-Pataua	150	150 0 0	..	0 10	..	1 78	..	..	..	..	..	
	83	Wairoa Bridge, Tangiteroria	200	..	..	..	..	.. ..	..	..	..	..	..	"
	84	Ngunguru Ferry	100	..	..	..	..	.. ..	..	..	..	..	..	"
	85	Tokatoka-Mangapai	14	13 10 2	..	..	..	.. ..	..	..	..	..	..	
	86	Drever's-Otonga East	150	150 0 0	..	0 66	..	.. ..	0 32	..	..	..	..	
	87	Otonga East-Whananaki	150	150 0 0	..	0 65	..	.. ..	..	..	..	..	..	
	88	Dargaville-Tangiteroria	700	500 0 0	..	2 75	..	1 40	..	..	..	..	..	
	89	North Shore-Awanui (Whangarei)	590	391 5 0	..	2 0	..	.. ..	..	..	60 0	..	..	
	90	Kaueranga	126	..	..	..	..	.. ..	..	..	..	..	..	"
	91	Whangarei Footbridge	100	100 0 0	..	..	..	.. ..	..	..	..	..	..	See Whangarei Bridge, Item 95.
	92	Parua Bay	150	150 0 0	..	1 4	..	.. ..	3 6½	..	..	..	..	
	93	Parua-Taheke	260	160 0 0	..	1 32	..	.. ..	..	..	..	..	..	
	94	Maungakaramea	175	175 0 0	..	0 60	..	.. ..	0 50½	..	..	..	..	
	95	Whangarei Bridge, £1 for £1	125	125 0 0	..	..	..	1 146	..	..	..	..	..	See also Item 91.
	96	Maungakaramea-Tangihua	150	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	97	Ruakaka-North River	200	..	..	..	..	.. ..	..	..	..	..	..	"
	98	Hukerenui-Waiotu	200	..	..	..	..	.. ..	..	..	..	..	..	"
	99	Te Kopuru-Tikinui	250	52 18 0	..	0 15	..	.. ..	..	..	..	..	..	
	100	Arapohue	200	150 0 0	..	0 65	..	.. ..	..	..	..	..	..	
	101	Dargaville-Aratapu	50	50 0 0	..	0 27	..	.. ..	..	..	..	..	..	
	102	Mititai-Tokatoka	100	..	..	..	..	.. ..	..	..	..	..	400	"
	103	Tokatoka Post-office	50	..	..	..	..	.. ..	..	..	..	..	..	"
	104	Matakohe-Tokatoka	100	..	..	..	..	.. ..	..	..	..	..	300	"
	105	Valley Road-Paparoa	100	92 5 1	..	0 64	..	1 70	..	..	4 0	..	..	
	106	Scarrott's Wharf, £1 for £1	50	..	..	..	..	.. ..	..	..	..	..	..	"
	107	Te Kopuru Wharf, £1 for £1	50	..	..	..	..	.. ..	..	..	..	..	..	"
	108	Opanaki-Hokianga	2,000	1,220 6 6	..	4 10	..	.. ..	15 41	..	31 0	..	90,000	
	109	Tangihua	200	150 4 11	..	..	1 24	.. ..	..	0 64	..	..	..	
	110	Tangihua No. 2	50	50 0 0	..	3 20	..	.. ..	..	..	..	..	..	
	111	Pahi-Waikiekie	400	300 11 6	..	3 59	..	.. ..	..	..	..	..	..	
		Carried forward	30,784	15,414 17 4	5 0	52 45	16 65	11 761	56 78	19 9	272 0	79 0	234,700	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	30,784	15,414 17 4	5 0	52 45	16 65	11	761	56 78	19 9	272 0	79 0	234,700	
		Settlement Roads, Bridges, etc.—*continued.*													
		Auckland—continued.													
91	112	Pahi–Maungaturoto	450	437 16 3	..	1 72	..	..	..	..	..	..	..	..	See Item 60.
	113	Braigh's	100	100 0 0	..	..	..	..	..	..	..	..	..	..	
	114	Jordan's	100	100 0 0	..	..	..	..	..	..	..	..	..	..	
	115	Matakohe	100	100 0 0	..	..	..	..	..	..	..	..	..	..	
	116	Tokatoka Swamp	3,500	4,448 0 11	..	1 4	..	..	..	..	..	4 0	8 0	11,000	1 mile 52 chains railway and 180 ft. floodgates constructed.
	117	Hotea Valley–Mangawai	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	118	Hukatere	150	3 18 0	..	..	..	..	..	..	..	..	2 0	1,000	
	119	Marereta	215	19 16 4	..	1 30	..	..	..	..	..	..	..	..	
	120	Matakohe–Mongonui	200	194 7 0	14 0	..	1 1	..	..	..	..	..	..	..	
	121	Paparoa	101	101 3 5	..	0 20	..	..	..	..	..	..	..	..	
	122	Pahi Wharf and Road	90	90 0 0	..	..	..	..	..	..	..	..	..	..	Work done last year.
	123	Block XII., Paparoa	125	124 0 0	..	1 56	..	..	..	..	..	..	..	..	
	124	Kaiwaka–Mangawai	150	..	..	..	..	..	..	..	..	..	..	..	"
	125	Topini–Maungaturoto	50	..	..	..	..	..	..	..	..	..	..	..	"
	126	North Shore–Awanui (Otamatea)	400	240 17 1	..	0 55	..	..	..	..	..	30 0	..	..	
	127	North Shore–Awanui (Rodney)	600	454 2 10	..	1 63	..	..	..	..	..	60 0	..	..	
	128	Kaukapakapa–Port Albert	300	200 0 0	..	0 79	..	..	..	..	..	..	..	..	
	129	Upper Waiwera–Wade–Wainui	100	..	..	..	..	..	..	..	..	..	..	..	"
	130	Warkworth–Main Road	150	..	..	..	..	..	..	..	..	..	..	..	"
	131	Warkworth–Kaipara Flat and Tauhoa ..	544	413 19 8	..	2 49	..	..	..	..	..	18 0	..	..	
	132	Matakana Bridge	100	..	..	..	..	..	..	..	..	..	..	..	"
	133	Tauhoa	100	..	..	..	..	..	..	..	..	..	..	..	"
	134	Pakiri–Omaha (Warkworth–Pakiri)	300	187 13 4	..	..	..	..	..	..	..	..	..	..	"
	135	Hoteo–Waiwhiu	100	83 16 0	..	..	0 31	..	..	..	..	0 40	..	..	
	136	Matakana Ranges	350	294 16 10	..	3 20	..	..	..	..	..	3 0	9 0	..	
	137	Makarau River Bridge	120	..	..	..	..	..	..	..	..	..	..	..	"
	138	Blocks X. and XI., Tauhoa	150	..	2 0	..	..	..	..	..	..	..	..	1,000	Work in progress.
	139	Warkworth Wharf–Courthouse	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	140	Makarau–Railway-station	150	..	..	..	..	..	..	..	..	..	..	..	"
	141	Ahuroa–Komokoriki	100	..	..	..	..	..	..	..	..	..	..	..	"
	142	Warkworth Bridge	250	..	..	..	..	..	..	..	..	..	..	..	"
	143	Puhoi Bridge	100	..	..	..	..	..	..	..	..	..	..	..	"
	144	Matakana Wharf	100	..	..	..	..	..	..	..	..	..	..	..	"
	145	Hoteo Valley–Te Arai	50	..	..	..	..	..	..	..	..	..	..	..	"
	146	Puhoi–Warkworth	50	..	..	..	..	..	..	..	..	..	..	..	"
		Carried forward	40,429	23,008 19 0	21 0	68 13	18 17	11	761	56 78	19 9	387 40	98 0	247,700	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	40,429	23,008 19 0	21 0	68 13	18 17	11 761	56 78	19 9	387 40	98 0	247,700	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Auckland—continued.												
91	147	Warkworth–Welsford	50	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	148	Warkworth–Kaipara Flats	50	..	..	..	..	.. ..	..	..	..	..	..	"
	149	Port Albert–Welsford Junction	50	..	..	..	..	.. ..	..	..	..	..	..	"
	150	North Shore–Awanui (Waitemata)	431	330 10 5	..	1 42	..	.. ..	..	..	24 0	..	..	
	151	Track to Kauri Forest, Waitakerei	400	..	..	..	..	.. ..	..	..	..	..	..	"
	152	Waiwera Springs	486	351 9 0	..	1 28	..	.. ..	..	..	24 0	..	..	
	153	Huia–West Coast	250	..	..	..	..	.. ..	..	..	..	..	..	"
	154	Henderson–Swanson (metalling)	150	..	..	..	..	.. ..	..	..	..	..	..	"
	155	Kumeu Main Road–Rewiti	150	..	..	..	..	.. ..	..	..	..	..	..	"
	156	Rewiti–Parkhurst	150	..	..	..	..	.. ..	..	..	..	..	..	"
	157	Wade–Lucas Creek	100	..	..	..	..	.. ..	..	..	..	..	..	"
	158	Wainui–Kaukapakapa	150	..	..	..	..	.. ..	..	..	..	..	..	"
	159	Waikomiti–Huia	110	..	..	..	..	.. ..	..	..	..	..	..	"
	160	Waikomiti–Swanson	200	200 0 0	..	2 0	..	.. ..	..	..	..	..	..	
	161	Swanson–West Coast	300	100 0 0	..	1 0	..	.. ..	..	..	..	..	..	
	162	Henderson	300	200 0 0	..	0 42	..	.. ..	..	..	..	..	..	
	163	Waikomiti West	350	350 0 0	..	1 53	..	.. ..	..	..	..	..	..	
	164	Rangitoto Mountain, £1 for £1	125	105 0 0	..	..	1 45	.. ..	..	..	..	..	..	
	165	Orakei Bridge (repairs)	500	..	..	..	..	.. ..	..	..	..	..	..	"
	166	Mangere Bridge	500	509 4 6	..	..	..	.. ..	..	..	..	..	..	Work being done by Public Works Dept.
	167	Tamaki Bridge	500	239 0 10	..	..	..	.. ..	..	..	..	..	..	
	168	Awhitu Road and Wharf	455	160 2 6	..	..	1 39	.. ..	..	0 69	..	..	..	
	169	Hunua–Railway-station	400	136 19 7	8 60	1 40	..	.. ..	..	..	2 0	..	..	
	170	Panmure Wharf (repairs)	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	171	Maioro Swamp	101	77 15 6	..	1 40	..	.. ..	..	..	3 0	..	..	
	172	Mauku Bridge (Drury–Waiuku)	171	167 11 7	..	..	..	.. ..	..	..	..	..	..	
	173	Wairoa River–Otau	500	184 10 0	7 0	0 39	..	.. ..	..	..	1 0	6 0	..	
	174	Waiuku–Pukekohe	300	130 0 0	..	0 20	..	.. ..	..	..	..	..	..	
	175	Awaroa Swamp, £1 for £1	50	50 0 0	..	..	..	.. ..	..	3 0	..	..	..	
	176	Abraham's Gully	34	34 0 0	..	0 15	..	.. ..	..	..	..	..	..	
	177	Pukekohe	250	250 0 0	..	0 40	..	.. ..	..	..	..	..	..	
	178	Otau	500	219 5 7	14 40	0 30	2 70	.. ..	..	3 20	..	25 0	2,000	
	179	Akaaka Swamp	350	200 0 0	..	0 30	..	.. ..	..	..	..	..	..	
	180	Hunua–Ararimu	300	42 4 6	5 0	0 28	..	.. ..	0 37	..	6 0	..	1,000	
	181	Otahuhu Wharf	100	..	..	..	..	.. ..	..	..	..	..	..	"
	182	Otaua Swamp	50	..	..	..	..	.. ..	..	..	..	..	..	"
	183	Great South Road	600	3 0 6	..	..	..	.. ..	2 13	..	50 0	..	..	Not yet paid for.
		Carried forward	49,992	27,049 13 6	56 20	82 60	24 11	11 761	59 48	26 18	497 40	129 0	250,700	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	49,992	27,049 13 6	56 20	82 60	24 11	11	761	59 48	26 18	497 40	129 0	250,700	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*													
		Auckland—continued.													
91	184	Mercer Punt	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	185	Matakataka Cutting	100	..	..	..	..	..	..	..	..	..	..	2,000	"
	186	Raglan–Waipa	200	..	..	..	..	..	..	..	..	..	..	..	"
	187	Churchill Punt on Waikato	100	..	..	..	..	..	..	..	..	..	..	..	"
	188	Waingaro–Te Mata	200	..	..	..	..	..	..	..	..	..	..	..	"
	189	Tuakau–Opuatia–Kahuruhuru	1,456	1,077 8 1	5 0	5 70	..	..	..	..	..	46 0	..	3,000	
	190	Waingaro–Ngaruawahia	486	270 16 1	..	0 37½	..	..	..	..	..	15 0	..	..	
	191	Onewhero (Sections 128, 129)	100	45 6 6	..	0 38	..	..	..	..	..	..	..	..	
	192	Brigmen's Landing and Mercer	83	2 5 10	..	..	..	..	..	..	..	..	..	..	
	193	Te Rore Bridge	160	160 0 0	..	..	..	..	..	..	..	..	..	..	Repairing, painting, and tarring completed.
	194	Tuakau Punt	50	50 0 0	..	..	..	..	..	..	..	..	..	..	Work done last year.
	195	Waitetuna–Waingaro	297	97 4 2	..	1 0	..	..	..	..	..	..	..	..	
	196	Huntly–Kahuruhuru	240	133 16 7	..	1 0	..	..	..	..	..	..	25 0	..	
	197	Lawson's Hill	191	153 19 0	..	..	2 40	..	..	..	..	..	..	..	
	198	Mangapiko–Maire	150	100 0 0	..	1 40	..	..	..	..	..	..	..	..	
	199	Awaroa (Block XI.)	340	185 7 0	5 0	..	1 5	..	..	..	1 38	..	8 0	..	
	200	Main Road to Blocks VII. and IX., Karioi ..	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	201	From Main Road to West Coast Road through Block VI., Awaroa	100	..	..	..	..	..	..	..	..	..	..	3,000	"
	202	Kauroa–Pakoka	100	..	..	..	..	..	..	..	..	..	..	..	"
	203	Waitetuna–Kauri	200	..	..	..	..	..	..	..	..	..	..	..	"
	204	Raglan–Ruapuke	100	..	..	..	..	..	..	..	..	..	..	8,000	"
	205	Waipa Bridge (£1 for £1), Ngaruawahia ..	500	67 15 9	..	..	..	..	..	..	..	..	..	..	Bridge in course of construction.
	206	Waitetuna–Aotea	70	71 18 5	2 10	..	..	..	..	..	..	..	..	..	
	207	Aotea–Raglan	250	195 16 1	..	..	..	..	..	1 44	..	..	..	..	
	208	Mangatangi Bridge	26	26 0 6	..	..	..	..	..	..	..	..	..	..	
	209	Matahura	54	53 17 3	..	0 62	..	..	..	..	..	..	..	..	
	210	Wairangi Railway-station and Matahura ..	100	100 0 0	..	0 25	..	..	..	..	..	..	..	..	
	211	Waikare Lake–Onewhero	50	50 0 0	..	..	..	..	..	..	..	..	..	..	Work done by Huntly Road Board.
	212	Ohinewai–Matahura	150	150 0 0	..	0 43	..	..	..	..	..	..	..	..	
	213	Blocks X. and XI., Rangiriri S.D.	250	189 18 7	..	9 0	..	..	..	..	..	8 0	..	..	
	214	Education Endowment, Kimihia–Huntly ..	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	215	Hamilton Bridge	60	57 14 0	..	..	..	..	..	..	..	..	..	..	
	216	Works at Te Aroha Springs	442	..	..	..	..	..	..	..	..	..	..	..	Works in progress.
	217	Te Aroha Domain	2,875	2,733 3 6	..	..	..	..	..	..	..	..	..	..	Te Aroha Sanatorium, baths, grounds, &c., constructed.
		Carried forward	59,772	33,022 0 10	68 30	103 55½	27 56	11	761	61 12	27 56	566 40	162 0	264,700	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	59,772	33,022 0 10	68 30	103 55½	27 56	11	761	61 12	27 56	566 40	162 0	264,700	
		Settlement Roads, Bridges, etc.—*continued.*													
		Auckland—continued.													
91	218	Te Aroha and Waitoa drains	243	..	..	..	..	..	..	..	..	..	..	..	Works authorised.
	219	Oxford–Rotorua	300	248 1 8	..	..	..	..	..	3 34	..	9 20	..	..	
	220	Whatawhata Swamp	100	25 0 0	..	..	..	..	..	..	..	..	..	..	Work done: Clearing out 40 chains of 7 ft. 6 in. drains.
	221	Puniu Bridge	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	222	Kawhia–Aotea	110	..	..	..	..	..	..	..	..	..	..	..	"
	223	Waitomo Caves	50	35 5 11	..	..	..	..	..	..	..	5 30	..	..	
	224	Alexandra–Kawhia	400	243 5 3	..	..	..	..	..	2 0	..	30 0	..	..	
	225	Wharauroa	293	193 0 0	..	..	..	..	..	..	..	..	..	..	Work done included with Waitetuna–Aotea Road.
	226	Terauamoa Improved-farm Settlement ..	654	649 1 4	..	..	..	..	..	..	..	..	..	..	
	227	Pirongia West	326	286 7 2	2 0	1 26	..	..	..	..	..	..	..	..	
	228	Tokanui–Wharepapa	300	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	229	Karu-o-te-whenua	1,403	403 6 9	..	1 0	..	..	..	..	..	..	..	..	
	230	Te Kuiti–Awakino	5,000	4,495 10 4	9 57	14 39	..	1	30½	..	..	17 0	..	..	
	231	Mangauika A 1A	347	116 1 5	3 59	1 76	..	..	..	0 35	..	..	..	..	
	232	Hauturu East	200	..	..	..	..	..	..	..	..	..	..	..	Work in progress.
	233	Kinohaku East	200	..	..	..	..	..	..	..	..	..	..	..	"
	234	Ouruwhero No. 2 and Puketarata	200	262 5 6	12 25	8 0	..	..	..	..	..	..	..	..	
	235	Kihikihi–Otorohanga–Te Kuiti	580	468 3 11											
	236	Whatiwhatihoe Bridge	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	237	Paemako–Ohura	400	..	..	..	..	..	..	..	..	..	..	..	"
	238	Kihikihi–Waotu	50	..	..	..	..	..	..	..	..	..	..	..	"
	239	Wharepuhunga No. 1	746	..	..	..	..	..	..	..	..	..	..	..	"
	240	Paraiti Bridge	100	..	..	..	..	..	..	..	..	..	..	..	Bridge to be erected over Waituna River instead.
	241	Tauranga County flood-damages	200	192 11 4	..	..	..	2	90	0 20	..	..	..	..	
	242	Tauranga–Cambridge	100	100 0 0	..	..	..	..	..	..	..	..	..	..	Completed last year.
	243	Pye's Pa	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	244	Paengaroa	25	25 0 0	..	0 40	..	..	..	..	..	..	..	..	
	245	Papamoa Special Settlement	400	212 5 6											
	246	Otawa Nos. 1A and 1B	500	447 7 10	..	0 50	0 65	..	..	..	..	..	..	..	
	247	Papamoa No. 1	209	165 2 9											
	248	Tauranga–Runanga	2,850	1,982 4 1	..	..	..	5	272	28 21	..	132 0	..	..	Work on 15 miles 7 chains, Lichfield–Atamuri, included.
		Carried forward	76,358	43,572 1 7	96 11	131 46½	27 41	19	1,153½	95 42	27 56	760 10	162 0	264,700	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	76,358	43,572 1 7	96 11	131 46½	27 41	19 1,153½	95 42	27 56	760 10	162 0	264,700	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Auckland—continued.												
91	249	Maketu-Rotorua	500	420 2 2	..	..	..	.. ..	10 3	..	23 40	..	..	Work on 2 miles 60 chains, Nursery Road, included.
	250	Rotorua-Ngongotaha Mount	300	287 10 7	..	0 23	0 68	.. ..	..	..	4 0	4 20	..	
	251	Morea Bridge	500	0 12 0	..	..	..	.. ..	..	..	..	..	..	Engineering surveys made and submitted to Wellington.
	252	Rotoiti-Tarawera, *viâ* Okataina	800	677 6 5	16 31	..	..	.. ..	..	..	..	..	..	
	253	Rotorua-Wairoa	100	31 13 0	..	..	..	.. ..	..	1 36	..	17 0	..	
	254	Rotorua water-supply	320	263 11 3	..	..	..	.. ..	..	..	..	..	..	3,165 ft. of pipe laid down, and general maintenance and repairs.
	255	Rotorua Wharf	400	273 0 10	..	..	..	.. ..	..	..	..	..	..	1,500 cubic yards of stone quarried, and 80 chains stonework erected.
	256	Works at Rotorua	8,600	4,378 6 1	..	..	..	.. ..	..	..	..	..	..	General maintenance to all Government buildings and baths; two cooling-tanks, two sets of steps, and two waiting-rooms erected and furnished, Postmaster's bath, &c.
	257	Pongakawa-Rotorua and Rotorua Road ..	200	..	..	..	..	.. ..	..	..	..	..	..	Authority for work re-received.
	258	Arahiwi and Mamaku Railway-station ..	165	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	259	Mamaku-Rotorua-Oxford	400	181 3 0	..	..	..	.. ..	2 29	..	2 29	..	..	
	260	Ngongotaha-Bishop's Section	100	..	..	..	..	.. ..	..	..	..	..	..	"
	261	Rotorua-Te Teko	700	342 5 0	..	..	..	.. ..	4 23	..	27 0	..	..	
	262	Whakarewarewa	210	237 17 8	..	..	..	.. ..	..	..	1 23	0 54	..	Cottage erected for caretaker.
	263	Taumata Nos. 1A, 2A, 3B East; 3B West No. 1; 3C East; 3G West No. 1	182	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	264	Okoheriki 1D	300	..	..	..	..	.. ..	..	..	..	..	..	"
	265	Rotorua-Galatea-Waikaremoana	5,000	7,999 16 4	24 12	2 22	8 69	1 30	21 6	..	70 0	..	7,000	
	266	Rotowhero, *viâ* Waiotapu-Wairakei ..	5,000	4,455 7 8	..	21 59	..	.. ..	1 69	..	48 0	..	..	
		Carried forward	100135	63,120 13 7	136 54	155 70½	37 18	20 1,183½	135 12	29 12	936 22	183 74	271,700	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	100135	63,120 13 7	136 54	155 70½	37 18	20 1,183½	135 12	29 12	936 22	183 74	271,700	
		Settlement Roads, Bridges, etc.—*continued.*												
		Auckland—continued.												
91	267	Tokaanu–Taupo	670	598 19 11	..	..	..	.. ..	7 35	..	36 0	..	..	
	268	Taupo Domain	400	..	..	..	..	.. ..	..	..	..	..	..	Authority for work received.
	269	Baths and water-supply, Tokaanu	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	270	Wharf, Tokaanu	200	2 7 0	..	..	..	.. ..	..	..	..	..	..	Location and soundings taken.
	271	Track to Orakei-Korako	500	229 3 1	11 0	..	10 28	.. ..	..	..	..	16 0	..	Work authorised.
	272	Waiotapu Springs (improvements)	500	..	..	..	..	.. ..	..	..	..	..	..	"
	273	Tauhara Mountain	100	..	..	..	..	.. ..	..	..	..	..	..	
	274	Waimana	1,000	1,009 12 7	..	..	5 29	.. ..	..	..	..	8 0	..	
	275	Waiotahi	350	200 0 0	..	0 73	..	.. ..	0 70	..	..	..	..	
	276	Matata–Te Teko	150	150 0 0	..	..	..	.. ..	7 0	..	..	..	..	
	277	Waioeka (Blocks II., III., and IV.)	300	150 0 0	..	0 63	..	.. ..	..	..	..	..	..	
	278	Rebuilding, repairing, and constructing county bridges	500	..	..	..	..	.. ..	..	..	..	..	..	Work being done by county.
	279	Nukuhou–Maraetotara	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	280	Papamoa–Omarumutu	150	..	..	..	..	.. ..	..	..	..	..	..	"
	281	Opotiki–Otamamakau	200	..	..	..	..	.. ..	..	..	..	..	..	"
	282	Rangitaiki–Ruatoki–Waiotahi	496	267 14 7	..	..	..	.. ..	..	1 10	..	30 0	..	
	283	Te Teko–Opotiki	1,000	825 0 0	..	1 24	..	.. ..	0 13	..	..	..	..	
	284	Te Kumi	200	..	..	..	..	.. ..	..	..	..	..	..	"
	285	Sundry roads, Bay of Plenty	100	..	..	..	..	.. ..	..	..	..	..	..	"
	286	Purchase of roads	200	..	..	..	..	.. ..	..	..	..	..	..	"
	287	Village settlements	200	194 0 6	2 0	0 48	0 27	1 31	76½	..	4 0	16 0	..	Waimamaku, Motukaraka, and Swanson Villages.
	288	Miscellaneous and Engineering	829	429 18 1	..	..	..	.. ..	..	..	..	..	..	Sundry works, inspection, &c.
		Total, Auckland	108480	67,177 9 4	149 54	159 38½	53 22	21 1,214½	151 46½	30 22	976 22	253 74	271,700	
		Hawke's Bay.												
	289	Opotiki–East Cape	500	200 0 0	..	..	..	.. ..	..	..	..	..	..	
	290	Ahomatariki	250	..	..	..	..	.. ..	..	..	..	..	..	Ditto.
	291	Waihuka	250	7 4 3	..	..	..	.. ..	..	..	..	..	..	Construction in progress.
	292	Whakaangiangi	250	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	293	Pukeamaru	250	..	..	..	..	.. ..	..	..	..	..	..	"
	294	Waiapu Island	300	..	..	..	..	.. ..	..	..	..	..	..	"
	295	Whareponga–Reporua	300	..	..	..	..	.. ..	..	..	..	..	..	"
	296	Awanui–Tikiteke	300	..	..	..	..	.. ..	..	..	..	..	..	"
	297	Waipiro–Te Puia–Hikiwai	500	..	..	..	..	.. ..	..	..	..	..	..	"
	298	Mata Valley	200	..	..	..	..	.. ..	..	..	..	..	..	"
	299	Tokomaru–Huiarua	200	200 0 0	..	..	..	.. ..	..	..	..	..	..	Work done by Cook County last year.
		Carried forward	3,300	407 4 3	..	..	..	.. ..	..	..	..	..	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	3,300	407 4 3	..	..	..	..	..	..	..	..	..	..	
		Settlement Roads, Bridges, etc.—*continued.*													
		Hawke's Bay—continued.													
91	300	Tauwhareparae to Crown lands	200	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	301	Tauwhareparae–Tokamaru	150	..	..	..	..	..	..	..	..	..	..	..	"
	302	Muriwai–Mahia	350	124 15 0	..	1 17	..	..	..	..	..	..	..	..	"
	303	Pakarae Road and punt	40	..	..	..	..	..	..	..	..	..	..	..	"
	304	Tauwhareparae–Arakihi	600	500 0 0	..	2 54	..	..	..	..	..	..	..	..	"
	305	Motu	300	..	..	..	..	..	..	..	..	..	..	..	"
	306	Gisborne–Waimata (metalling)	700	425 0 0	..	..	..	..	..	1 6	..	..	..	..	Metalling.
	307	Waikohu Bridge (£1 for £2)	500	1,000 0 0	..	..	..	..	..	..	..	..	..	..	
	308	Tolaga–Marunga–Tauwhareparae	260	254 7 6	..	..	..	..	..	..	..	..	..	..	
	309	Waimata–Tauwhareparae	200	200 0 0	..	..	..	..	..	..	..	..	..	..	Work done last year.
	310	Tolaga–Arakihi	270	139 5 0	..	1 7	..	..	..	..	..	..	..	..	
	311	Waikohu–Motu	1,000	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	312	Motu Road (widening)	1,500	949 7 11	..	4 27	0 32	..	..	..	..	..	..	..	
	313	Tatapouri Hill	300	..	..	..	..	..	..	..	..	..	..	..	"
	314	Gisborne, *vid* Tolaga Bay–Hicks Bay ..	1,084	690 2 3	..	2 20	7 75	..	..	0 23*	..	..	..	..	*Metalling.
	315	Gisborne–Rotorua Stock	1,000	2 7 0	..	..	..	..	..	..	..	..	..	40,000	Thirty-six miles explored and located.
	316	Gisborne–Opotiki	800	633 15 7	..	..	..	..	..	..	..	..	66 0	..	
	317	Gisborne–Waikaremoana	3,000	1,623 13 7	..	..	14 44	..	..	..	..	..	..	50,000	
	318	Wairoa–Gisborne	600	290 5 0	..	..	..	..	..	0 30*	..	..	39 0	..	*Metalling.
	319	Nuhaka	500	..	..	2 0	..	..	..	..	..	..	..	..	Work in progress.
	320	Nuhaka No. 1	200	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	321	Nuhaka Springs	360	22 0 0	..	..	..	..	..	..	..	..	..	..	Excavating and building.
	322	Nuhaka–Gisborne	1,300	700 0 0	..	6 24	..	..	..	..	..	..	..	..	
	323	Opoiti Bridge (to account)	1,500	..	..	..	..	..	..	..	..	..	..	..	Concrete piers and apron in progress.
	324	Frasertown–Waikaremoana	500	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	325	Hangaroa–Tiniroto	500	..	..	..	..	..	..	..	..	..	..	..	"
	326	Mohaka southwards	1,000	320 19 6	..	..	..	..	..	..	..	..	..	..	Worked in conjunction with Napier–Wairoa. Item 328.
	327	Runanga–Pohui	8,500	1,853 1 4	..	..	..	..	..	..	..	39 0	..	..	
	328	Napier–Wairoa	1,200	865 15 1	..	3 50	..	..	..	..	..	11 0	..	..	
	329	Puketitiri	250	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	330	Ruahine Block approach	400	..	..	..	..	..	..	..	..	..	..	..	"
	331	Holder's	300	300 0 0	..	1 48½	..	..	..	1 2½*	..	..	..	..	*Metalling.
	332	Whakarara Road and Bridge	150	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	333	Ormondville–Waikopiro	650	136 13 9	..	..	..	..	..	..	..	..	..	..	Compensation for land taken under Public Works Act.
	334	Woodville (Block II.)	40	37 2 2	..	..	0 20	..	..	..	..	..	..	..	
		Carried forward	33,504	11,475 14 11	..	25 7½	23 11	..	..	2 61½	..	50 0	105 0	90,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	33,504	11,475 14 11	..	25 7½	23 11	..	..	2 61½	..	50 0	105 0	90,000	
		Settlement Roads, Bridges, etc.—*continued.*													
		Hawke's Bay—continued.													
91	335	Manawatu Bridge (Waikopiro)	500	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	336	Waikopiro Improved-farm Settlement ..	950	320 3 0	..	..	..	..	..	..	1 54	..	..	..	Bushfelling and improvement of road.
	337	Dannevirke–Tiratu	100	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	338	Dannevirke–Tamaki	100	..	..	..	..	..	..	..	..	..	..	..	"
	339	Ngapaeruru	1,250	..	..	..	..	..	..	..	..	..	..	..	"
	340	Waikopiro	844	847 5 10	..	0 19½	4 8	..	..	..	..	..	..	..	
	341	Takapau–Kopua (£1 for £1)	415	267 17 6	..	0 26	..	..	..	..	..	..	..	..	
	342	Norsewood–Apiti (see also Wellington District)	600	454 16 1	..	..	0 70½	..	..	..	..	..	..	600	
	343	Oporae	400	31 6 3	..	..	0 43	..	..	..	..	..	..	5,000	
	344	Dannevirke–Weber–Wimbledon	400	274 1 3	..	0 27	..	..	..	0 4	..	..	..	..	3,460 yds. slips removed and 240 ft. culverts constructed.
	345	Miscellaneous and Engineering	40	..	..	..	..	..	..	..	..	..	..	..	Authorised.
		Total, Hawke's Bay	39,103	13,671 4 10	..	25 79¾	28 32½	..	..	2 65½	1 50	50 0	105 0	95,600	
		Taranaki.													
	346	Tawai Improved-farm Settlement	459	283 8 6	..	0 16	..	..	..	..	..	..	..	..	Also felling, grassing, houses, &c.
	347	Tongaporutu	589	229 2 9	..	..	..	..	..	..	..	..	..	..	Ditto.
	348	Greenlands	411	440 16 7	..	..	2 31	..	..	..	..	..	..	..	"
	349	Uruti	312	60 18 0	..	..	..	..	..	..	..	..	..	..	Grassing last season's felling.
	350	Okau	589	305 11 4	..	..	0 5	..	..	..	..	..	..	..	Also felling, grassing, houses, &c.
	351	Derwent	550	457 4 4	1 60	..	1 60	..	..	..	..	..	..	..	Ditto.
	352	Burfoot	353	112 7 0	..	..	0 61	..	..	..	..	..	..	..	"
	353	Ratatomokia	600	422 0 2	*30 0	..	..	..	..	..	..	..	..	..	" * Mokau-iti Road.
	354	Mangatawa	200	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	355	Bridge over Purangi (to account)	300	10 11 11	..	..	..	..	..	..	..	..	..	..	Transfer to and expended in Junction Road widening.
	356	Mohakatino Bridge	102	63 16 9	..	..	..	..	..	..	..	..	..	..	Repairs to banks of river.
	357	Junction Road–Purangi (£1 for £1)	2,590	2,510 17 4	..	0 45	..	..	..	..	..	..	..	..	Metalling done last year by Clifton County Council and Moa Road Board.
	358	Mimi–Mungaroa Road, metalling (£1 for £1) ..	700	400 0 0	..	1 1	..	..	..	..	..	..	..	..	Metalling done by Clifton County Council.
	359	Moanatairi Special Settlement	131	72 10 7	..	..	..	..	..	..	7 0	..	..	..	Advertising contract for punt.
	360	Tongaporutu Ferry	100	2 2 3	..	..	..	..	..	..	..	..	..	..	Work authorised.
	361	Moki Road	200	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	8,186	5,371 7 6	31 60	1 62	4 77	..	..	..	7 0	..	..	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								Length.						
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	8,186	5,371 7 6	31 60	1 62	4 77	.. ..	..	7 0	..	..	..	
		Settlement Roads, Bridges, etc.—*continued.*												
		Taranaki—continued.												
91	362	Pukearuhe inland to Mohakatino	1,800	1,621 2 7	..	2 74	..	2 152	5 0	..	15 0	..	..	
	363	Upper Waitara–Mangaere	309	252 3 6	..	0 6	..	1* 75	..	..	..	10 0	..	* Matau.
	364	Uruti Township	106	..	..	..	..	.. ..	..	..	..	..	..	
	365	Putiki	581	287 11 5	2 40	..	2 3	.. ..	..	..	..	3 0	..	
	366	Autawa and Pita	60	60 2 1	0 71	..	0 71	.. ..	..	..	..	8 0	..	
	367	Milsom	150	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	368	Junction Road (widening)	610	..	3 57	3 57	..	.. ..	..	..	3 57	..	..	
	369	Milsom and Tanner	230	..	..	..	..	.. ..	..	..	..	..	..	"
	370	Tauranga No. 1, &c.	500	..	..	..	..	.. ..	..	..	..	..	..	"
	371	Ohura South K No. 5, and L	300	..	..	..	..	.. ..	..	..	..	..	..	Included with Stratford–Ongaruhe. Item 387.
	372	Mokau	300	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	373	Maraekowhai	300	..	..	..	..	.. ..	..	..	..	..	..	"
	374	Kohuratahi–Tangarakau	1,013	2,074 12 6	4 0	1 40	1 50	.. ..	..	..	1 40	1 0	5,000	
	375	Denbigh Road (subsidy)	150	150 0 0	..	0 50	..	.. ..	..	..	..	..	..	
	376	Huiroa	115	79 12 3	0 77	..	0 77	.. ..	..	..	..	..	..	
	377	Mangaotuku	365	364 16 7	..	0 16	..	1 170	..	..	..	3 0	..	
	378	Ohura (contribution)	3,121	..	..	..	..	.. ..	..	..	..	..	..	"
	379	Terrace End	500	122 0 7	1 20	..	2 75	.. ..	..	..	..	9 0	..	
	380	Wingrove	50	..	..	..	..	.. ..	..	..	..	..	..	"
	381	Mangaehu and Llewellyn Special-settlement Blocks (above loan)	300	..	..	..	..	.. ..	..	..	..	..	..	"
	382	Putikituna	300	..	5 0	..	3 5	.. ..	..	1 6	..	2 40	5,800	Included with Item 374.
	383	Akama	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	384	Mangaere Improved-farm Settlement ..	246	106 11 3	..	..	..	.. ..	..	..	..	..	..	Felling, grassing, houses, &c.
	385	Whangamomona	2,000	1,887 16 4	1 40	..	..	.. ..	..	..	..	5 0	..	Also felling, grassing, houses, &c.
	386	Huiroa	317	153 7 11	..	0 30	..	.. ..	..	..	..	..	..	Ditto.
	387	Stratford–Ongaruhe	11,000	11,704 10 10	7 36	16 25*	..	3 199½	..	..	71 50	..	33,000	* Also sanding 6 miles 10 chains.
	388	Tangarakau River, clearing (to account) ..	400	233 11 10	..	5 0*	2 0†	.. ..	..	..	..	10 0†	..	* Steamer-channel. † Canoe-channel.
	389	Waiweranui	101	93 10 6	0 40	0 31	..	.. ..	..	..	..	..	..	
	390	Tikorangi Bridge	400	387 4 9	..	..	..	1 220	..	..	..	..	..	
	391	Tracks and huts, Mount Egmont	647	489 5 0	3 40	2 0	2 0	.. ..	..	4 0	..	12 0	..	Also additions to South Egmont House.
		Carried forward	34,657	25,439 7 5	63 1	34 71	20 38	8 816½	..	12 6	91 67	63 40	43,800	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	34,657	25,439 7 5	63 1	34 71	20 38	8	816½	..	12 6	91 67	63 40	43,800	
		Settlement Roads, Bridges, etc.—*continued.*													
		Taranaki—continued.													
91	392	Anderson's Road and bridges	2,395	3,296 8 0	..	2 58	..	..	..	11 8*	..	..	..	..	*Metalling done by Hawera County Council.
	393	Ngaire	1,000	717 18 4	10 18*	4 46	..	..	..	..	..	11 0†	7 0	..	* 9 miles 52 chains draining survey. † 11 miles' drains maintained.
	394	Mangamingi Township	30	21 0 0	..	..	..	..	..	..	..	..	..	..	Sowing grass-seed.
	395	Patea River Bridge (to account)	500	101 5 4	..	..	..	..	..	..	..	..	..	..	Timber and iron for bridge.
	396	Poti Improved-farm Settlement	125	75 12 6	..	..	..	..	..	..	..	..	..	..	Felling and grassing.
	397	Ngaire	185	116 5 6	..	..	..	..	..	..	..	..	..	..	
	398	Maata	143	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	399	Central Patea Valley	385	7 0 0	..	..	..	..	..	..	..	..	..	..	
	400	Kaimanuka and Rawhitiroa	87	86 5 10	..	..	..	..	..	..	..	..	..	..	
	401	Waitotara Valley	500	1,220 19 0	..	..	..	..	..	..	..	..	..	..	Included with Item 402.
	402	Waitotara, widening (contribution)	1,800	1,481 15 0	8 0	6 16	..	..	..	1 40*	..	6 0	13 46	20,000	*Cutting scrub.
	403	Ball Road (Blocks IX., X., XIII., XIV., Carlyle and Opaku S.D.), contribution	1,000	74 1 8	1 32	..	..	..	..	..	..	..	..	..	
	404	Weraweraonga	598	597 10 0	1 20	1 53	1 20	1	30	..	..	..	5 40	..	
	405	Okahutiria	420	386 11 3	2 0	1 62	..	..	..	..	..	1 62	6 0	..	
	406	Kaitangiwhenua No. 2	500	901 14 8	..	..	..	..	..	..	..	..	..	..	See also Vote 113, Item 60.
	407	Okotuku	100	..	4 0	..	..	..	..	..	..	..	..	1,800	Work authorised.
	408	Taumatatahi Improved-farm Settlement ..	160	125 6 6	..	..	..	..	..	..	..	..	..	..	Bushfelling, grassing, houses, &c.
	409	Eltham–Waitotara	300	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	410	Miscellaneous and Engineering	94	5 11 4	..	..	..	..	..	..	..	..	..	..	Inspections, &c.
		Total Taranaki	44,979	34,654 12 4	89 76	51 66	21 58	9	846½	12 48	12 6	110 49	95 46	65,600	
		Wellington.													
	411	Lands and Survey Office, Wanganui ..	300	..	..	..	..	..	..	..	..	..	..	..	Authority issued.
	412	Pipiriki–Waiouru	3,100	3,683 14 10	..	0 5	..	..	..	5 72	..	41 40	..	50,000	4,992 cubic yards stripping, 12 acres bushfelling, and 5 miles 72 chains metalled.
	413	Raetihi–Ohura	500	296 19 1	..	..	..	..	..	1 66*	..	8 30	0 10	50,000	* Metalled.
	414	Wanganui	250	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	415	Waimarino	1,200	930 13 3	1 20	1 49	2 12	..	..	..	..	3 0	16 0	20,000	240 lineal feet culverts.
	416	Hunterville 1, 2, 3	1,030	286 17 0	10 65	..	4 24	..	..	..	..	..	12 6	5,000	50 lineal feet culverts.
		Carried forward	6,380	5,198 4 2	12 5	1 54	6 36	..	..	7 58	..	52 70	28 16	125,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	6,380	5,198 4 2	12 5	1 54	6 36	.. ..	7 58	..	52 70	28 16	125,000	
		Settlement Roads, Bridges, etc.—*continued.*												
		Wellington—continued.												
91	417	Huikumu	200	27 12 0	1 0	..	..	.. ..	..	..	0 20	0 35	50,000	
	418	Turakina Valley	1,080	555 9 9	1 12	1 43	..	.. ..	..	..	5 0	5 50	5,000	
	419	Rotoaira–Tokaanu	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	420	Taumarunui–Ohakune	500	1,034 0 2	3 12	..	4 19	.. ..	..	..	28 40	38 0	..	30,000 ft. timber for culverts.
	421	Rotoaira–Waimarino	100	100 0 0	..	..	..	.. ..	..	..	18 0	..	20,000	
	422	Taurewa–Okahukura	300	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	423	Okahukura 8m	500	387 10 10	10 45	..	7 8	.. ..	..	..	..	6 0	10,000	
	424	Raetihi–Parapara	721	782 18 2	0 35	0 44	0 42	1 102	..	..	2 74	10 30	20,000	
	425	Wanganui River Trust	800	800 0 0	..	..	..	.. ..	..	..	..	..	..	
	426	Mangawhero–Murimotu	350	181 0 6	..	..	..	.. ..	..	..	..	40 0	20,000	
	427	Rangiwaea	500	..	..	..	..	.. ..	..	..	..	..	..	
	428	Horopito Improved-farm Settlement ..	300	68 0 0	..	..	..	.. ..	..	..	..	1 38	..	9 acres felling, and advances.
	429	Tongariro National Park	300	99 8 11	7 0	..	5 65	.. ..	..	..	..	5 65	270,000	
	430	Wanganui River steamer subsidy	300	69 12 6	..	..	..	.. ..	..	..	..	..	..	See also Post Office Report.
	431	Moawhanga–Te Horo	400	278 14 5	..	0 7	..	.. ..	..	..	5 40	..	10,000	
	432	Taihape–Paengaroa	500	429 18 4	..	0 48	1 33	.. ..	..	..	2 0	4 0	5,000	
	433	Mangaweka Township (drainage)	50	..	0 20	0 16	..	.. ..	0 10	..	0 16	..	..	100 lineal feet culverts. Expenditure included with Item 460.
	434	Ohingaiti–Tokaanu	2,415	2,297 10 2	..	..	..	.. ..	5 0	..	93 10	..	100,000	110 lineal feet redecking of bridges; 5,200 cub. yards metal repairs is entered as five miles continuous metalling.
	435	Murray's Track	300	22 15 0	4 33	..	..	.. ..	..	..	..	..	385,000	
	436	Rangitikei Bridge (Mangaweka)	1,000	1,148 7 8	..	..	..	1 260	..	..	..	..	50,000	44,524 sup. ft. of sawn timber.
	437	Pohonuiotane	100	200 0 0	..	..	1 14	.. ..	..	..	..	2 0	..	See also Item 416.
	438	Tekapua	480	410 10 0	..	..	..	.. ..	..	..	..	..	..	Work included with Vote 113, Item 74.
	439	Awarua	5,170	3,194 3 9	16 4	1 32	8 16	1 63	0 66	..	2 79	14 70	50,000	Potaka, Mangakokete, Kew, Upper Kawatau, Kawatau Valley, Mangawhahariki, Kaweka, Mangaweka, Te Kapua, Pukeokahu, and Rakautoru Roads.
		Carried forward	22,846	17,285 16 4	56 6	6 4	34 73	3 425	13 54	..	211 29	156 64	1,120,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	22,846	17,285 16 4	56 6	6 4	34 73	3 425	13 54	..	211 29	156 64	1,120,000	
		Settlement Roads, Bridges, etc.—*continued.*												
		Wellington—continued.												
91	440	Rangitikei Bridge (Otara), £1 for £1 ..	650	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	441	Rongoiti Improved-farm Settlement ..	500	325 3 6	..	0 15	0 73	.. ..	..	..	0 15	2 61	..	Bushfelling, 76½ acres.
	442	Hautapu Improved-farm Settlement ..	600	600 2 1	..	0 45	..	.. ..	..	..	2 35	2 15	..	Bushfelling, 145 acres.
	443	Taihape Improved-farm Settlement.. ..	2,000	2,428 2 3	..	..	..	.. ..	..	..	1 45	..	..	Bushfelling, 9 acres.
	444	Mangaweka	1,000	..	..	..	..	.. ..	..	..	..	..	..	
	445	Ohutu Improved-farm Settlement	1,200	1,468 18 5	6 20	1 59	2 24	1 55	..	..	2 66	2 7	..	Bushfelling, 220 acres.
	446	Otuarei Improved-farm Settlement	600	84 1 3	..	..	1 32	.. ..	..	..	..	1 32	..	Bushfelling, 12 acres.
	447	Ruanui 2A and 3A	200	..	..	..	..	.. ..	..	..	..	..	..	
	448	Temporary bridges over the Rangitikei River ..	350	350 0 0	..	0 20	..	1 200	..	..	..	..	..	One punt, Bull's (flood-damages).
	449	Lower Gorge Bridge (to account of contribution, £2,000)	500	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	450	Salisbury and Delaware	710	515 13 0	7 24	..	2 59	.. ..	..	..	..	15 40	200	Flood-damages Makoura, Makiekie, Umutoi, and Takapari Roads.
	451	Pohangina	245	3 10 0	3 74	..	2 46	.. ..	..	0 45*	..	2 40	1,500	* Widening Table Flat Road.
	452	Pohangina Valley Forest Reserve	150	..	..	..	..	.. ..	..	..	..	..	..	120 chains felling by Pohangina County Council.
	453	Umutoi Table Flat	140	139 17 1	..	..	1 29	.. ..	0 16*	..	0 10	3 36	1,150	*Widening 10 chains, metalling 6 chains.
	454	Main Road, Mangoira–Coal Creek	300	..	..	..	..	.. ..	..	..	..	..	3,000	
	455	Mangoira–Coal Creek	342	155 11 9	..	..	..	.. ..	..	..	..	2 0	..	Bushfelling, widening, &c., Oroua Main and Kaheke Roads.
	456	Malton	200	..	3 15	..	..	.. ..	..	..	..	..	1,200	Work in progress.
	457	Upper Pohangina Valley..	1,400	998 7 8	..	..	0 40	.. ..	..	..	..	..	..	Bridge, slips, widening culverts, and flood-damages to Makoura, Makiekie, Umutoi, Takapari, and Table Flat Roads.
	458	Tunipo Road, Apiti, Norsewood	437	303 17 0	..	..	1 70	.. ..	0 4*	..	..	2 56	..	* Metalling, bushfelling, slips, &c.
	459	Norsewood–Apiti (see also Hawke's Bay District)	400	294 16 7	..	..	0 29	.. ..	..	..	..	3 6	..	Bushfelling, slips, &c.
	460	Mangawharariki	3,015	2,563 19 6	..	1 38	..	.. ..	1 16	..	7 46	..	..	Metalling, one mile; widening, 16 chains.
		Carried forward	37,785	27,507 16 5	76 59	10 21	48 75	5 680	15 10	0 45	226 6	194 37	1,127,050	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	37,785	27,507 16 5	76 59	10 21	48 75	5 680	15 10	0 45	226 6	194 37	1,127,050	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Wellington—continued.												
91	461	Marton, 1 and 2	200	..	..	..	..	.. ..	..	..	..	..	..	Lagoon, Auputa, Mania, Titirangi, W. Mangahuia, Te Parapara, and Main South Roads.
	462	Hautapu–Ruahine	1,585	956 12 5	6 34	..	5 0	.. ..	..	..	..	21 0	20,000	*Vide* 113/82.
	463	Umutoi	260	196 14 1	..	..	1 59	.. ..	..	..	..	..	2,200	*Vide* 113/84.
	464	Hautapu	770	529 9 0	0 73	..	..	.. ..	..	..	..	6 16	6,300	Bushfelling, bridges, culverts, slips, Mangarere, Watershed, and Cross Roads.
	465	Hautapu No. 2	260	..	..	..	1 7	.. ..	..	..	..	7 50	6,900	Bridges, slips, and bushfelling (*vide* 113/83), Mangarere and Peka Roads.
	466	Pemberton–Wairaki (Pukerimu)	450	379 11 9	..	..	..	.. ..	4 0*	..	4 0	..	..	* Metalling.
	467	Kawatau Valley Road	1,500	..	0 35	..	..	1 46	1 73*	..	4 0	8 0	..	* Widening, 1 mile 9 chains; metalling, 64 chains; culverts, and slips.
	468	Ngaio	200	70 10 9	..	..	..	.. ..	..	..	..	..	..	Scrubfelling, slips, and bridge, Potaka Road.
	469	Conspicuous Road	784	83 12 2	..	..	..	.. ..	..	..	..	2 30	1,800	Bushfelling, clearing, and slips.
	470	Kimbolton–Wairaki	650	639 15 0	..	..	..	.. ..	1 0	..	..	2 0	..	Metalling Mangawhararikl and Pukerimu Roads.
	471	Pakihikura	90	90 0 0	..	..	..	.. ..	..	..	..	..	..	Final payments. Work completed.
	472	Kelpie	450	413 17 2	..	..	..	.. ..	..	..	..	1 0	..	Widening, slips, &c.
	473	Pemberton Improved-farm Settlement ..	100	30 10 6	..	..	..	.. ..	..	..	..	..	..	Bushfelling, advances, &c.
	474	[redacted] Kawatau Improved-farm Settlement ..	565	319 13 11	..	..	..	.. ..	..	..	..	..	5,700	Bushfelling, grass-seed, and advances, Titirangi Road.
	475	Makairo–Kumeroa	300	40 15 0	5 47	..	..	.. ..	..	..	..	..	..	
	476	Ballance–Manawatu Gorge	650	517 13 11	0 30	..	1 4	.. ..	..	..	..	..	..	Bushfelling, culverts, slips.
		Carried forward	46,599	31,776 12 1	90 38	10 21	57 65	6 726	22 3	0 45	234 6	242 53	1,169,950	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	46,599	31,776 12 1	90 38	10 21	57 65	6	726	22 3	0 45	234 6	242 53	1,169,950	
		Settlement Roads, Bridges, etc.—*continued.*													
		Wellington—continued.													
91	477	Toritea–Makuri	200	..	..	..	..	..	..	..	..	..	..	..	*Vide* 91/484.
	478	Tiraumea North	30	29 12 5	..	..	..	..	..	..	..	1 0	..	..	Metalling and repairs.
	479	Kaitawa Ridge Road	150	..	..	..	..	..	..	..	..	..	..	..	
	480	Tiraumea Valley	620	515 15 3	..	..	..	..	..	..	..	6 0	..	..	Temporary bridge, culverts, slip, &c.
	481	Mangatoro Valley	480	299 17 3	..	..	..	..	..	1 22*	..	7 0	..	..	* Metalling and slips.
	482	Makairo	470	191 14 5	..	..	..	..	..	0 17*	0 11†	..	8 0	..	* Widening and metalling. † Metalling.
	483	Bridge Road to Makakahi	630	624 5 8	1 12	1 7	..	..	..	..	..	0 73*	..	..	* Metalling, repairs, bushfelling, &c.
	484	Upper Makuri Valley	900	746 13 7	..	0 2	..	..	..	..	..	27 0	..	..	
	485	Waewaepa (£1 for £1)	100	..	..	..	..	..	..	..	..	..	..	..	
	486	Towai	700	675 19 9	..	1 38	..	..	..	2 42	..	5 0	..	6,700	Widening, 1 mile 38 chains; metalling, 1 mile 4 chains; repairs, culverts, and slips.
	487	Mangatainoka Valley	200	..	..	..	..	..	..	..	..	..	..	..	
	488	Mangatainoka Bridge, Hamua (to account) ..	300	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	489	Mangatainoka Bridge at Tutaekara Crossing (£1 for £1)	300	..	..	..	..	..	..	..	..	..	..	..	"
	490	Woodville–Aohanga	800	369 17 9	..	..	0 53	..	..	..	..	3 40	2 0	..	Bushfelling, slips, &c.
	491	Thompson's	200	4 4 0	0 52	..	..	..	..	..	..	..	..	..	
	492	Hall Special Settlement	150	..	..	..	..	..	..	..	..	..	..	3,175	Scrubfelling and slips.
	493	Pahiatua–Palmerston	150	..	..	..	..	..	..	..	..	..	..	..	
	494	Bridges over Tokomaru, Ohau, Waikawa, and Otaki Rivers (construction)	600	450 0 0	..	..	..	2	369*	4 0	..	..	..	..	* Tokomaru Bridge (3 spans, 150 ft.), Ohau Bridge (7 spans, 219 ft.) in progress, by Horowhenua County Council.
	495	Mount Holdsworth (tracks)	300	..	..	..	..	..	..	..	..	..	..	..	Work in hand (partly by Taratahi–Carterton Road Board).
	496	Waikanae–Hutt	118	117 5 4	..	..	..	..	..	..	..	..	..	..	Work completed in previous year.
	497	Eketahuna–Alfredton	100	..	..	..	..	..	..	..	..	..	..	..	222 cubic yards metal for repairs done by Wairarapa North County.
		Carried forward	54,097	35,801 17 6	92 22	12 68	58 38	8	1,095	30 4	0 56	284 39	252 53	1,179,825	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	54,097	35,801 17 6	92 22	12 68	58 38	8 1,095	30 4	0 56	284 39	252 53	1,179,825	
		Settlement Roads, Bridges, etc.—*continued.*												
		Wellington—continued.												
91	498	Eketahuna–Parkville	200	200 0 0	..	..	..	.. ..	..	..	..	..	..	
	499	Wingate Road	180	..	..	1 8	1 20	.. ..	..	..	..	..	..	Also 49 chains felling. Work done by Wairarapa North County.
	500	Alfredton–Tenui (contribution)	180	..	..	..	..	.. ..	..	..	..	..	..	
	501	Tenui Bridge and Road (contribution) ..	300	..	..	..	..	.. ..	..	..	..	..	..	
	502	Kaiwhata Rewa	200	200 0 0	..	0 40	..	.. ..	..	..	..	..	7,100	Bridges, culverts, slips, &c. *Vide* 91/549.
	503	Mikimiki Bridge	200	..	..	..	..	1 117	..	..	..	..	..	Work being done by Masterton Road Board.
	504	Makuri–Aohanga	1,021	270 6 2	..	..	..	.. ..	..	..	..	6 40	..	Culverts, slips, &c.
	505	Makuri–Pongaroa	3,060	3,056 11 9	10 19	..	..	.. ..	4 30	..	7 28	9 52	4,700	Widening, 2 miles 28 chains; metalling, 2 miles 2 chains; repairs, bushfelling, slips, &c.
	506	Mangaoronga	71	..	..	..	..	.. ..	..	..	..	..	..	Authority cancelled.
	507	Hukanui–Hawera (£1 for 10s.)	150	150 0 0	..	..	..	.. ..	..	..	..	..	..	
	508	Hukanui–Masterton Special Settlement ..	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	509	Aohanga Gorge	279	136 12 9	12 12	..	..	.. ..	..	..	..	..	..	
	510	Puketoi–Aohanga	116	..	..	..	..	.. ..	..	..	..	..	..	*Vide* 91/525. Burling's–Mecalickstone Road. Work authorised.
	511	Mecalickstone	300	..	..	..	..	.. ..	..	..	..	..	6,100	*Vide* 91/524. Waihoki, Waikereru, and Mecalickstone–Aohanga Roads.
	512	Pahiatua No. 1	1,010	758 2 5	..	..	3 39	.. ..	..	..	..	..	..	Scrubfelling, culverts, bridge, &c., Mamuhara, and Waipatukaka Roads.
	513	Pahiatua No. 2	1,200	994 7 11	9 11	..	2 45	1 37	..	..	..	..	..	Bushfelling, culverts, slips, &c., Akaroa, Kawakawa, and Kaituna Roads.
	514	Pahiatua No. 3	700	694 2 1	0 57	..	..	.. ..	..	..	..	2 40	..	*Vide* 91/541.
	515	Pahiatua No. 4	350	313 5 0	..	..	1 17	.. ..	..	..	..	..	..	Bushfelling, culverts, slips, &c., Mangatiti Road.
		Carried forward	63,814	42,575 5 7	124 41	14 36	66 79	10 1,249	34 34	0 56	291 67	271 25	1,197,725	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	63,814	42,575 5 7	124 41	14 36	66 79	10 1,249	34 34	0 56	291 67	271 25	1,197,725	
		Settlement Roads, Bridges, etc.—*continued.*												
		Wellington—continued.												
91	516	Te Maru	200	..	..	..	..	.. ..	..	..	..	..	..	*Vide* 113/87. Waingawa Road; also work authorised.
	517	Smith's Footbridge, Totara Reserve ..	100	..	..	..	..	1 140	..	..	..	..	..	Suspension-bridge, under construction by Wairarapa North County.
	518	Parkville–Mangatainoko	250	..	..	..	..	.. ..	..	..	..	..	..	Authority issued.
	519	Mangaone (Norling's)	200	138 13 6	..	0 25	..	.. ..	..	0 20*	..	..	..	*Metalling, Eketahuna Road Board.
	520	Tiraumea River Road–Pa Valley	600	249 6 3	..	..	1 73	.. ..	..	..	..	..	..	Culverts and road-grassing.
	521	Rising Sun Association	960	710 8 10	4 20	..	1 2	.. ..	..	..	..	1 0	8,400	Bushfelling and culverts, Waihi Valley and Towhai Roads.
	522	Kaiparoro	200	..	..	..	..	.. ..	..	..	..	..	2,000	
	523	Mangamahoe	495	500 0 0	..	..	..	.. ..	..	..	..	..	..	
	524	Huia	1,120	847 11 5	..	..	2 68	.. ..	..	..	..	6 70	..	*Vide* 91/511.
	525	Burling's–Mecalickstone	507	87 1 6	..	..	1 20	.. ..	..	..	0 46	..	..	*Vide* 91/510 and 113/88.
	526	Barton's Road–Wairere	50	..	0 32	0 30½	..	1 30	..	..	..	..	..	32 chains felling and 170 ft. culverts done by Mauriceville Road Board.
	527	Barton's Road	400	453 0 10	2 66	0 76	1 69	.. ..	..	..	..	..	..	
	528	Christchurch Association	433	210 0 9	..	..	..	.. ..	..	..	..	..	5,400	Bushfelling and slips, Puketoi and Utewai Roads.
	529	Masterton Reform Association	614	552 6 0	..	..	1 62	.. ..	..	..	..	6 46	10,000	Bushfelling, slips, culverts, &c., Range and Cross Roads.
	530	Uruti–Castlepoint	100	100 0 0	..	..	..	.. ..	..	..	..	..	..	42 chains felling, 34 cubic yards 83 links metal for repairs by Wairarapa North County.
	531	Waihi	400	243 4 7	..	..	1 32	.. ..	..	..	..	..	..	Bushfelling, culverts, slips, &c.
	532	Newman–Stirling	300	..	..	..	..	.. ..	..	..	..	..	..	
	533	Kakariki Special Settlement	200	..	1 27	..	..	.. ..	..	..	..	..	4,800	Not yet paid for. Hukanui and Kakariki Roads.
	534	Waipoua River Bridge	200	..	..	..	..	.. ..	..	..	..	..	..	Authority issued.
		Carried forward	71,143	46,666 19 3	133 26	16 7½	79 5	12 1,419	34 34	0 76	292 33	285 61	1,228,325	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	71,143	46,666 19 3	133 26	16 7½	79 5	12 1,419	34 34	0 76	292 33	285 61	1,228,325	
		Settlement Roads, Bridges, etc.—*continued.*												
		Wellington—continued.												
91	535	Mangatainoka River Bridge (Newman–Stirling), to account	200	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	536	Taueru Bridge (Masterton–East Coast), £1 for £1 (to account)	300	..	..	..	..	.. ..	..	..	..	..	..	Authority issued.
	537	Masterton–Tenui Improved-farm Settlement ..	400	227 9 6	..	..	..	.. ..	..	..	..	..	..	
	538	Mangatiti Improved-farm Settlement ..	550	694 2 3	..	..	..	.. ..	..	..	..	..	..	Bushfelling, grass-seed, &c.
	539	Rakaunui–Makuri Pongaroa Junction ..	400	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	540	Road to Native land, K No. 2	150	..	..	..	..	.. ..	..	..	..	..	..	
	541	Akitio Improved-farm Settlement	1,540	1,364 16 1	..	..	3 10	.. ..	..	..	..	11 40	..	*Vide* 91/514. Bushfelling, culverts, slips, advances, &c.; two large bridges in construction; and flood-damages to Mount Arthur, Akitio–Waihi, Waihoru, Waipatukaka, Waihi Valley, and Akitio Roads.
	542	Alfredton–Weber	5,525	5,350 0 10	1 28	0 25	..	3 112	3 64	..	27 20	2 10	10,000	Widening (3 miles 7 chains), metalling (57 chains), bushfelling, &c.
	543	Pori	150	150 0 0	..	..	..	.. ..	..	..	..	..	..	1,500 cubic yards slips removed. Work done by Wairarapa North County.
	544	Kaiwhata Valley	500	..	..	..	..	.. ..	..	..	..	..	..	Grant to Taratahi-Carterton Road Board.
	545	Waiohine Bridge (Matarawa)	587	581 6 11	..	..	..	.. ..	..	..	..	..	..	Work done in previous year, and paid for last year.
	546	Turner's Road–Wainuioru	250	150 0 0	..	..	..	.. ..	..	..	..	..	..	Works in progress.
	547	Gladstone–East Coast (restoring)	100	100 0 0	..	..	..	.. ..	..	..	..	..	..	Work done in previous year, and paid for this year.
	548	Rocky Hill–Wainuioru	250	250 0 0	..	..	..	.. ..	..	..	..	..	..	Ditto.
		Carried forward	82,045	55,534 14 10	134 54	16 32½	82 15	15 1,531	38 18	0 76	319 53	299 31	1,238,325	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								Length.						
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	82,045	55,534 14 10	134 54	16 32½	82 15	15 1,531	38 18	0 76	319 53	299 31	1,238,325	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Wellington—continued.												
91	549	Kaiwhata Run (near Brancepeth)	100	99 8 0	..	..	..	.. ..	..	..	..	..	..	*Vide* 91/502.
	550	Ruamahanga Bridge (Masterton–Gladstone Road), £1 for £1	500	..	..	..	..	.. ..	..	..	..	..	..	Authority issued.
	551	Ruamahanga Bridge (Taratahi–Carterton), flood-damages	200	200 0 0	..	..	..	.. ..	..	..	..	..	..	Work done in previous year, and paid for this year.
	552	Kaitangata	500	432 4 0	..	..	..	.. ..	..	..	..	..	4,800	Bushfelling, culverts, and slips, Waiohine, Waingawa, and Mangaturiri Roads.
	553	Waiohine	100	..	0 34	..	0 34	.. ..	..	..	..	..	..	Works in progress.
	554	Flat Point Road	250	..	..	..	..	.. ..	..	..	..	..	..	Grant to Taratahi-Carterton Road Board.
	555	Driscoll's Road	100	..	..	..	..	.. ..	..	..	..	..	..	Grant to Taratahi-Carterton Road Board.
	556	Paekakariki–Waikanae–Hadfield	994	493 13 7	..	2 32*	..	.. ..	30 0*	..	8 40*	..	..	32 chains drains cut by Hutt County. * Also, 162 chains felling, 2 miles 40 chains drains, and 44ft. culverts done by Horowhenua County.
	557	Akatarawa–Waikanae	150	150 0 0	..	..	..	2 42	..	..	..	..	..	320 chains felling and two concrete culverts by Hutt County.
	558	Whiteman's Valley–Otaki	100	100 0 0	..	..	..	.. ..	0 62	..	0 12	..	..	14ft. wood and 154ft. pipe culverts. Work done by Hutt County.
	559	Moonshine	100	100 0 0	..	0 12	..	.. ..	0 68	..	..	..	..	Work done by Hutt County.
	560	Village Settlements	1,205	307 13 6	0 76*	..	1 9†	.. ..	..	..	2 40‡	0 60§	..	* Karewarewa V. S., † Pongaroa V. S., ‡ Mangaramarama V. S., § Makohine, Rakaunui V.S., bushfelling; also, bridges, culverts, slips, drains, clearing, &c.
	561	Chatham Island roads	100	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
		Carried forward	86,444	57,417 13 11	136 4	18 76½	83 58	17 1,573	69 68	0 76	330 65	300 11	1,243,125	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	86,444	57,417 13 11	136 4	18 76½	83 58	17	1,573	69 68	0 76	330 65	300 11	1,243,125	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*													
		Wellington—continued.													
91	562	Waitangi Bridge (Chatham Islands) ..	10	26 14 10	..	..	..	..	..	..	..	..	..	..	Work completed.
	563	Miscellaneous and Engineering	905	225 4 4	0 6*	23 50†	22* 8†	..	..	..	..	..	..	..	* Waingawa Road; also for inspection, &c. † Also, 22 chains felling, Coal Creek, North Block, by Pohangina County Council.
		Total, Wellington	87,359	57,669 13 1	136 10	42 46½	105 66	17	1,573	69 68	0 76	330 65	300 11	1,243,125	
		Nelson.													
	564	Takaka Roads and Bridges	100	47 5 6	..	..	..	..	..	..	..	..	..	..	Tarring and painting bridges by Collingwood County.
	565	Ferntown–Pakawau	200	200 0 0	..	0 75	..	..	..	..	..	..	..	3,000	
	566	Clifton–Pohara Beach	100	..	..	..	..	..	..	..	..	..	..	..	
	567	Lloyd's Valley	100	100 0 0	..	0 79	..	..	..	..	..	..	..	1,000	
	568	Brooklyn Valley	50	..	..	..	..	..	..	..	..	..	..	..	
	569	Waimea West	50	48 12 0	..	0 35	..	..	..	..	..	..	..	..	Work done by Waimea West County.
	570	Maitai Road	300	199 0 5	0 60	0 60	..	..	..	..	..	..	..	1,000	
	571	Wakefield–Stanley Brook	100	..	..	..	..	..	..	..	..	..	..	..	
	572	Wangamoa	100	..	..	..	..	..	..	..	..	..	..	..	
	573	Quail Valley	50	..	..	..	..	..	..	..	..	..	..	..	
	574	Neudorf–Dovedale	50	50 0 0	..	0 42	..	..	..	..	..	..	..	..	Work done by Upper Moutere Road Board.
	575	Pigeon Valley–Dovedale	100	100 0 0	..	..	..	..	..	..	..	0 15	..	..	
	576	Tracks, Mount Arthur	500	391 16 3	6 22	..	6 22	..	..	..	..	..	..	5,000	
	577	Aniseed Valley Road	150	..	..	..	..	..	..	..	..	..	..	..	
	578	Wairoa Gorge	200	150 0 0	..	0 71	..	..	..	..	..	..	..	..	
	579	Rawson's Creek (Riwaka)	50	..	..	..	..	..	..	..	..	..	..	..	
	580	Maruhau Valley	100	100 0 0	..	0 54	..	..	..	..	..	..	..	500	
	581	Tadmor–Motupiko	300	..	..	..	..	..	..	..	..	..	..	..	
	582	Little Sydney and branch track	100	90 16 2	..	..	1 46	..	..	..	..	..	..	500	
	583	Motueka River protection	100	100 0 0	..	..	..	..	..	..	..	..	..	..	Particulars of work done by Motueka Road Board will be found in text report on roads.
	584	Motueka–Waiwera Valley	100	26 1 1	..	0 23	..	..	..	..	..	..	..	1,000	
	585	Takaka–Riwaka	200	124 15 0	..	..	..	..	..	1 40	..	1 40	..	..	
	586	Belgrove–Tophouse–Tarndale	262	87 1 0	..	..	..	..	..	..	..	1 0	..	..	Protecting road round slips, and diverting Buller River.
		Carried forward	3,362	1,815 7 5	7 2	5 39	7 68	..	..	1 40	..	2 55	..	12,000	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	3,362	1,815 7 5	7 2	5 39	7 68	.. ..	1 40	..	2 55	..	12,000	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Nelson—continued.												
91	587	Belgrove-Westport-Reefton	4,300	4,307 17 7	..	..	..	.. ..	..	..	..	..	..	See also Vote 92, Item 112.
	588	Torea southwards	200	200 0 0	..	0 34	..	.. ..	..	..	..	..	..	
	589	Seddonville Cemetery	60	..	..	..	..	.. ..	..	..	..	..	..	
	590	Hampden Cemetery, Murchison	50	..	..	..	..	.. ..	..	..	..	..	..	
	591	Works at Hanmer and Sanatorium ..	4,000	2,951 15 5	..	..	..	.. ..	..	..	..	..	..	
	592	Hanmer Road	500	608 19 0	..	3 19	..	.. ..	..	..	..	..	..	Work done by Amuri County.
	593	Waiau River Road (round south side), £1 for £1	150	..	..	..	..	.. ..	..	..	..	..	..	
	594	Purchase of roads	150	..	..	..	..	.. ..	..	..	..	..	..	
	595	Village settlements	200	*Cr.* 10 0 0	..	..	..	.. ..	..	..	..	..	..	
	596	Miscellaneous and Engineering	100	40 0 0	..	..	..	.. ..	..	..	..	..	..	Grant to Inangahua County, for work on Mangles Road.
		Total, Nelson	13,072	9,913 19 5	7 2	9 12	7 68	.. ..	1 40	..	110 55	..	12,000	
		Marlborough.												
	597	Tracks, Queen Charlotte Sound	300	199 14 4	..	..	3 40	.. ..	..	..	..	..	..	247 chains bush cleared.
	598	Whatamonga-Port Underwood Track ..	100	23 14 2	..	..	..	.. ..	..	..	..	14 0	..	Repairing damage caused by floods.
	599	Tory Heads-Whatamonga-Picton	300	35 15 2	..	..	4 11	.. ..	..	..	..	..	..	Onapua and Opua Bays.
	600	Arapawa-Te Awaiti	400	247 8 0	..	..	4 22	.. ..	..	..	..	..	..	66 chains bush cleared.
	601	Manaroa-Hopai	100	98 9 4	..	..	1 34	.. ..	..	0 40	..	..	..	Also, four 20 ft. log bridges and four gates constructed.
	602	White's Bay-Port Underwood	150	18 1 6	..	..	0 41½	.. ..	..	..	..	..	..	
	603	Manaroa-Okoha	400	20 17 0	..	..	..	.. ..	..	..	..	6 0	..	Also, removal of fallen trees and clearing bush-track.
	604	Crail Bay Track	300	51 6 6	..	..	0 37	.. ..	..	..	..	..	..	Also, slips removed and four log bridges constructed.
	605	Kenepuru-Anakoa	400	31 5 8	0 42	0 40	..	.. ..	..	..	..	..	..	Work in progress.
	606	Anakoa-Manaroa	350	170 19 7	..	..	3 45	.. ..	..	..	..	..	..	Through fallen and standing bush.
	607	Torea Neck	100	50 0 0	..	..	..	.. ..	0 46½	..	..	..	..	Also, pipe-drained and metalled.
	608	Crail Bay-Homewood	200	11 4 0	..	..	..	.. ..	..	..	..	..	..	Grading and cutting lines for bridle-road.
	609	Robin Hood Bay-Ocean Bay	150	2 0 0	..	..	..	.. ..		..	..	2 0	..	Clearing slips.
	610	Beatrice Bay-Kenny's Isle	150	42 15 6	..	..	2 68	.. ..	..	..	..	..	..	
	611	Kenepuru Sound	300	156 19 8	..	..	2 70	.. ..	..	..	..	..	..	1 mile 65 chains bush clearing, 1 mile 4 chains felled, and two log bridges of 25 ft. span.
		Carried forward	3,700	1,160 10 5	0 42	0 40	23 48½	.. ..	0 46½	0 40	..	22 0	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	3,700	1,160 10 5	0 42	0 40	23 48½	.. ..	0 46½	0 40	..	22 0	..	
		SETTLEMENT, ROADS, BRIDGES, ETC.—*continued.*												
		Marlborough—continued.												
91	612	Te Mehia Bay–Portage Bay	300	55 2 7	..	..	0 33	.. ..	0 12	..	..	..	..	Also 29 chains clearing.
	613	Ohinetaha–Te Mehia	300	260 10 6	..	..	3 69	.. ..	..	..	..	..	..	Also 13 chains ditching, and six large bridges.
	614	Tawhinnui–Rai	350	309 10 9	..	..	5 74	.. ..	..	..	..	..	..	Also clearing 33 ft. wide through dense heavy bush.
	615	Hakahaka–Opihi	100	..	..	..	..	.. ..	..	..	..	..	..	
	616	Wet Inlet—Crail Bay	150	..	..	..	..	.. ..	..	..	..	..	..	
	617	Picton–Waikawa	150	51 17 4	..	..	..	.. ..	0 42	..	..	..	..	Re-forming and metalling between Waikanea Creek and Village.
	618	Tophouse–Wairau Gorge	150	57 6 0	..	..	..	.. ..	..	..	..	..	20,000	
	619	Omaka Bridge (contribution)	300	266 14 3	..	0 30	..	.. ..	0 40	..	..	..	..	Protective works have been carried out by Omaka Road Board.
	620	Footbridge, Taylor River	50	50 0 0	..	..	..	.. ..	..	..	..	..	..	Floods destroyed original bridge, which has been replaced by the Wairau Road Board.
	621	Double Bay	10	9 8 0	..	..	..	.. ..	..	..	..	15 0	..	
	622	Picton–Queen Charlotte Sound	700	538 3 3	1 40	1 12½	..	.. ..	..	..	..	..	..	Also, 5 chains of sea-wall.
	623	Grove Wharf and shed	100	87 13 0	..	..	..	.. ..	0 3	..	..	..	..	Renewing wharf piles and repairs to shed.
	624	Starborough	400	..	..	..	..	.. ..	..	..	..	..	..	
	625	Redwood Pass	300	..	..	..	..	.. ..	..	..	..	..	..	
	626	Saxton Pass	100	..	..	..	..	.. ..	..	..	..	..	..	
	627	Tophouse road	100	..	..	..	..	.. ..	..	..	..	..	..	
	628	Ronga Valley	250	..	..	..	..	.. ..	..	..	..	..	..	
	629	Awatere Bridge, Limestone Gorge (to account)	200	..	..	..	..	.. ..	..	..	..	..	..	
	630	Awatere Railway and traffic bridge (Lands contribution, to account)	500	..	..	..	..	.. ..	..	..	..	..	..	
	631	Drain, Wairau River gravel-pit	100	..	..	..	..	.. ..	..	..	..	..	..	
	532	Harvey's Bay–Pelorus Sound	150	..	..	..	..	.. ..	..	..	..	..	..	
	633	Wairau River overflow subsidy, £1 for £1 ..	1,000	..	..	..	..	.. ..	..	..	..	..	..	
	634	Bluff Cave and Port Underwood	100	..	..	..	..	.. ..	..	..	..	..	..	
	635	Blind River road	100	..	..	..	..	.. ..	..	..	..	..	..	
	636	Anakiwi–Grove	100	..	..	..	..	.. ..	..	..	..	..	..	
	637	North Bank	200	..	..	..	..	.. ..	..	..	..	..	..	
	638	Havelock–Blenheim	200	..	..	..	..	.. ..	..	..	..	..	..	
		Carried forward	10,160	2,846 16 1	2 2	2 2½	33 64½	.. ..	1 63½	0 40	..	37 0	20,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	10,160	2,846 16 1	2 2	2 2½	33 64½	.. ..	1 63½	0 40	..	37 0	20,000	
		Settlement Roads, Bridges, etc.—*continued.*												
		Marlborough—continued.												
91	639	Clarence Bridge	100	17 16 11	..	..	..	.. ..	..	..	..	..	..	Repairs, tarring, and sanding.
	640	Blenheim–Kaikoura–Waiau	1,000	430 0 0	..	..	..	.. ..	..	..	20 0	..	..	Also, removal of slips by Amuri County.
	641	Okiwi–Ronga	150	..	..	..	..	.. ..	..	..	..	..	..	
	642	Nelson–Havelock (and bridges)	400	70 19 6	..	..	..	.. ..	0 10	..	..	..	..	Also, 4 chains metalling.
	643	Nydia Bay–Havelock	150	15 16 6	..	..	..	.. ..	..	..	..	12 0	..	Removal of fallen trees and slips.
	644	Road through Reserve "A"	60	..	..	..	..	.. ..	..	..	..	..	..	
	645	Hapuka and Puhipuhi Rivers	300	..	..	..	..	.. ..	..	..	..	..	..	
	646	Cribb Creek	30	..	..	..	..	.. ..	..	..	..	..	..	
	647	Reserve west of Kahautara	200	..	..	..	..	.. ..	..	..	..	..	..	
	648	Kahautara–Conway	1,800	3,069 11 9	..	13 41	10 27	.. ..	..	..	..	..	35,000	Also two bridges of 20 ft. span each. See also Vote 113. Item 92.
	649	Waiau Bridge, repairs (to account)	500	7 7 3	..	..	..	.. ..	..	..	..	..	..	
	650	Miscellaneous and Engineering	200	51 11 10	..	..	..	.. ..	..	..	..	..	..	Inspection, &c.
		Total, Marlborough	15,050	6,509 19 10	2 2	15 43½	44 11½	.. ..	1 73½	0 40	20 0	49 0	55,000	
		Westland.												
	651	Greenstone–Teremakau	352	370 4 7	..	0 74	..	.. ..	..	..	..	..	..	
	652	Greenstone Bridge	500	..	..	..	..	.. ..	..	..	..	..	..	Work being done by Grey County.
	653	Arahura–Haupiri	200	..	..	..	..	.. ..	..	..	..	..	..	Ditto.
	654	Stillwater Bridge	150	..	..	..	..	.. ..	..	..	..	..	..	Work being done by Brunner Borough.
	655	Clarke River Road	150	..	..	..	..	.. ..	..	..	..	..	..	
	656	Stafford–Waimea	81	60 2 6	..	0 22	..	.. ..	..	..	..	..	..	
	657	Lower Arahura Bridge (repairs)	51	..	..	..	..	.. ..	..	..	..	..	..	
	658	Westland Ferry Service	150	132 0 0	..	..	..	.. ..	..	..	..	..	..	Grant to Westland County towards maintenance of fourteen ferries.
	659	Barn Bay Track	160	150 10 10	..	..	0 60	.. ..	..	..	..	..	500	Also metalled from main road to Martyn River, on Cascade Flat.
	660	Hokitika Valley	500	501 0 0	..	..	2 0	.. ..	..	..	..	..	5,000	
	661	Great South Road	1,908	1,268 14 10	..	..	..	.. ..	31 0	..	31 0	..	..	Widening and maintenance of main road from Mikonui to Mount Hercules.
	662	Franz Josef Glacier	500	165 15 11	..	..	1 0	.. ..	..	1 0	..	..	..	
	663	Tracks to Fox Glacier	500	143 5 3	..	..	1 17	.. ..	..	2 40	..	..	3,000	
	664	Haast Pass Track	714	622 6 0	..	..	..	.. ..	..	..	..	40 0	..	
		Carried forward	5,916	3,413 19 11	..	1 16	4 77	.. ..	31 0	3 40	31 0	40 0	8,500	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	5,916	3,413 19 11	..	1 16	4 77	..	..	31 0	3 40	31 0	40 0	8,500	
		Settlement Roads, Bridges, etc.—*continued.*													
		Westland—continued.													
91	665	Whitcombe Valley Track (Kokatahi) ..	1,293	964 5 10	..	..	10 40	..	..	..	..	..	..	5,000	Benching.
	666	Kanieri Forks–Kanieri Lake	90	34 9 0	..	..	..	..	..	..	..	..	..	..	Protective works done by Westland County.
	667	Woodstock–Mahinapua	1,000	799 13 9	..	1 44	..	..	..	..	..	..	..	1,000	
	668	Dawson's Road	156	104 12 6	..	0 78	..	..	..	..	..	..	..	2,000	Also drained and metalled from Kokatahi Road to Raft Creek.
	669	Turnbull River Road	250	70 16 5	..	..	..	..	..	1 0	..	..	..	1,000	
	670	Block 112, Kokatahi (Cropp's Road).. ..	393	229 6 9	..	0 5	..	..	..	..	..	..	..	500	
	671	Cook's River (Upper)	250	106 0 7	..	..	..	..	..	..	6 0	..	..	1,000	
	672	Waitaha River bridges and approaches ..	200	..	..	..	..	..	..	..	..	..	..	..	Work being done by Westland County.
	673	Lake Wahapo–Waitangi River (widening) ..	300	..	..	..	..	..	..	..	..	..	..	..	Ditto.
	674	Hungerford's Bridge (repairs)	150	..	..	..	..	..	..	..	..	..	..	..	"
	675	Hunt's Beach–Makawhio	150	..	..	..	..	..	..	..	..	..	..	..	
	676	Otira River, wire footbridge	150	..	..	..	..	..	..	..	..	..	..	..	
	677	Cook's Valley–Karangarua	500	..	..	..	..	..	..	..	..	..	..	..	
	678	Hokitika–Christchurch	3,625	2,585 5 1	..	..	..	..	..	..	..	42 0	..	..	See also same Item under Canterbury, and Vote 92, Item 187.
	679	Miscellaneous and Engineering	100	76 13 0	..	..	..	..	..	..	..	..	..	..	Travelling-expenses, inspection, &c.
		Total, Westland	14,523	8,385 2 10	..	3 63	15 37	..	..	32 0	9 46	73 0	40 0	19,000	
		Canterbury.													
	678	Hokitika–Christchurch	..	1,295 19 6	..	..	..	..	..	..	..	50 0	..	..	See also same Item under Westland, and Vote 92, Item 187.
	680	Oxford Bush Road extension	300	..	..	..	..	..	..	..	..	..	..	..	
	681	Ashley Bridge (to account)	1,000	1,000 0 0	..	..	..	..	..	..	..	..	..	..	Protective works to, and redecking bridge.
	682	Waimakariri–Ashley irrigation	2,200	1,011 5 2	..	..	..	..	..	..	..	..	..	..	7 miles 41 chains of main branch water-race constructed, and four miles distributing-channels.
	683	Ashley Gorge Drain	50	..	..	..	..	..	..	..	..	..	..	..	
	684	Ashley Bridge protective works	150	..	..	..	..	..	..	..	..	..	..	..	
	685	Waipara–Cheviot	100	..	..	..	..	..	..	..	..	..	..	..	
	686	Selwyn Bridge (construction), £1 for £1 ..	500	..	..	..	..	..	..	..	..	..	..	..	
	687	Reserve 1496, Ashburton..	55	..	..	..	..	..	..	..	..	..	..	..	
	688	Ruapuna water-supply	100	..	..	..	..	..	..	..	..	..	..	..	
	689	Te Moana Gorge	120	120 0 0	..	..	..	..	..	2 20	..	..	..	..	
	690	Arowhenua Native Board	50	..	..	..	..	..	..	..	..	..	..	..	
	691	Orari Bridge (to account)	300	500 0 0	..	..	..	1	336	..	..	..	..	..	
	692	Opihi Bridge (to account)	300	..	..	..	..	..	..	..	..	..	..	..	
	693	Pukaki–Omarama	100	98 2 6	..	..	..	..	..	0 57	..	..	..	..	
		Carried forward	5,325	4,025 7 2	..	..	..	1	336	2 77	..	50 0	..	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	5,325	4,025 7 2	..	..	..	1 336	2 77	..	50 0	..	..	
		Settlement Roads, Bridges, etc.—*continued.*												
		Canterbury—continued.												
91	694	Fairlie–Pukaki	200	..	..	..	..	.. ..	..	..	..	..	..	
	695	Pukaki–Mount Cook	1,100	429 5 3	..	1 60	..	.. ..	..	..	..	..	..	
	696	Hooker Bridge	100	1 12 4	..	..	..	1 250	..	..	..	..	..	Works in progress.
	697	Tracks, Mount Cook and glaciers	600	157 8 2	..	..	..	.. ..	..	3 53	..	..	..	
	698	Mount Cook Hermitage	500	185 14 1	..	..	..	.. ..	..	..	..	..	..	Carting material, wages, &c.
	699	Forks River Bridge (Mt. Cook Road), (to account)	300	..	..	..	..	.. ..	..	..	..	..	..	
	700	Tengawai Stock Bridge (£1 for £1)	80	..	..	..	..	.. ..	..	..	..	..	..	
	701	Orari River protective works	100	..	..	..	..	.. ..	..	..	..	..	..	
	702	Tengawai (£1 for £1), Fraser's Road ..	100	30 0 0	..	0 30	..	.. ..	..	..	..	..	..	Also Fraser's Road included.
	703	Clement's Road	150	..	..	..	..	.. ..	..	..	..	..	..	
	704	Nukuroa–Studholme Junction	188	..	..	..	..	.. ..	1 6	..	..	..	..	Not yet paid for.
	705	Pareora Bridge (to account)	500	500 0 0	..	..	..	1 800	..	..	..	..	..	
	706	Village Settlements	50	*Cr.* 40 0 0	..	..	..	.. ..	..	..	..	..	..	
	707	Miscellaneous and Engineering	150	4 7 8	..	..	..	.. ..	..	..	..	..	..	Inspection, &c.
	708	Miscellaneous roads and bridges	2,000	..	..	..	..	.. ..	..	..	..	..	..	
		Total, Canterbury	11,443	5,293 14 8	..	2 10	..	3 1,386	4 3	3 53	50 0	..	..	
		Otago.												
	709	Kakanui Bridge, £1 for £1	500	..	..	..	..	.. ..	..	..	..	..	..	
	710	Connecting road, Block IX., Moeraki ..	300	300 0 0	..	0 58	..	.. ..	..	..	..	..	..	
	711	Kartigi Boad	300	154 16 0	..	1 40	..	.. ..	..	..	..	..	..	
	712	Port Road–Beach, Moeraki	300	100 0 0	..	0 50	..	.. ..	..	..	..	..	..	
	713	Section 4, Block VIII., Maruwhenua ..	260	252 7 5	1 20	1 20	..	.. ..	..	..	..	..	5,000	
	714	Livingstone–Kyeburn	200	127 2 0	..	..	..	.. ..	..	..	..	..	..	Repairs, &c., done under supervision of Mr. G. M. Barr, C.E.
	715	Runs 225e and 225t to 225z	200	..	..	..	..	.. ..	..	..	..	..	..	
	716	Dunback–Swinburn	500	400 0 0	..	..	..	.. ..	2 0	..	..	..	10,000	
	717	Hyde Bridge, Taieri River	100	..	..	..	..	.. ..	..	..	..	..	..	
	718	Taieri River Bridge, Kokonga (to account) ..	750	500 0 0	..	..	..	1 200	..	..	..	..	..	
	719	Run 206a, Naseby	350	150 0 0	..	3 59	..	.. ..	..	..	..	..	2,000	
	720	Run 206f, Maniototo	80	..	..	..	..	.. ..	..	..	..	..	..	
	721	Block XI., Maniototo	100	..	..	..	..	.. ..	..	..	..	..	..	
	722	Block XVI., Maniototo	50	..	..	..	..	.. ..	..	..	..	..	..	
	723	Lauder–Blackstone	300	300 0 0	..	..	..	.. ..	..	..	..	..	..	Work done previous year.
	724	Runs 219c, 306, 306a	400	400 0 0	..	4 54	..	.. ..	..	..	..	..	20,000	
	725	Upper Taieri and Rock and Pillar	700	200 0 0	..	1 20	..	.. ..	..	..	..	..	1,000	
	726	Waikouaiti Bridge	600	600 0 0	..	..	..	1 305	..	..	..	..	..	
	227	Waipahi Bridge (subsidy)	150	150 0 0	..	..	..	1 100	..	..	..	..	..	
	728	Ravensbourne	255	175 0 0	..	..	..	.. ..	3 0	..	..	..	..	
	729	Waitati	200	..	..	..	..	.. ..	..	..	..	..	..	
	730	Water of Leith protective works	300	150 0 0	..	..	..	.. ..	0 11	..	..	..	..	
	731	Gladstone–Upper Junction	250	250 0 0	..	..	..	.. ..	2 0	..	..	..	..	
		Carried forward	7,145	4,209 5 5	1 20	13 61	..	3 605	7 11	..	..	..	38,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	7,145	4,209 5 5	1 20	13 61	..	3	605	7 11	..	..	..	38,000	
		Settlement Roads, Bridges, etc.—*continued.*													
		Otago—continued.													
91	732	Puketiraki Station–Beach	450	409 19 2	..	1 10	..	..	..	..	..	..	..	..	
	733	Lower Harbour Road	150	..	..	..	..	..	..	..	..	..	..	..	
	734	Makaroa–Haast Valley	300	79 12 6	..	0 26	..	..	..	..	..	..	..	5,000	
	735	Roughridge–Poolburn–Tuapeka	100	100 0 0	..	2 5	..	..	..	..	..	..	..	1,000	
	736	Chatto Creek–Tinker's	300	..	..	..	..	..	..	..	..	..	..	..	
	737	Galloway Station–Ida Valley	500	..	..	..	..	..	..	..	..	..	..	..	
	738	Bendigo–Matakanui	300	..	..	..	..	..	..	..	..	..	..	..	
	739	Ophir District water-supply	300	..	..	..	..	..	..	..	..	..	..	..	
	740	McCabe's Coalpit–Gibbston	150	100 0 0	..	2 0	..	..	..	..	..	..	..	..	
	741	Kyeburn District	500	500 0 0	..	..	..	..	..	5 0	..	..	..	10,000	
	742	Tracks, &c., Hawea Lake	300	300 0 0	..	..	..	..	..	7 12	..	..	..	6,000	
	743	Tracks, head of Lake Wakatipu	500	95 15 0	..	..	2 0	..	..	..	..	..	..	2,000	
	744	Lower Hawera and Lower Wanaka.. ..	75	71 19 0	..	..	..	..	..	..	..	..	..	..	Sinking well at Hawea Flat.
	745	Lake Wanaka steamer subsidy	50	..	..	..	..	..	..	..	..	..	..	..	
	746	Martin's Bay–Lake Wakatipu	150	60 0 0	..	..	..	..	..	..	8 0	..	..	1,000	
	747	Glendhu–Roy's Peninsula	100	100 0 0	..	0 15	..	..	..	..	..	..	..	1,300	
	748	Tracks to Western Sounds	2,300	1,355 5 0	..	..	..	..	..	..	..	..	..	..	Work under supervision of Chief Surveyor, Southland.
	749	Lake Te Anau–Sutherland Falls	500	391 7 5	..	..	..	..	..	..	..	..	..	..	Six small bridges built, and one repaired, &c., under Chief Surveyor, Southland.
	750	Hollyford Valley	200	159 0 0	..	..	0 15	..	..	..	8 0	..	..	10,000	
	751	Pembroke–Matukituki	200	..	..	..	..	..	..	..	..	..	..	..	
	752	Albert Burn Track	150	..	..	..	0 60	..	..	..	..	..	..	..	Not yet paid for.
	753	Ben Lomond Run	400	..	..	..	..	..	..	..	..	..	..	..	Work in progress, under Chief Surveyor, Southland.
	754	Lake Te Anau–Wakatipu	500	..	3 0	..	2 0	..	..	..	..	..	..	..	
	755	Peninsula Beach Road (prison labour) ..	235	13 13 3	..	..	..	..	..	..	..	..	..	..	Work done under supervision of Inspector of Prisons.
	756	Anderson's Bay Road	150	..	..	..	..	..	..	..	..	..	..	..	
	757	Otago Peninsula (B. II., from Section 60, through 71, &c.)	600	598 15 0	0 72	0 72	..	..	..	..	..	..	..	..	
	758	Peninsula Beach Road, Portobello	200	..	..	..	..	..	..	..	..	..	..	..	
	759	Maungatua and Waipori	200	..	7 0	..	..	..	..	..	..	..	..	..	In progress.
	760	Blair Taieri	100	..	..	..	..	..	..	..	..	..	..	..	
	761	Taieri Mouth Punt	135	135 0 0	..	..	..	..	..	..	..	..	..	..	Construction of punt.
	762	Blackhill–Main Dunedin	100	99 19 11	..	..	..	..	..	1 0	..	..	..	..	
	763	Beaumont and Rankleburn	600	376 13 5	..	1 25	..	..	..	..	..	..	..	10,000	
	764	Glenkenich	230	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	18,170	9,156 5 1	12 12	21 54	4 75	3	605	20 23	16 0	..	..	84,300	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	18,170	9,156 5 1	12 12	21 54	4 75	3 605	20 23	16 0	..	..	84,300	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Otago—continued.												
91	765	Matau Bridge (contribution)	450	300 0 0	..	..	..	1 60	..	..	..	..	..	
	766	Long Point Road	60	70 18 4	..	0 70	..	.. ..	..	..	3 0	..	1,000	
	767	Hunt's Road	105	53 19 3	..	..	..	.. ..	..	..	4 0	..	..	
	768	Barr's Road	140	31 17 8	..	0 20	..	.. ..	..	..	..	..	600	
	769	Cannibal Bay	130	128 6 5	..	..	..	.. ..	..	..	5 0	..	..	
	770	Catlin's Roads	250	202 0 3	1 40	0 40	..	.. ..	..	..	..	..	1,000	
	771	Block I., Catlin's	400	161 14 1	..	1 40	..	.. ..	..	..	..	..	1,000	
	772	Block IV., Catlin's District	90	..	..	..	..	.. ..	..	..	..	..	..	
	773	Catlin's and Tautukuku	80	..	..	..	..	.. ..	..	..	..	..	..	
	774	Tahaukupu	400	3 15 0	..	..	..	.. ..	..	..	1 0	..	..	
	775	Glenomaru (Block IV.)	400	204 9 9	..	0 56	0 40	.. ..	..	..	..	..	1,000	
	776	Glenomaru (Block V.)	100	95 12 0	..	0 40	..	.. ..	..	..	..	..	800	
	777	Catherwood's Road	250	61 4 0	2 40	1 20	0 70	.. ..	..	..	..	..	600	
	778	Glenomaru	400	275 8 10	..	0 20	..	.. ..	..	..	6 0	..	1,000	
	779	Glenomaru, Blocks III., IV., V., VII., X. ..	100	..	..	..	..	.. ..	..	..	..	..	..	
	780	Catlin's, Blocks I., II., IV.	200	..	..	..	..	.. ..	..	..	..	..	..	
	781	Woodlands Improved-farm Settlement ..	1,500	326 3 7	2 6	0 70	..	.. ..	..	..	..	..	3,000	
	782	Rimu	1,000	822 15 5	1 38	2 0	1 76	1 65	..	..	..	..	2,000	
	783	Woodlands (B. 2)	1,060	..	..	..	..	.. ..	..	..	..	..	..	
	784	Woodlands	700	420 7 7	3 23	2 33	..	.. ..	..	..	..	..	1,200	
	785	Owaka–Catlin's Lake	160	..	..	..	..	.. ..	..	..	..	..	..	
	786	Bridge over Tahakopa, Block XIII., Rimu ..	250	..	..	..	..	.. ..	..	..	..	..	..	
	787	Purakauti Stream	200	143 17 9	..	0 15	..	.. ..	..	..	..	..	500	
	788	Kaler's Road (felling)	160	157 15 4	..	..	..	.. ..	6 0	..	..	..	10,000	
	789	Owaea (Campbell's)	70	62 18 0	..	0 50	..	.. ..	..	..	..	..	..	
	790	Tautuku River landing-sheds, &c.	300	300 0 0	..	..	..	.. ..	..	..	..	..	..	Transfer to Item 798.
	791	Rimu, Block XIV.	300	..	..	..	..	.. ..	..	..	..	..	..	
	792	Rimu, Block XIII.	200	194 9 9	..	1 60	..	.. ..	..	..	..	..	1,000	
	793	Owaka Railway-station, £1 for £1	100	100 0 0	..	..	..	.. ..	0 40	..	..	..	..	
	794	Block VIII., Catlin's	250	102 16 4	0 40	0 40	..	.. ..	..	..	..	..	100	
	795	Ratanui–Whitehead	300	200 0 0	0 40	0 58	0 14	.. ..	..	..	..	..	1,000	
	796	Kaitia–Dairy Factory, Owaka	90	81 19 7	..	2 0	..	1 26	..	..	..	..	..	
	797	Warnock's Road	60	20 4 2	..	..	..	.. ..	..	..	3 0	..	500	
	798	Tautuku	600	130 18 11	0 15	0 42	..	.. ..	..	..	..	..	500	
	799	Pomahaka–Clutha	400	300 0 0	..	2 0	..	.. ..	..	..	..	..	10,000	
	800	Mouat's Saddle	200	..	..	..	..	.. ..	..	..	..	..	..	
	801	Pomahaka Bridge, Kelso (to account) ..	500	500 0 0	..	..	..	1 100	..	..	..	..	..	
	802	Pomahaka Bridge (Clydevale)	500	..	..	..	..	.. ..	..	..	..	..	..	
		Carried forward	30,625	14,609 17 1	24 14	39 8	8 35	7 856	26 63	16 0	22 0	..	121,100	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	30,625	14,609 17 1	24 14	39 8	8 35	7	856	26 63	16 0	22 0	..	121,100	
		Settlement Roads, Bridges, etc.—*continued.*													
		Otago—continued.													
91	803	Waikawa-Catlin's	2,700	1,655 11 9	..	..	..	..	..	6 0*	..	30 0	..	..	* Southland end; also roads, Waikawa District.
	804	Leithen Bush Track	200	..	..	..	..	..	..	..	..	..	..	..	
	805	Waipati Improved-farm Settlement.. ..	1,800	1,636 5 1	0 49	4 42	..	..	..	..	..	..	..	3,000	
	806	Purchase of roads	400	15 0 0	..	0 20	..	..	..	..	..	..	..	500	
	807	Village settlements	300	78 15 3	..	0 16	1 10	1	28	..	..	..	..	600	Taieri Mouth Village Settlement.
	808	Miscellaneous and Engineering	550	11 14 4	..	0 40	..	..	..	..	..	..	..	..	
		Total, Otago	36,575	18,007 3 6	24 63	44 46	9 45	8	884	32 63	16 0	52 0	..	125,200	
		Southland.													
	809	Main North Road, £1 for £1	500	..	..	..	..	..	..	..	..	..	..	..	
	810	Reaby Retreat	100	100 0 0	..	..	..	..	..	..	..	..	..	..	Work done last year.
	811	Makarewa-Grove Bush	150	150 0 0	..	..	..	..	..	..	..	..	..	300	"
	812	Otapiri	200	200 0 0	..	..	..	..	..	..	..	..	..	2,000	"
	813	Wallacetown-Spar Bush and Waimatuku Flat..	200	..	..	0 75	..	..	..	..	..	..	..	..	Work done by Southland County not yet paid for.
	814	Campbelltown	300	266 17 7	..	1 78	..	..	..	..	..	..	..	..	Also clearing and culverts.
	815	Waikawa District	1,150	484 16 5	0 8	0 61½	..	1	..	1 12	..	..	..	..	
	816	Bluff Road	400	200 0 0	..	1 41	..	..	..	..	..	3 0	..	..	
	817	Waikawa-Wyndham Valley	400	717 5 5	2 20	1 21	..	..	..	..	..	..	..	2,000	
	818	Oteramika	300	200 0 0	..	..	..	..	..	..	..	..	..	1,500	Work done last year.
	819	Kingswell Creek-Seaward Bush, £1 for £1 ..	200	9 16 6	1 0	0 25	..	..	..	..	..	..	..	..	
	820	Hedgehope-Mataura	200	200 0 0	..	..	..	..	..	..	..	..	..	..	"
	821	Mabel District	300	100 0 0	..	0 50	..	..	..	..	..	2 20	..	200	
	822	Eyre Creek Bridge	300	..	..	..	..	..	..	..	..	..	..	..	Bridge under contract.
	823	Mokoreta, Blocks VII. and IX., £1 for £1 ..	100	..	..	1 40	..	..	..	..	..	..	..	1,400	Not yet paid for.
	824	Invercargill Hundred	200	150 0 0	..	3 0	..	..	..	..	..	3 0	..	..	
	825	Invercargill Hundred, Blocks XVII., XX. ..	300	200 0 0	0 52	0 10	..	..	..	1 42	..	..	..	..	
	826	Invercargill Hundred, Block XV.	100	..	..	0 5	..	..	..	..	..	..	..	200	
	827	Invercargill Hundred, Block X.	200	199 15 0	..	1 59	..	..	..	..	..	0 25	..	240	
	828	Invercargill Hundred, Block XXII. ..	200	..	..	..	..	..	..	..	..	..	..	60	
	829	Invercargill Hundred, Block XXIII. ..	200	199 1 1	..	1 49½	..	..	..	1 10	..	..	..	1,400	See also Vote 113, Item 113.
	830	Waikiwi	20	..	..	..	..	..	..	..	..	..	..	..	
	831	Dipton-Balfour	300	100 0 0	..	1 12½	..	..	..	..	..	..	..	1,500	
	832	Waimumu Bridge	100	100 0 0	..	0 3	..	1	56	..	..	..	..	..	
	833	Southland Bridge and Fortrose Jetty (flood damages)	800	800 0 0	..	..	..	..	..	..	..	..	..	..	Work done last year.
	834	Argyle Bridge..	125	..	..	..	..	..	..	..	..	..	..	..	
		Carried forward	7,345	4,377 12 0	4 0	16 50½	..	2	56	3 64	..	8 45	..	10,800	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	7,345	4,377 12 0	4 0	16 50½	..	2 56	3 64	..	8 45	..	10,800	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*												
		Southland—continued.												
91	835	Woodend	100	100 0 0	..	0 53	..	.. ..	..	..	..	..	..	
	836	Clark's Road, Greenhills..	100	100 0 0	..	0 50	..	.. ..	..	..	..	..	200	
	837	Myross Bush	100	..	..	0 40	..	.. ..	..	..	..	..	..	Not yet paid for.
	838	Main East Road, near Invercargill	100	100 0 0	..	..	..	.. ..	0 27	..	..	..	..	
	839	Miller's Road, Hedgehope	100	100 0 0	..	0 40	..	.. ..	..	..	..	..	..	
	840	Invercargill–Tisbury	400	400 0 0	..	..	..	.. ..	..	..	..	..	..	Work done last year.
	841	Tisbury–Waimatua	300	300 0 0	..	..	..	.. ..	2 40	..	..	..	..	
	842	Tisbury	200	200 0 0	..	..	..	.. ..	..	..	..	..	..	Work done last year.
	843	Haberfield's to beach	80	79 8 8	..	0 14½	..	.. ..	..	..	..	..	..	
	844	Waikawa–Otara	800	543 19 11	3 25	0 3	..	.. ..	6 0	..	..	..	5,000	
	845	Ackers Village	250	120 10 1	..	0 67	..	.. ..	0 34	..	..	..	..	
	846	Waikawa, Block VII.	200	92 11 6	1 07	0 46	..	.. ..	..	..	..	..	..	
	847	Mataura Island Dairy Factory–Pine Bush Railway-station	250	250 0 0	..	1 31	..	1 40	..	..	..	..	..	
	848	Mill Road–Makarewa (Block X., Sections 32, 33)	200	..	..	1 10	..	.. ..	..	..	..	..	..	Work done by Southland County not yet paid for.
	849	Waikawa Bridge	250	..	..	..	..	1 80	..	..	..	..	600	Ditto.
	850	Forest Hill	400	..	..	1 70	..	.. ..	..	..	..	..	200	"
	851	Forest Hill–McDonald	1,160	159 19 11	..	..	..	.. ..	..	..	..	..	..	Forest Hill Tramway.
	852	Seaward Bush	350	199 4 10	0 62	0 13	..	.. ..	1 66	..	..	..	100	Work done by Public Works Department.
	853	Toetoes, Block X.	200	..	..	..	..	.. ..	..	..	..	..	..	
	854	Waimatuku Bush	100	..	..	0 45	..	.. ..	..	..	..	..	300	Work done by Southland County not yet paid for.
	855	Longbush, Makarewa, Myross, and Wallacetown Township (£1 for £1)	200	..	..	..	..	.. ..	..	..	..	..	..	
	856	Kent Road	100	..	..	..	..	.. ..	..	..	..	..	50	
	857	Mataura–Winton and Channel	200	..	..	..	..	.. ..	..	..	..	..	..	
	858	Invercargill Hundred, Blocks XIV., and XV. ..	150	..	..	..	..	.. ..	..	..	..	..	..	
	859	Block XIV., Mokoreta	150	..	..	..	..	.. ..	..	..	..	..	..	
	860	Otapiri Bridge–Forest Hill District	150	..	..	..	..	.. ..	..	..	..	..	..	
	861	Hedgehope, Tipua, and Dunsdale Bridges ..	250	..	..	..	..	.. ..	..	..	..	..	..	
	862	Kingswell's Creek	200	..	..	..	..	.. ..	..	..	..	..	..	
	863	Centre Bush	100	..	..	..	..	.. ..	..	..	..	..	..	
	864	Block VIII., Winton Hundred	260	..	..	..	..	.. ..	..	..	..	..	5,000	
	865	Blocks X., XI., XII., and XIII., Waikawa District	300	..	..	..	..	.. ..	..	..	..	..	1,000	
	866	Motirenui	80	..	..	..	..	.. ..	..	..	..	..	..	
		Carried forward	15,125	7,123 6 11	9 14	25 53	..	4 176	14 71	..	8 45	..	23,250	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	15,125	7,123 6 11	9 14	25 53	..	4	176	14 ·71	..	8 45	..	23,250	
		Settlement Roads, Bridges, etc.—*continued.*													
		Southland—continued.													
91	867	Maclean's Road, Seaward Bush	70	..	..	..	..	..	..	..	..	..	..	..	
	868	Clifton–Tisbury	100	..	..	..	..	..	..	..	..	..	..	300	
	869	Tramway Road	150	..	..	..	..	..	..	..	..	..	..	..	
	870	Owari Bridge–Mokoreta Valley, £1 for £1 ..	20	21 10 6	..	..	..	..	..	..	..	..	..	..	Work done last year.
	871	Lynd's Bridge	100	100 0 0	..	..	1 24	..	..	..	..	..	..	..	
	872	Campbelltown Point	250	203 11 0	..	0 47	..	..	..	..	..	..	..	..	Also clearing and culverts.
	873	Makarewa Bridge	100	..	..	..	..	..	..	..	..	..	..	640	
	874	Centre Bush–Otapiri	75	..	..	..	..	..	..	..	..	..	..	..	
	875	Main North Road, Winton	150	..	..	..	..	..	..	..	..	..	..	..	
	876	Devereaux–East Winton	50	..	..	..	..	..	..	..	..	..	..	200	
	877	Outfall drainage, Otataia	80	..	..	..	..	..	..	..	..	..	..	..	
	878	Section 795, Hokonui	50	..	..	..	..	..	..	..	..	..	..	..	
	879	Hedgehope, Titipua, and Dunsdale Bridges ..	250	..	..	..	..	..	..	..	..	..	..	..	
	880	Makarewa–Hedgehope Flood-channel ..	300	..	..	..	..	..	..	..	..	..	..	..	
	881	Heddon Bush Road	100	..	..	..	..	..	..	..	..	..	..	..	
	882	Line of Hundreds	250	..	..	..	..	..	..	..	..	..	..	..	
	883	Heathfield Improved-farm Settlement ..	500	328 7 4	..	0 10	..	..	..	..	..	..	..	500	Also advances for building and grass-seed.
	884	Haldane Improved-farm Settlement ..	650	766 1 4	..	0 16	..	..	..	..	..	..	..	300	Felling, grassing, advances, &c.
	885	Waikawa Improved-farm Settlement ..	800	482 1 9	0 40	0 13	..	..	..	..	..	..	..	400	Bushfelling.
	886	Moturimu Improved-farm Settlement ..	400	129 0 9	..	..	..	..	..	..	..	..	..	200	Bushfelling, houses, &c.
	887	Papatotara Improved-farm settlement ..	400	34 11 10	..	..	..	..	..	..	..	..	..	300	Work done last year.
	888	Black Creek Bridge and road	200	..	..	..	..	..	..	..	..	..	..	..	
	889	Small Grazing-run 23	50	..	..	..	..	..	..	..	..	..	..	..	
	890	Longwood (XVI. and I.)	300	41 0 8	..	0 43	..	..	..	..	..	..	..	..	Block I., 3,350 cubic yards formation, 1,423 cubic yards gravelling, brick and concrete culverts.
	891	Lillburn	260	190 18 9	..	..	..	..	..	..	..	..	..	..	Ferry service, stores, repairs, &c.
	892	Avondale Saddle	100	..	..	0 31	..	..	..	1 46	..	..	..	..	Work done by Wallace County, not yet paid for.
	893	Mararoa Bridge	250	228 19 0	0 40	0 38	..	..	..	..	..	..	..	..	
	894	Orepuki–Wairaurahiri	500	97 15 10	0 53	0 46	..	..	..	..	..	..	..	..	
		Carried forward	21,630	9,747 5 8	10 67	28 57	1 24	4	176	16 37	..	8 45	..	26,090	

Table 49.—STATEMENT showing the EXPENDITURE and WORK DONE on ROADS, &c., under the Control of the DEPARTMENT OF LANDS AND SURVEY, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	21,630	9,747 5 8	10 67	28 57	1 24	4	176	16 37	..	8 45	..	26,090	
		SETTLEMENT ROADS, BRIDGES, ETC.—*continued.*													
		Southland—continued.													
91	895	Waiau Bridge, Clifden (to account)	405	4 1 0	..	..	..	..	..	..	..	..	..	..	
	896	Clifden Ferry–Eastern Bush (Limestone Gorge)	100	100 0 0	..	..	..	..	..	..	..	..	..	2,000	Work done last year.
	897	Lonaker's Settlement	250	250 0 0	0 40	0 74	..	..	..	..	..	..	..	150	105 chains clearing, stumping, culverts, and one 12 ft. bridge. Wallace County contributed £80.
	898	Longwood (XV., XVI., XVII.)	800	258 11 6	..	2 56	..	..	..	1 54	..	..	..	260	Work done by Wallace County.
	899	Lower Waiau Ferry	250	50 0 0	..	..	..	..	..	..	..	..	..	..	Ferry service.
	900	Orawia–Clifden	250	..	..	..	..	..	..	..	..	..	..	..	
	901	Clifden–Redcliff Creek	300	..	..	..	..	..	..	..	..	..	..	..	
	902	Fairfax Bridge (to account)	250	..	..	..	..	..	..	..	..	..	..	..	
	903	Orepuki–Waiau	400	..	..	..	..	..	..	..	..	..	..	..	
	904	Mossburn–Te Anau	500	500 0 0	..	1 37½	..	..	..	1 14	..	..	..	14,000	Also, cutting and 2,155 cubic yards gravel work done by Wallace County.
	905	Manapouri–Te Anau	250	24 3 6	0 30	3 51	..	..	..	..	..	..	..	2,000	
	906	Manapouri–Dusky Sound	1,000	247 7 7	..	..	..	..	..	..	..	..	..	100,000	Completion of exploration by Mr. Wilmot.
	907	Te Anau–George Sound	500	4 11 2	..	..	..	..	..	..	..	..	..	100,000	Stores for roadmen and inspection.
	908	Half-moon Bay Wharf	100	..	..	..	..	..	..	..	..	..	..	..	
	909	Purchase of roads	100	..	..	..	..	..	..	..	..	..	..	2,000	
	910	Village Settlements	250	*Cr.* 36 5 0	..	..	..	..	..	..	..	..	..	100	
	911	Miscellaneous and Engineering	300	90 19 4	..	*1 18	..	..	..	..	..	..	..	1,000	* Road in Block IV., Longwood, and work done last year on Tanner's Road, Winton.
		Total, Southland	27,620	11,240 14 9	11 57	38 53½	1 24	4	176	19 25	..	8 45	..	247,600	
		General.													
	912	Co-operative work for unemployed	1,168	..	..	..	..	..	..	..	..	..	..	..	
	913	Advances to co-operative workmen	250	10 0 0	..	..	..	..	..	..	..	..	..	..	For building huts.
	914	Schools on improved-farm settlements ..	150	53 13 0	..	..	..	..	..	..	..	..	..	..	Timber for school buildings.
	915	Works unprovided for	440	109 18 9	..	0 36	..	..	..	0 16*	..	..	..	..	* Metalling, also 56 ft. culverts on Martin's Road. Work done by Hutt County.
		Carried forward	2,008	173 11 9	..	0 36	..	..	..	0 16	..	..	..	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	2,008	173 11 9	..	0 36	..	.. ..	0 16	..	..	..	..	
		Settlement Roads, Bridges, etc.—*continued.*												
		General—continued.												
91	916	Flood-damages, £1 for £1	20,000	5,037 18 10	..	..	..	11 1,742	..	..	27 0	11 0	..	Grants to various counties for roads and bridges destroyed.
	917	Miscellaneous	460	633 8 8	0 52	..	0 57	.. ..	..	..	..	..	2,000	Grants to various counties.
	618	Miscellaneous roads and bridges in Native districts	500	140 14 11	..	..	..	.. ..	0 25	9 40	..	..	..	
	919	To new purchases Native lands	500	..	..	..	..	.. ..		..	..	..	..	
	920	Native Surveys	2,000	3,455 16 8	..	..	..	.. ..	..	..	..	..	..	
	921	Improved farms unprovided for	500	*Cr.* 10 0 0	..	..	..	.. ..	..	..	..	..	..	
	922	Village settlements	100	*Cr.* 43 0 0	..	..	..	.. ..	..	..	..	..	100	
		Total, General	26,068	9,388 10 10	0 52	0 36	0 57	11 1,742	0 41	9 40	27 0	11 0	2,100	
		District Totals.												
91		Auckland	108480	67,177 9 4	149 54	159 38½	53 22	21 1,214½	151 46½	30 22	976 22	253 74	271,700	
		Hawke's Bay	39103	13,671 4 10	..	25 79¾	28 52½	.. ..	2 65½	1 50	50 0	105 0	90,600	
		Taranaki	44979	34,654 12 4	89 71	51 66	21 58	9 846½	12 48	12 6	110 49	95 46	65,600	
		Wellington	87359	57,669 13 1	136 10	42 46½	105 66	17 1,573	69 68	0 76	330 65	300 11	1,243,125	
		Nelson	13072	9,913 19 5	7 2	9 12	7 68	.. ..	1 40	..	110 55	..	12,000	
		Marlborough	15050	6,509 19 10	2 2	15 43½	44 11½	.. ..	1 73½	0 40	20 0	49 0	55,000	
		Westland	14523	8,385 2 10	..	3 63	15 37	.. ..	32 0	9 46	73 0	40 0	19,000	
		Canterbury	11443	5,293 14 8	..	2 10	..	3 1,386	4 3	3 53	50 0	..	..	
		Otago	36575	18,007 3 6	24 63	44 46	9 45	8 884	32 63	16 0	52 0	..	125,200	
		Southland	27620	11,240 14 9	11 57	38 53⅓	1 24	4 176	19 25	..	8 45	..	247,600	
		General	26068	9,388 10 10	0 52	0 36	0 57	11 1,742	0 41	9 40	27 0	11 0	2,100	
		Total, Vote 91	424272	241,912 5 5	421 71	394 33¾	288 41	73 7,822	328 73½	84 13	1808 76	854 51	2,129,925	
		Government Loans to Local Bodies.—Roads, etc., to open up Crown Lands.												
		Auckland.												
113	1	Takahue Block	200	15 10 0	..	0 20	0 23	.. ..	..	..	2 0	..	..	
	2	Maungataniwha Block	17	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	3	Maungataniwha (VI. Block)	120	..	..	..	..	.. ..	..	..	..	..	..	"
	4	Takahue–Whangape Blocu	1,136	841 11 2	..	2 15	..	2 87	..	..	..	12 0	..	
	5	Waipoua Block	106	101 7 11	..	..	..	.. ..	7 22	..	..	..	..	
	6	Blocks XIV., XV., Punakitere; I., II., Tutamoe	500	..	..	..	..	.. ..	..	..	..	..	..	"
	7	Ruapekapeka Block	119	51 3 4	..	..	0 50	.. ..	..	..	..	10 0	..	
		Carried forward	2,198	1,009 12 5	..	2 35	0 73	2 87	7 22	..	2 0	22 0	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Brought forward	2,198	1,009 12 5	..	2 35	0 73	2	87	7 22	..	2 0	22 0	..	
		Government Loans to Local Bodies.—Roads, etc., to open up Crown Lands—*continued.*													
		Auckland—continued.													
113	8	Motatau Block	26	21 18 7	..	..	0 34	..	..	..	..	..	..	3,000	
	9	Opuawhanga–Whangarei No. 1 Block ..	24	..	..	..	..	..	..	..	..	..	..	..	
	10	Opuawhanga No. 1 Block	300	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	11	Ngunuru Block	110	..	..	..	..	..	..	..	..	..	..	2,000	
	12	Blocks XI., XII., XV., XVI., Mangakahia ..	2,000	..	..	..	..	..	..	..	..	..	..	20,000	"
	13	Waipu (VI., VII.) Block	300	..	..	..	..	..	..	..	..	..	..	3,000	"
	14	Tokatoka Swamp Block	84	81 8 2	..	..	..	..	..	..	..	..	..	11,000	
	15	Pakiri Block	11	11 0 0	..	..	1 14	1	50	..	..	5 0	..	..	
	16	Tauhoa Block..	69	..	..	..	..	..	..	..	..	..	..	1,000	
	17	Ahuroa Block..	68	..	..	..	..	..	..	..	..	6 0	..	..	Not yet paid for.
	18	Auckland Special-settlement Block ..	883	613 10 1	1 60	..	2 14	2	60	..	5 33	5 0	..	..	
	19	Maropiu Block	435	100 0 0	..	..	..	..	..	..	..	..	..	..	Work in progress.
	20	Maungaru Block	460	..	..	..	..	..	..	..	..	..	..	4,368	Work authorised.
	21	Avoca Block	103	103 3 7	..	0 25	..	..	..	..	..	..	..	..	
	22	Opanake Block	100	..	..	..	..	..	..	..	..	..	..	800	"
	23	Taupiri Block..	366	42 4 0	2 0	..	0 50	..	..	..	..	..	2 0	..	
	24	Karioi Alexandra Block	730	729 18 7	..	..	..	..	..	..	..	..	..	..	The work on this is included with the Waitahuna–Aotea Road.
	25	Awaroa No. 2 Block	200	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	26	Kohuruhuru Block	300	..	..	..	..	..	..	..	..	..	..	2,000	"
	27	Karioi Block	55	..	..	..	..	..	..	..	..	..	..	..	
	28	Paekotare Block	80	..	..	..	..	..	..	..	..	..	..	800	"
	29	Kaimarama Block	54	54 6 10	..	..	2 0	..	..	..	..	..	..	..	
	30	Waiawa Block	640	200 0 0	..	..	..	..	..	..	..	..	..	..	Work in progress.
	31	Mamaku Block	200	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	32	Umurua Block	280	..	..	..	..	..	..	..	..	..	..	..	"
	33	Taumata Block	428	..	..	..	..	..	..	..	..	..	..	3,000	"
	34	Blocks IV. and VII., Pirongia	100	..	..	..	..	..	..	..	..	..	..	..	"
		Total, Auckland	10,604	2,967 2 3	3 60	2 60	7 25	5	197	7 22	5 33	18 0	24 0	50,968	
		Hawke's Bay.													
	35	Hikurangi Block	171	146 19 3	..	..	2 8	..	..	..	..	..	..	3,000	
	36	Huirau Block..	500	..	..	..	..	..	..	..	..	..	..	..	Work authorised. Authority not yet issued.
		Carried forward	671	146 19 3	..	..	2 8	..	..	..	..	..	..	3,000	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								No.	Length. Ft.						
			£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		3282 Brought forward	671	146 19 3	..	..	2 8	..	..	..	..	..	..	3,000	
		Government Loans to Local Bodies.—Roads, etc., to open up Crown Lands—*continued.*													
		Hawke's Bay—continued.													
113	37	Waikohu–Matawai and Motu	2,000	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	38	Ruakituri Block	49	38 15 8	..	..	..	..	..	..	2 0	..	..	..	
	39	Waiau Block	300	..	..	..	..	..	..	..	..	..	..	..	
	40	Whakarara Block	38	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	41	Ruahine Block	516	497 13 10	..	1 8	..	..	..	..	..	..	..	2,400	
	42	Umutaoroa Block	71	..	..	..	..	..	..	..	..	..	..	..	
		Total, Hawke's Bay	3,645	683 8 9	..	1 8	2 8	..	..	..	2 0	..	..	5,400	
		Taranaki.													
	43	Okoke Block	364	304 10 10	3 0	..	2 5	..	..	..	..	..	5 0	..	
	44	Oxford Association Block	387	..	..	..	..	..	..	..	..	..	..	..	
	45	Lepperton Block	270	202 18 4	..	..	..	1	44	..	..	..	..	..	Clearing slips, &c.
	46	Moanatairi Block	300	..	..	..	..	..	..	..	..	..	..	..	
	47	Toro (Section 23, B. IV., Huiroa) Block ..	115	..	..	..	..	..	..	..	..	..	..	..	Work authorised. [See also 91/376.]
	48	Waikiekie Block	150	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	49	Wangaere Block	40	40 1 6	..	..	..	..	..	..	..	..	..	..	
	50	Ross Block	268	210 17 4	1 24	..	1 24	..	..	..	..	..	4 0	..	
	51	Manganui Block	38	37 14 4	..	0 20	..	..	..	..	..	..	..	..	
	52	Autawa Block	255	49 5 5	9 0*	..	0 25	..	..	..	..	..	..	..	* Ridge.
	53	Gatton Block..	10	4 13 8	..	..	..	..	..	..	..	..	4 0	..	
	54	Puniwhakau Block	670	930 6 9	5 8	..	3 74	7	166	..	2 9	..	3 64	..	
	55	Terrace End Block	447	447 5 7	2 0	..	1 30	..	..	..	..	..	6 40	..	
	56	Patua (Egmont V., VII., XI.) Block ..	500	404 2 11	..	..	2 3	..	..	..	..	..	..	..	
	57	Egmont (VI.) Block	149	30 19 3	..	0 4	..	..	..	..	..	..	..	..	
	58	Kaupokonui Block	54	30 0 0	..	0 40	..	..	..	..	..	..	..	..	
	59	Rangiwhakaoma Block	300	..	..	..	..	..	..	..	..	..	..	..	
	60	Kaitangiwaenua No. 2 Block	971	971 12 2	1 16	0 37	4 40	3	131	..	..	2 30	11 17	8,500	
	61	Opaku–Kapara Block	501	303 2 0	..	..	0 20	..	..	..	..	..	10 0	..	
	62	Rawhitiroa Block	496	..	..	..	..	..	..	..	..	..	..	..	
	63	Whenuakura Block	500	..	..	..	..	..	..	..	..	..	..	..	
	64	Makahu Block	300	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
		Total, Taranaki	7,085	3,967 10 1	21 48	1 21	15 61	11	341	..	2 9	2 30	44 41	8,500	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								No.	Length. Ft.						
		Government Loans to Local Bodies.—Roads, etc., to open up Crown Lands—*continued.*	£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Wellington.													
113	65	Te Ngaue No. 2 Block	286	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	66	Momahaki Village-settlement Block	55	5 8 0	..	..	..	..	..	..	..	2 20	..	..	
	67	Te Ngaue Block	167	..	..	..	..	..	..	..	..	..	..	..	
	68	Waimarino (No. 2) Block	28	..	..	..	..	..	..	..	..	..	..	..	
	69	Clifton Block	742	741 18 9	3 29	1 78	0 40	..	..	..	..	2 40	4 30	..	16,372 sup. ft. sawn timber.
	70	Kaiteke Block	700	76 19 9	..	..	..	..	..	..	..	..	9 49	50,000	
	71	Wanganui Block	487	325 15 5	0 49	0 40	1 34	..	..	..	..	0 40	1 34	5,000	
	72	Manganui and Ruapehu Block	200	66 13 1	..	0 41	..	..	..	..	..	0 41	..	..	
	73	Gladstone Block	500	533 17 4	..	..	3 53	..	..	..	..	..	7 50	5,000	200 lineal feet culverts.
	74	Te Kapua Block (Sommerville and Palmerston N. Knights of Labour)	380	379 19 8	2 62	..	3 53	..	..	..	..	..	22 0	10,000	160 lineal feet culverts.
	75	Pukeokahu (IX.) Block	400	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	76	Ohinewairua Block	1,700	211 7 9	9 59	0 34	..	..	..	..	..	1 54	0 16	10,000	40 lineal feet culverts.
	77	Hautapu, Blocks I., V., VI., IX., and X.; Tereraukawa, Blocks IV. and VIII.	400	..	..	..	..	..	..	..	..	..	..	..	Work authorised.
	78	Hautapu, Block VIII.; Ruahine, Blocks V., IX., and X.	300	..	..	..	..	..	..	..	..	..	..	..	"
	79	Pukeokahu, Blocks VIII. and X.; Ohinewairua, Block XVI.; Hautapu, Block IV.; Ruahine, Block I.	300	..	..	..	..	..	..	..	..	..	..	..	"
	80	Pohangina Block	15	15 8 0	..	..	..	..	..	..	..	..	..	..	
	81	Kawatau Block	1,162	598 8 4	..	..	1 65	..	..	..	..	..	..	..	Culverts, slips, and road-grassing.
	82	Hautapu–Ruahine Block	164	..	..	..	..	..	..	..	..	..	..	..	*Vide* 91/462.
	83	Hautapu No. 2 Block	486	466 14 11	1 30	..	..	..	..	..	..	..	..	..	*Vide* 91/465.
	84	Umutoi Block	235	235 8 2	..	..	..	..	..	..	..	..	2 23	..	*Vide* 91/463.
	85	Kaiparoro Block	57	50 0 0	..	..	..	..	..	0 40	..	..	..	..	Metalling Parkville Central Road by Eketahuna Road Board.
	86	Kakariki Block	21	20 18 4	..	..	..	..	..	..	..	..	..	..	
	87	Te Mara Block	194	150 0 7	..	..	..	..	..	..	..	..	..	..	*Vide* 91/516. Bushfelling, clearing, slips, &c.
	88	Pupetoi–Aohanga Block	31	16 12 6	..	..	..	..	..	..	..	..	..	..	*Vide* 91/510 and 91/525.
	89	Kaiparoro No. 2 Block	50	50 0 0	..	..	..	..	..	..	..	..	..	..	Work done by Eketahuna Road Board.
	90	Dannevirke–Centennial Block	500	135 9 5	..	..	..	..	..	..	..	..	..	..	Scrubfelling, temporary bridge, culverts, &c.
	91	Kaitangata Block	60	60 7 5	..	..	..	..	..	..	..	..	..	..	Bushfelling and slips.
		Total, Wellington	9,620	4,141 7 5	17 69	4 3	11 5	..	..	0 40	..	7 35	47 42	80,000	
		Marlborough.													
	92	Hundalee Block	6,008	5,996 6 0	..	..	..	..	..	..	..	..	..	38,329	See also Vote 91, Item 648.
		Total, Marlborough	6,008	5,996 6 0	..	..	..	..	..	..	..	..	..	38,329	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								No. Length. Ft.						
		Government Loans to Local Bodies.—Roads, etc., to open up Crown Lands—*continued.*	£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Canterbury.												
113	93	Bloomfield Block	300	..	..	..	..	.. ..	..	..	..	..	847	Work authorised.
	94	Ruapuna Block	31	..	..	..	..	.. ..	..	..	..	..	..	Works in progress.
		Total, Canterbury	331	..	..	..	..	.. ..	..	..	..	..	847	
		Otago.												
	95	Catlin's Block II.	23	23 18 0	..	..	..	.. ..	0 18	..	..	..	..	
	96	Glenomaru (III., IV., V., VII., X.) Block	48	..	..	..	..	.. ..	..	..	..	..	..	
	97	Catlin's (IV., V., VII., VIII.) Block	1,057	316 11 2	2 29	1 40	1 0	.. ..	..	..	..	..	2,000	
	98	Tiger Hill Block	65	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	99	Lauder–Tiger Hill Block	700	..	..	..	..	.. ..	..	..	..	..	..	
	100	Lower Wanaka Block	101	..	..	..	..	.. ..	..	..	..	..	..	
	101	Teviot Block	166	..	..	..	..	.. ..	..	..	..	..	..	
	102	Beaumont Block	300	..	..	..	..	.. ..	..	..	..	..	..	
	103	Swinburn Farm-homestead Block	88	..	..	..	..	.. ..	..	..	..	..	..	
	104	Maniototo No. 2 Block	300	300 0 0	..	2 69	..	.. ..	3 39	..	..	..	6,000	
	105	Naseby No. 2 Block	313	..	..	..	..	.. ..	..	..	..	..	..	
	106	Blackstone–Gimmerburn Block	500	200 0 0	..	1 16	..	.. ..	1 40	..	..	..	12,000	
	107	Maniototo No. 3 Block	200	..	..	..	..	.. ..	..	..	..	..	..	
	108	Lauder–Blackstone Block	76	..	..	..	..	.. ..	..	..	..	..	..	
	109	Gimmerburn Block	350	..	..	..	..	.. ..	..	..	..	..	..	
		Total, Otago	4,287	840 9 2	2 29	5 45	1 0	.. ..	5 17	..	..	..	20,000	
		Southland.												
	110	Mokoreta Block	1,057	..	..	..	..	.. ..	..	..	..	..	7,400	Work in progress.
	111	Waikawa–Otara Block	15	13 13 0	..	..	..	.. ..	..	..	..	..	10,000	
	112	Oteramika Block	400	..	..	..	..	.. ..	..	..	..	..	5,000	
	113	Invercargill Hundred (XXIII.) Block	252	159 15 0	..	..	..	.. ..	..	..	..	..	1,000	See also Vote 91, Item 822
	114	Hokonui and Forest Hill Block	524	..	..	..	..	.. ..	..	..	..	..	2,000	Work in progress.
	115	Waikawa (II.) Block	150	..	..	..	..	.. ..	..	..	..	..	50	Work authorised.
		Total, Southland	2,398	173 8 0	..	..	..	.. ..	..	..	..	..	25,450	
		District Totals.												
113		Auckland	10,604	2,967 2 3	3 60	2 60	7 25	5 197	7 22	5 33	18 0	24 0	50,968	
		Hawke's Bay	3,645	683 8 9	..	1 8	2 8	.. ..	..	2 0	..	..	5,400	
		Taranaki	7,085	3,967 10 1	21 48	1 21	15 61	11 341	..	2 9	2 30	44 41	8,500	
		Wellington	9,620	4,141 7 5	17 69	4 3	11 5	.. ..	0 40	..	7 35	47 42	80,000	
		Marlborough	6,008	5,996 6 0	..	..	..	.. ..	..	..	..	..	38,329	
		Canterbury	331	..	..	..	..	.. ..	..	..	..	..	847	
		Otago	4,287	840 9 2	2 29	5 45	1 0	.. ..	5 17	..	..	..	20,000	
		Southland	2,398	173 8 0	..	..	..	.. ..	..	..	..	..	25,450	
		Total, Vote 113	43,978	18,769 11 8	45 46	14 57	37 19	16 538	12 79	9 42	27 65	116 3	229,494	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
		Land for Settlements.	£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Hawke's Bay—													
		Elsthorpe Settlement		812 9 9		3 54½								9,700	
		Ruareka Settlement		12 16 5											
		Total, Hawke's Bay		825 6 2		3 54½								9,700	
		Wellington—													
		Paparangi Settlement		528 2 8	2 58	1 60									Also 10 ft. bridge, culverts, and drain, and compensation for right-of-way.
		Total, Wellington		528 2 8	2 58	1 60									
		Marlborough—													
		Blind River Settlement		9 3 6		0 44									Work in progress.
		Omaka Settlement		62 7 0		0 8									20 ft. bridge, embankments, and metalling.
		Total, Marlborough		71 10 6		0 52									
		Westland—													
		Poerua Settlement		175 16 2		0 54								5,000	
		Total, Westland		175 16 2		0 54								5,000	
		Canterbury—													
		Studholme Junction Settlement		99 5 4											[12 ft. wide.
		Otaio Settlement		72 1 1		0 66									Shingling 46 chains,
		Roiniata Settlement		53 3 4						0 41					Also construction of two fords, and spreading 450 cubic yards gravel.
		Highbank Settlement		116 17 3		5 67									
		Wharenui Settlement		25 0 0		0 21									[water-race.
		Horsley Downs Settlement		223 10 11		2 57									Cutting 161 chains
		Marawiti Settlement		17 6 6											Also drains, water-races, &c.
		Hekeao Settlement		182 8 0		3 50									
		Total, Canterbury		789 12 5		13 21				0 41					
		Otago—													
		Puketapu Settlement		8 0 6											Cutting fences.
		Makareao Settlement		1,963 9 6		2 50									Also 2½ miles steel rails purchased.
		Ardgowan Settlement		15 18 0											Compensation and trimming hedges.
		Pomahaka Settlement		25 0 0											
		Tokorahi Settlement		1,429 7 5	9 13	9 13									Work done last year.
		Total, Otago		3,441 15 5	9 13	11 63									

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								No. Length. Ft.						
		Land for Settlements—*continued.*	£	£ s. d.	M. ch.	M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Southland—												
		Merrivale Settlement	..	121 14 2	..	0 6	..	.. ..	..	..	..	..	..	Also balance of work from previous year.
		Otahu Settlement	..	221 7 2	..	..	..	.. ..	..	..	..	..	..	181 chains channel cutting.
		Total, Southland	..	343 1 4	..	0 6	..	.. ..	..	..	..	..	..	
		District Totals—												
		Hawke's Bay	..	825 6 2	..	3 54½	..	.. ..	..	..	..	..	9,700	
		Wellington	..	528 2 8	2 58	1 60	..	.. ..	..	..	..	..	..	
		Marlborough	..	71 10 6	..	0 52	..	.. ..	..	..	..	..	..	
		Westland	..	175 16 2	..	0 54	..	.. ..	..	..	..	..	5,000	
		Canterbury	..	789 12 5	..	13 21	..	.. ..	0 41	..	..	..	..	
		Otago	..	3,441 15 5	9 13	11 63	..	.. ..	..	..	..	..	..	
		Southland	..	343 1 4	..	0 6	..	.. ..	..	..	..	..	..	
		Total, Land for Settlements ..	..	6,175 4 8	11 71	31 70½	..	.. ..	0 41	..	..	..	14,700	
		Cheviot—												
		Cheviot roads and surveys	..	3,274 5 2	..	5 16	..	.. ..	20 33	..	..	..	..	Survey expenditure included.
		Total, Cheviot	..	3,274 5 2	..	5 16	..	.. ..	20 33	..	..	..	..	
		Work done for the Mines Department—												
		Roads, etc., on Goldfields—												
		Nelson—												
92	1	Prospecting-track, Lyell–Larrys ..	..	85 0 0	..	..	..	.. ..	..	..	..	..	..	
	65	Wangapeka Track, from Rolling River to Kiwi Creek	..	146 9 6	..	..	..	.. ..	..	..	..	10 0	..	
	67	Tableland Horse-track	..	177 15 5	6 0	..	5 10	.. ..	..	..	..	..	..	
	80	Wangapeka–Wanganui	..	776 4 1	..	0 50	1 54	.. ..	16 0	..	..	..	..	Also ten miles foot-track constructed.
	98	Bridge, Landing Creek	..	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
	99	Bridge, Walker's Creek	..	..	..	..	..	.. ..	..	..	..	..	..	"
	100	Improving Ford, Granity Creek..	..	..	..	..	..	.. ..	..	..	..	..	..	"
	101	Bridge, Dee Creek	..	..	..	..	..	.. ..	..	..	..	..	..	"
	102	Mangles Bridge	..	248 0 8	..	..	..	.. ..	..	..	..	..	..	Works in progress.
	112	Belgrove–Westport–Reefton	..	1,714 1 8	..	..	..	.. ..	..	..	..	..	..	See also Vote 91, Item 587.
	146	Greenstone–Teremakau	..	118 12 6	..	..	..	.. ..	..	..	..	..	..	Works in progress.
	147	Bell Hill Road	..	..	..	..	..	.. ..	..	..	..	..	..	Work authorised.
		Total, Nelson	..	3,266 3 10	6 0	0 50	6 64	.. ..	16 0	..	..	10 0	..	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
		Work done for the Mines Department—*ctd.* Roads, etc., on Goldfields—*continued.*	£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Marlborough—													
92	155	Picton–Grove	..	165 6 3	1 60	0 12½	..	..	..	..	..	..	..	..	Also bush-clearing and five chains sea-wall.
		Total, Marlborough	..	165 6 3	1 60	0 12½	..	..	..	..	..	..	..	..	
		Westland—													
	1	Track, Ross Road to Ranges	..	199 12 6	..	..	4 27	..	..	..	..	..	..	8,000	
	156	Reefton–Hokitika–Ross	..	1,624 8 3	..	..	..	..	..	..	..	38 40	..	..	Also, protective works in Waimea Creek, £100.
	163	Drainage of Stafford Township	..	399 17 5	..	..	..	..	..	..	..	..	..	..	30 chains protective works.
	165	Construction, wire bridge German Gully Track, Arahura Riding ..	..	89 0 6	..	..	..	1	120	..	..	..	..	..	Wire foot-bridge.
	166	Pine-tree Road, Kanieri Riding ..	..	0 16 0	..	..	..	..	..	..	..	..	..		
	167	Kokotahi Road	..	202 17 11	..	..	..	1	46	..	..	..	..	..	Raft Creek Bridge.
	170	Karangarua Bridge approaches	..	2 5 0	..	..	..	..	..	..	..	..	..	..	
	175	New road Stafford–Awatuna	..	138 9 5	..	0 3	..	..	..	..	..	..	..	..	Also, compensation for land, £30.
	179	Continuation Waitotara–Bluff Track ..	..	194 4 8	..	..	2 30	..	..	..	..	..	..	..	
	180	Widening Cook's River Flat Road ..	..	366 11 6	..	0 42	..	1	30	..	..	..	..	8,000	
	181	Construction Okura River Ford Track ..	..	194 19 11	..	..	0 60	..	..	..	..	..	..	800	
	185	Okarito River Bridge	..	23 6 8	..	..	..	..	..	..	..	..	..	..	
	187	Hokitika–Jackson's	..	457 16 2	..	..	..	..	..	..	..	..	..	..	See also Vote 91, Item 678.
		Total, Westland	..	3,894 5 11	..	0 45	7 37	3	196	..	..	38 40	..	16,800	
		Otago—													
	198	Lawrence–Waipori Road	..	377 0 9	..	..	..	..	..	2 10	..	..	..	..	Work in progress by Tuapeka County.
	209	Lawrence–Clyde	..	1,000 0 0	..	..	..	..	..	1 62	..	..	..	..	Work in progress by Vincent and Tuapeka Counties.
		Total, Otago	..	1,377 0 9	..	..	..	..	..	3 72	..	..	..	..	
		Southland—													
	211	Clifden Bridge, Waiau River	..	..	..	..	..	..	..	..	..	..	..	..	
	212	Orepuki Block, Longwood	..	250 0 0	0 12½	0 36	..	..	..	0 25	..	..	..	..	
	213	Roads, Preservation Inlet	..	..	..	..	..	..	..	..	..	..	..	..	
	214	Waiau to Preservation Inlet	..	1,397 5 0	..	..	26 57	..	..	..	..	..	..	..	
	215	Tracks, Cromarty	..	..	..	..	..	..	..	..	..	..	..	..	
	216	Roads, Stewart Island	..	517 19 8	..	..	0 56	1	80	..	9 0	..	..	..	
		Total, Southland	..	2,165 4 8	0 12½	0 36	27 33	1	80	0 25	9 0	..	..	..	
		District Totals—													
		Nelson	..	3,266 3 10	6 0	0 50	6 64	..	..	16 0	..	..	10 0	..	
		Marlborough	..	165 6 3	1 60	0 12½	..	..	..	..	..	..	..	..	
		Westland	..	3,894 5 11	..	0 45	7 37	3	196	..	..	38 40	..	16,800	
		Otago	..	1,377 0 9	..	..	..	..	..	3 72	..	..	..	..	
		Southland	..	2,165 4 8	0 12½	0 36	27 33	1	80	0 25	9 0	..	..	..	
		Total, Work done for Mines Department	..	10,868 1 5	7 72½	1 63½	41 54	4	276	20 17	9 0	38 40	10 0	16,800	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
		SUMMARY No. 1.	£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Auckland District—													
1	..	Settlement Roads, Bridges, and other Works	..	67,177 9 4	149 54	159 38½	53 22	21	1,214½	151 46½	30 22	976 22	253 74	271,700	
113	..	Government Loans to Local Bodies Account ..	..	2,967 2 3	3 60	2 60	7 25	5	197	7 22	5 33	18 0	24 0	50,968	
		Total, Auckland	..	70,144 11 7	153 34	162 18½	60 47	26	1,411½	158 68½	35 55	994 22	277 74	322,668	
		Hawke's Bay District—													
91	..	Settlement Roads, Bridges, and other Works	..	13,671 4 10	..	25 79¾	28 52½	..	..	2 65½	1 50	50 0	105 0	90,600	
113	..	Government Loans to Local Bodies Account..	..	683 8 9	..	1 8	2 8	..	..	..	2 0	..	..	5,400	
		Land for Settlements Account	..	825 6 2	..	3 54½	..	..	..	..	..	..	..	9,700	
		Total, Hawke's Bay	..	15,179 19 9	..	30 62¼	30 60½	..	..	2 65½	3 50	50 0	105 0	105,700	
		Taranaki District—													
91	..	Settlement Roads, Bridges, and other Works	..	34,654 12 4	89 71	51 66	21 58	9	846½	12 48	12 6	110 49	95 46	65,600	
113	..	Government Loans to Local Bodies Account	..	3,967 10 1	21 48	1 21	15 61	11	341	..	2 9	2 30	44 41	8,500	
		Total, Taranaki	..	38,622 2 5	111 39	53 7	37 39	20	1,187½	12 48	14 15	112 79	140 7	74,100	
		Wellington District—													
91	..	Settlement Roads, Bridges, and other Works	..	57,669 13 1	136 10	42 46½	105 66	17	1,573	69 68	0 76	330 65	300 11	1,243,125	
113	..	Government Loans to Local Bodies Account	..	4,141 7 5	17 69	4 3	11 5	..	..	0 40	..	7 35	47 42	80,000	
		Land for Settlements Account	..	528 2 8	2 58	1 60	..	..	..	..	..	..	..	..	
		Total, Wellington	..	62,339 3 2	156 57	48 29½	116 71	17	1,573	70 28	0 76	338 20	347 53	1,323,125	
		Nelson District—													
91	..	Settlement Roads, Bridges, and other Works	..	9,913 19 5	·7 2	9 12	7 68	..	..	1 40	..	110 55	..	12,000	
92	..	Roads on Goldfields (Mines)	..	3,266 3 10	6 0	0 50	6 64	..	..	16 0	..	..	10 0	..	
		Total, Nelson	..	13,180 3 3	13 2	9 62	14 52	..	..	17 40	..	110 55	10 0	12,000	
		Marlborough District—													
91	..	Settlement Roads, Bridges, and other Works	..	6,509 19 10	2 2	15 43½	44 11½	..	..	1 73½	0 40	20 0	49 0	55,000	
113	..	Government Loans to Local Bodies Account..	..	599 6 6	..	..	..	..	..	..	..	..	..	38,329	
		Land for Settlements Account	..	71 10 6	..	0 52	..	..	..	..	..	..	..	..	
92	..	Roads on Goldfields (Mines	..	165 6 3	1 60	0 12½	..	..	..	..	..	..	..	..	
		Total, Marlborough	..	12,743 2 7	3 62	16 28	44 11½	..	..	1 73½	0 40	20 0	49 0	93,329	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued.*

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.				Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.		Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
		SUMMARY No. 1—*continued.*	£	£ s. d.	M. ch.	M. ch.	M. ch.	No.	Length. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
		Westland District—													
91	..	Settlement Roads, Bridges, and other Works	..	8,385 2 10	..	3 63	15 37	..	..	32 0	9 46	73 0	40 0	19,000	
		Land for Settlements Account	..	175 16 2	..	0 54	..	..	..	..	..	..	..	5,000	
92	..	Roads on Goldfields (Mines)	..	3,894 5 11	..	0 45	7 37	3	196	..	..	38 40	..	16,800	
		Total, Westland	..	12,455 4 11	..	5 2	22 74	3	196	32 0	9 46	111 40	40 0	40,800	
		Canterbury District—													
91	..	Settlement Roads, Bridges, and other Works	..	5,293 14 8	..	2 10	..	3	1,386	4 3	3 53	50 0	..	..	
113	..	Government Loans to Local Bodies Account..	..	..	..	..	..	..	..	..	..	..	..	847	
		Land for Settlements Account	..	789 12 5	..	13 21	..	..	..	0 41	..	..	..	..	
		Cheviot Roads and Surveys	..	3,274 5 2	..	5 16	..	..	..	20 33	..	..	..	..	
		Total, Canterbury	..	9,357 12 3	..	20 47	..	3	1,386	24 77	3 53	50 0	..	847	
		Otago District—													
91	..	Settlement Roads, Bridges, and other Works	..	18,007 3 6	24 63	44 46	9 45	8	884	32 63	16 0	52 0	..	125,200	
113	..	Government Loans to Local Bodies Account..	..	840 9 2	2 29	5 45	1 0	..	..	5 17	..	..	..	20,000	
		Land for Settlements Account	..	3,441 15 5	9 13	11 63	..	..	..	..	..	..	..	..	
92	..	Roads on Goldfields (Mines)	..	1,377 0 9	..	..	..	..	..	3 72	..	..	..	..	
		Total, Otago	..	23,666 8 10	36 25	61 74	10 45	8	884	41 72	16 0	52 0	..	145,200	
		Southland District—													
91	..	Settlement Roads, Bridges, and other Works	..	11,240 14 9	11 57	38 73½	1 24	4	176	19 25	..	8 45	..	247,600	
113	..	Government Loans to Local Bodies Account..	..	173 8 0	..	..	..	..	..	..	..	..	..	25,450	
		Land for Settlements Account	..	343 1 4	..	0 6	..	..	..	..	..	..	..	..	
92	..	Roads on Goldfields (Mines)	..	2,165 4 8	0 12½	0 36	27 33	1	80	0 25	9 0	..	..	..	
		Total, Southland	..	13,922 8 9	11 69½	39 35½	28 57	5	256	19 50	9 0	8 45	..	273,050	
		General—													
91	..	Settlement Roads, Bridges, and other Works	..	9,388 10 10	0 52	0 36	0 57	11	1,742	0 41	9 40	27 0	11 0	2,100	
		Total, General	..	9,388 10 10	0 52	0 36	0 57	11	1,742	0 41	9 40	27 0	11 0	2,100	

Table 49.—Statement showing the Expenditure and Work done on Roads, &c., under the Control of the Department of Lands and Survey, for the Twelve Months ended the 31st March, 1898—*continued*.

Vote No.	Item No.	Name of Work according to Item on Appropriations.	Amount voted.	Expenditure from 1st April, 1897, to 31st March, 1898, charged to Authorities issued out of the Item named.	Engineering Surveys made from 1st April, 1897, to 31st March, 1898.	Roads constructed.			Improved.		Maintained.		Area of Crown Land rendered more accessible.	Remarks.
						Dray-road.	Bridle-track.	Bridges constructed over 30 ft. Span.	Dray-road.	Bridle-track.	Dray-road.	Bridle-track.		
								Length.						
		SUMMARY No. 2.	£	£ s. d.	M. ch.	M. ch.	M. ch.	No. Ft.	M. ch.	M. ch.	M. ch.	M. ch.	Acres.	
91	..	Settlement Roads, Bridges, and other Works	..	241,912 5 5	421 71	394 33¾	288 41	73 7,822	328 73½	84 13	1808 76	854 51	2,131,925	
113	..	Government Loans to Local Bodies Account	..	18,769 11 8	45 46	14 57	37 19	16 538	12 79	9 42	27 65	116 3	229,494	
		Land for Settlements Account	..	6,175 4 8	11 71	31 70½	..	.. ..	0 41	..	..	..	14,700	
		Cheviot Estate Account	..	3,274 5 2	..	5 16	..	.. ..	20 33	..	..	..	..	
92	..	Roads on Goldfields (Mines)	..	10,868 1 5	7 72½	1 63½	41 54	4 276	20 17	9 0	38 40	10 0	16,800	
		Grand Total	..	280,999 8 4	487 20½	448 0¾	367 34	93 8,636	383 3½	102 55	1875 21	980 54	2,392,919	
		SUMMARY No. 3.												
		Summary on all Road Votes.												
		Land Districts—												
		Auckland	..	70,144 11 7	153 34	162 18½	60 47	26 1,411½	158 68½	35 55	994 22	277 74	322,668	
		Hawke's Bay	..	15,179 19 9	..	30 62¼	30 60½	.. ..	2 65½	3 50	50 0	105 0	105,700	
		Taranaki	..	38,622 2 5	111 39	53 7	37 39	20 1,187½	12 48	14 15	112 79	140 7	74,100	
		Wellington	..	62,339 3 2	156 57	48 29⅓	116 71	17 1,573	70 28	0 76	338 20	347 53	1,323,125	
		Nelson	..	9,913 19 5	7 2	9 12	7 68	.. ..	1 40	..	110 55	..	12,000	
		" (Mines)	..	3,266 3 10	6 0	0 50	6 64	.. ..	16 0	..	..	10 0	..	
		Marlborough	..	12,577 16 4	2 2	16 15½	44 11½	.. ..	1 73½	0 40	20 0	49 0	93,329	
		" (Mines)	..	165 6 3	1 60	0 12½	..	.. ..	..	..	..	..	..	
		Westland	..	8,560 19 0	..	4 37	15 37	.. ..	32 0	9 46	73 0	40 0	24,000	
		" (Mines)	..	3,894 5 11	..	0 45	7 37	3 196	..	..	38 40	..	16,800	
		Canterbury	..	9,357 12 3	..	20 47	..	3 1,386	24 77	3 53	50 0	..	847	
		Otago	..	22,289 8 1	36 25	61 74	10 45	8 884	38 0	16 0	52 0	..	145,200	
		" (Mines)	..	1,377 0 9	..	..	..	.. ..	3 72	..	..	..	..	
		Southland	..	11,757 4 1	11 57	38 79½	1 24	4 176	19 25	..	8 45	..	273,050	
		" (Mines)	..	2,165 4 8	0 12½	0 36	27 33	1 80	0 25	9 0	..	..	..	
		General	..	9,388 10 10	0 52	0 36	0 57	11 1,742	0 41	9 40	27 0	11 0	2,100	
		Grand Total	..	280,999 8 4	487 20½	448 0¾	367 34	93 8,636	383 3½	102 55	1875 21	980 54	2,392,919	

Table 50.—SUMMARY of STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, 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, 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—			M. ch.	M. ch.	M. ch.	M. ch.		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Chief Surveyor	284	3·5	73 72·5	26 71	35 36	24 38·25		[a]0 3 10¼	[b]0 9 8	0 6 5¾	8·0		17,535 14 8	1,429 8 8	[c]18,987 2 2	[a] Earned by Maoris. [b] Exceptionally good gang. [c] Includes £21 18s. 10d. fencing material.
C. W. Hursthouse ..	115	3·6	31 40	0 32	13 54	..		[a]0 2 3	[b]0 9 10	0 5 4¾	6·3		5,446 8 4	1,215 8 9	6,661 17 1	[a] One frail man worked under four hours per day. [b] Worked from ten to twelve hours per day.
R. H. Reaney	85	3·5	17 64·97	..	5 77	..		0 3 11	0 12 1	0 7 11¼	8·4		4,677 1 2	[a]1,241 17 3	5,918 18 5	[a] Includes £712, management of day-labour — European and Native.
Taranaki—																
Chief Surveyor	398	2·9	36 20	32 0	34 8	..		0 4 7	0 10 6	0 6 2½	8·0		26,514 15 10	1,948 17 7	[a]28,471 2 11	[a] Includes £7 9s. 6d., Waiweranui Road.
Hawke's Bay—																
Chief Surveyor	84	5 0	11 51·25	25 63	21 33·75	0 5		[a]0 2 8¾	0 12 0	0 6 8¼	7·2		6,154 0 3	1,391 0 0	[b]7,566 11 6	[a] One small bushfelling contract. [b] Includes £21 11s. 3d., culvert timber.
Wellington—																
Chief Surveyor	..	..	..	..	..	..		..	..	..	..		..	..	..	
A. C. Turner	269	3·0	9 34	46 74	43 53	7 10		[a]0 2 5	0 10 4	0 6 3¾	7·2		13,161 11 4	1,425 1 11	14,586 13 3	[a] Indifferent workmen.
Ditto (Improved Farm Settlements)	56	2·0	..	2 24	*3 20	..		0 3 4	[a]0 11 3¾	0 6 8½	7·0		1,370 2 6	175 6 5	1,545 8 11	[a] Earned by men with team.
G. T. Murray	132	2·8	8 76	43 79	†	..		[a]0 2 3	0 10 3½	0 6 5	7·0		7,732 9 0	1,056 3 0	8,788 12 0	[a] Settlers moving slips.
Ditto (Improved Farm Settlements)	128	2·4	2 46	8 67	‡	..		[a]0 1 10	[b]0 9 11¾	0 5 5½	6·5		3,678 11 8	517 12 5	4,196 4 1	[a] Inexperienced men bushfelling. [b] Bridge building.
Co-operative, metal cartage	17	2·8 (No. of teams)	3 29	..	..	..	See detail lists.	[a]1 1 0	[a]2 9 5	[b]1 9 0	9·3	See detail lists.	900 9 10	88 8 2	988 18 0	[a] Per team. [b] Three-horse team and driver.
Marlborough—																
Chief Surveyor	78	4·7	14 49	..	0 70	0 15		[a]0 2 5½	[b]0 13 1½	0 7 9½	8·1		9,447 12 0	785 6 7	10,232 18 7	[a] Poor workers; inexperienced. [b] Thoroughly experienced hard-working men.
Nelson—																
Chief Surveyor	30	4·7	1 30	12 65	2 59	0 67		0 4 10	0 10 1	0 7 2	8·0		1,428 12 5	397 7 8	1,826 0 1	
Westland—																
Chief Surveyor	23	4·0	3 63·5	5 14·7	7 64·7	3 9·5		0 5 2	[a]0 11 0	0 8 0¾	6·7		1,944 1 9	[b]325 9 8	2,269 11 5	[a] Timber for culverts procured more easily than estimated. [b] Includes cost of foot-bridge materials.
Canterbury—																
Chief Surveyor	5	4·0	0 66	..	..	0 66		0 5 4½	0 7 8½	0 5 8¼	6·6		307 4 1	62 18 6	370 2 7	
Otago—																
Chief Surveyor	128	3·2	30 13·5	3 6	20 45	0 22		[a]0 2 4	0 8 8	0 5 5¾	6·9		6,505 12 5	779 0 1	7,284 12 6	[a] Broken inclement weather.
Southland—																
Chief Surveyor	63	2·8	5 64·75	1 63	§	0 22·5		0 3 2¼	0 8 8¾	0 6 1¾	7·1		2,889 0 5	1,263 15 3	4,152 15 8	
Ditto (Improved Farm Settlements)	35	1·9	0 29	..	‖0 1	0 6·5		[a]0 2 9	0 5 0¼	0 3 11¼	6·4		893 5 4	366 3 6	1,259 8 10	[a] Incapable men and lads.
Totals and averages	1,930	3·2	252 29·47	209 78·7	224 68·95	37 21·75	See below	0 1 10	0 13 1¼	0 6 4½	7·4	..	110,586 13 0	14,469 5 5	125,106 18 0	

* Also, 1,044·5 acres. † 12 acres. ‡ 1,189·5 acres. § See detail list. ‖ Also, 337 acres.

Total "Other Work": Bridges, 25, including one of 260 ft. and one of 102 ft.; one bridge in hand; engineering surveys, 64 miles 34 chains; road repairs, 83 miles 22 chains; railway, 1 mile 52 chains; wharf repairs, Paparoa; erecting wire netting, 65 chains; stumping, 6 miles 14½ chains; flood-gates, 6; bushfelling, 1,497·8 acres; light metalling, 6 miles 10 chains; drains, 19 miles 52 chains; chipping, 5 miles 18¾ chains; pipe culverts, 1,116 lineal ft.; timber cut and carted, 73,000 sup. ft.; slips removed, 14,995 cubic yards; repairs to river-bank, Mohakatino Bridge; culverts, No. 133, and 2,018 lineal ft.; stops, 48; creek-crossings, 10; bridge culverts, 26; foot-track, 10 miles; sawn timber, 19,082 sup. ft.; stripping, 4,992 cubic yards; rock excavation, 39,291 cubic yards; stream diversion, 25 chains; level-crossings, 6; ford, 1; turnouts, 16; fascining, 88½ chains; corduroying, 1½ chains; stone culverts, No. 3, and 16 lineal ft.; widening, 3 miles 64 chains; scrubfelling and clearing, 8 miles 55 chains; logging-up, 21 chains.

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, 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 Road..	6	5	4 10	..	2 66	4 0	15 41	0 6 0	0 9 0	0 7 8	8	$\frac{1}{32}$	929 2 11	151 9 4	1,080 12 3	
Herd's Point–Takahue Road	3	4	0 28	0 45	0 40	0 26	2 44	0 5 10	0 7 0	0 6 $3\frac{1}{4}$	8	$\frac{1}{60}$	175 8 3	35 1 0	210 9 3	Two contracts in hand.
Takahue–Herekino Road Takahue and Whangape S.D.	10	5	2 5	..	0 52	..	..	0 6 0	0 6 3	0 6 $1\frac{1}{2}$	8	$\frac{1}{40}$	836 12 5	42 17 7	879 10 0	One bridge of 31 ft. constructed, and one of 56 ft. in hand. Two contracts in hand.
Waimamaku–Punakitere Rd	14	4	0 55	4 23	3 $76\frac{1}{2}$	5 $58\frac{3}{4}$	..	0 5 6	0 6 6	0 6 0	8	$\frac{1}{35}$	380 11 5	27 16 10	408 8 3	Seven contracts in hand.
Ngapipito Valley Road ..	2	5	..	..	..	..	..	0 5 2	0 8 6	0 6 10	8	..	116 14 3	15 10 9	132 5 0	Two bridges, 50 ft. span. £20 paid in compensation.
Ramarama Valley Road ..	2	2	0 40	..	..	..	3 0	0 5 7	0 6 2	0 5 $10\frac{1}{2}$	8	..	507 3 8	29 15 0	536 18 8	Includes cost of 40 chains eng. survey. One contract in hand.
Raglan–Tuakau Road ..	10	6	5 70	..	2 0	0 30	..	0 5 0	0 6 8	0 5 11	8·75	$\frac{1}{52}$	766 1 1	114 0 1	880 1 2	Five miles engineering survey.
Whaingaroa–Ngaruawahia Road	6	3	0 $37\frac{1}{2}$	..	..	..	15 0	[a]0 3 $10\frac{1}{4}$	0 6 8	0 5 5	8	..	195 3 10	19 19 2	215 3 0	Three contracts in hand. [a] Earned by Maoris.
Okaihau Victoria Valley Road	3	5	0 22	2 0	1 70	0 22	0 $59\frac{1}{2}$	0 4 0	0 6 0	0 5 2	8	..	137 6 6	..	137 6 6	
Otau Block Roads ..	4	5	0 30	2 70	2 60	..	3 20	0 4 10	0 7 0	0 5 11	8	..	238 11 1	33 14 6	272 5 7	$14\frac{1}{2}$ miles engineering survey.
Waipoua Bush Settlement Roads	4	3	..	..	2 20	0 2	7 22	0 6 0	0 6 0	0 6 0	8	..	101 7 11	..	101 7 11	
Paparoa–Maungaturoto Rd.	4	3	1 72	..	0 43	..	..	0 6 0	0 6 0	0 6 0	8	..	256 2 2	5 18 0	262 0 2	
Paparoa Valley Road ..	4	3	0 64	..	..	..	..	..	0 6 0	0 6 0	8	..	92 5 1	..	92 5 1	One 70 ft. bridge.
Pakiri Block Roads ..	3	4	..	1 14	1 $12\frac{1}{2}$	..	..	0 5 8	0 7 0	0 6 4	8	..	194 6 8	4 6 8	198 13 4	One 50 ft. bridge.
Maungataniwha Dist. Rds.	3	3	..	1 48	..	..	1 35	0 6 0	0 7 0	0 6 6	8	..	111 19 0	6 18 0	118 17 0	Five contracts in hand.
Mareretu Road	2	3	0 30	..	..	..	..	0 5 9	0 6 2	0 5 $11\frac{1}{2}$	8	..	12 6 4	7 10 0[a]	19 16 4	[a] £3 10s. royalty for metal is included. Two contracts in hand.
Wairoa River–Otau Roads.	1	5	0 39	..	..	..	..	0 6 0	0 6 0	0 6 0	8	..	49 6 6	9 10 0	58 16 6	Seven miles engineering survey.
Waiwhiu–Hoteo Road ..	1	4	..	0 31	0 $21\frac{1}{2}$	..	..	0 6 6	0 6 6	0 6 6	8	..	56 12 6	0 17 6	57 10 0	
Kaipara Flats–Tauhoa ..	2	5	2 49	..	..	0 29	..	0 6 0	0 6 0	0 6 0	8	..	172 18 6	13 1 2	185 19 8	
Matakana Ranges Road ..	2	5	3 20	..	..	..	..	0 6 0	0 6 0	0 6 0	8	$\frac{1}{30}$	285 16 2	9 0 8	294 16 10	
Lawson's Hill Road ..	2	3	..	2 40	..	0 20	..	0 6 0	0 7 0	0 6 6	9	$\frac{1}{47}$	115 17 6	4 19 0	120 16 6	
Block XI., Awaroa Road ..	4	3	..	1 5	0 20	..	..	0 5 3	0 6 1	0 5 7	7·75	$\frac{1}{52}$	171 3 1	14 3 11	185 7 0	Five miles engineering survey.
Maioro Swamp Drains ..	5	2	1 40	..	..	..	..	0 6 0	0 7 0	0 6 6	8	..	72 0 5	5 15 0	77 15 5	
Waimamaku V.S. Roads ..	10	2	..	2 8	2 8	0 14	..	0 6 $0\frac{1}{2}$	0 6 8	0 6 6	8	..	82 8 3	..	82 8 3	
Victoria Valley to Main Rd.	3	4	0 $64\frac{1}{2}$	..	0 $64\frac{1}{2}$	..	..	0 6 0	0 9 8[a]	0 7 $4\frac{3}{4}$	8	$\frac{1}{29}$	182 9 0	2 18 2	185 7 2	[a] Exceptionally good gang.
Kohukohu–Rakautapu Rd.	2	3	..	..	0 86	..	6 0	0 6 0	0 6 6	0 6 3	8	..	56 13 6	4 5 6	60 19 0	
Mangonuiowae (G.L. to L.B.)	4	2	0 31	..	0 12	..	..	0 6 0	0 7 3	0 6 8	8	..	28 0 0	..	28 0 0	
Ruapekapeka Road ..	2	5	..	0 50	..	..	..	0 7 0	0 7 0	0 7 0	8	$\frac{1}{25}$	47 12 0	3 11 4	51 3 4	
Purua–Ruatangata–Mangakahia	3	4	2 20	..	..	0 20	1 40	0 6 0	0 7 6	0 6 8	8	..	196 17 0	..	196 17 0	
Huntly–Kahukuru Road ..	1	3	1 0	..	..	0 40	..	0 5 6	0 5 6	0 5 6	8	..	121 9 1	12 14 0	134 3 1	

Waimamaku–Pakanae Road	20	2	0 51	0 10	..	..	1 9	0 6 6	0 7 6	0 6 7	8	$\frac{1}{33}$	488 11 2	9 6 3	497 17 5	56 chains engineering survey. Four contracts in hand.
Takahue Road	1	4	0 20	..	..	..	..	0 6 0	0 6 0	0 6 0	8	..	35 6 8	..	35 6 8	
Opua–Waimate Road ..	3	3	1 29	0 9	..	..	..	0 5 6	0 7 0	0 6 2	8	$\frac{1}{20}$	140 17 9	10 17 3	151 15 0	17 chains engineering survey.
Opuawhanga–Whananaki ..	3	2	0 22	..	..	..	0 18	0 6 0	0 7 0	0 6 6	8	..	48 9 6	2 7 5	50 16 11	
Waiwera–Warkworth Road																
North Shore–Awanui (Waitemata	2	2	1 42	..	0 20	0 50½	..	0 6 0	0 7 0	0 6 6	8	..	420 3 0	5 18 0	426 1 0	
North Shore–Awanui (Rodney County)	6	3	1 63	..	..	1 50	..	0 5 4	0 7 0	0 6 2	8	..	450 2 3	1 15 6	451 17 9	
North Shore–Awanui (Whangaroa County)	6	4	1 76	..	..	..	..	0 5 5	0 7 0	0 6 4	8	..	271 8 7	24 11 5	296 0 0	
North Shore–Awanui (Whangarei County)	5	4	2 0	..	..	0 60	..	0 6 0	0 7 0	0 6 6	8	..	359 10 6	14 18 6	374 9 0	
North Shore–Awanui (Bay of Islands County)	3	3	..	..	1 50	..	4 0	0 5 9	0 7 3	0 6 0	8	..	229 2 3	8 18 0	238 0 3	
North Shore–Awanui (Mongonui County)	7	3	0 36	..	4 50	0 36	5 38	0 6 0	0 7 2	0 6 5	8	..	757 7 0	75 5 0	832 12 0	One contract in hand.
North Shore–Awanui (Otamatea County)	5	3	0 55	..	..	0 55	..	0 5 10	0 6 8	0 6 3	8	..	257 8 6	10 12 2	268 0 8	
Paparoa Road	1	3	0 20	..	..	..	..	0 6 0	0 6 0	0 6 0	8	..	41 3 5	..	41 3 5	Wharf repaired.
Maungatapere Road repairs	3	3	1 0	..	..	0 40	..	0 6 0	0 7 0	0 6 8	8	..	199 10 11	..	199 10 11	
Swanson Village Settlement Roads	4	4	0 48	0 27	..	0 2	0 76½	0 4 10	0 5 8	0 5 2	8	..	120 8 9	2 5 3	144 12 10	£21 18s. 10d. paid for fencing material.
Maramarua (Taupiri Block Roads)	..	..	2 0	0 50	..	..	..	..	..	..	..	..	44 1 0	7 14 0	51 15 0	Two miles engineering survey. Two contracts in hand.
Auckland Special Settlement Roads	3	6	2 14	2 60	..	4 6	5 33	0 6 6	0 7 6	0 7 0	8	..	607 14 8	33 10 1	641 4 9	1 mile 60 chains engineering survey.
Marlborough Block Roads ..	8	4	3 56	..	1 60	0 63	2 21	0 6 0	0 7 0	0 6 6	8	$\frac{1}{29}$	677 9 1	24 15 6	702 4 7	
Motukaraka Village Settlement Roads	1	3	..	..	0 40	..	..	0 6 10	0 6 10	0 6 10	8	..	11 18 0	..	11 18 0	One 31 ft. bridge.
Mangapiko–Maire ..	4	2	0 40	..	..	..	..	0 6 6	0 6 8	0 6 7	8	..	99 8 0	0 12 0	100 0 0	
Kohukohu–Motukaraka Rd.	7	4	1 60	..	0 40	..	..	0 6 2	0 7 6	0 7 0	8	..	386 1 6	4 5 6	390 7 0	
Main Road to Waiwera Springs	4	4	1 28	..	0 20	1 5	..	0 6 3	0 7 6	0 6 10	8	..	339 19 7	8 14 10	348 14 5	
Onewhero–Opuatia Road ..	1	3	0 38	..	..	0 30	..	0 5 0	0 5 0	0 5 0	8	..	94 8 9	1 14 6	96 3 3	
Hunua–Ararimu (Whiskey Creek)	2	3	0 28	..	..	..	0 37	0 5 6	0 6 0	0 5 9	8	..	58 18 7	2 0 7	60 19 2	Five miles engineering survey.
Mongonuiowae–Whangapae Road	3	4	0 63	..	1 70	..	3 30	0 6 10	0 7 0	0 6 11	8	$\frac{1}{23}$	165 18 0	3 4 6	169 2 6	
Matakohe–Mongonui Road	1	6	..	1 1	..	..	..	0 5 9	0 5 9	0 5 9	8	..	89 18 0	109 5 0	199 3 0	This includes 14 miles engineering survey.
Hukerenui, Blocks I., XI...	4	3	1 70½	..	..	0 20	..	0 5 6	0 7 0	0 6 4½	8	..	129 6 9	10 10 0	139 16 9	
Main Road through Block XIV., Hukerenui	2	3	..	2 26	0 20	..	..	0 5 9	0 6 7	0 6 2	8	..	98 11 8	..	98 11 8	
Road, Block XII., Paparoa	3	4	1 56	..	..	..	..	0 5 10	0 6 6	0 6 2	8	..	117 12 0	6 8 0	124 0 0	
Ahipara–Herekino ..	13	2	0 22	..	..	0 19	1 4	0 5 0	0 8 7¼	0 5 9¾	8	..	146 10 0	6 0 0	152 10 0	
Road, Blocks X. and XI., Rangiriri	5	5	9 0	..	..	..	..	0 5 0	0 5 0	0 5 0	8	..	183 7 1	11 14 6	195 1 7	
Motatau Road	1	2	..	0 34	0 34	..	..	0 6 0	0 6 0	0 6 0	8	..	20 8 0	1 10 7	21 18 7	
Karamea–Ruarangi Road ..	2	3	0 10	..	..	..	0 26	0 6 0	0 7 0	0 6 6	8	..	45 9 0	3 15 0	49 4 0	
Old North Road, Waipu ..	6	3	0 74	..	..	0 40	0 56	0 6 0	0 8 0	0 6 8	8	..	177 9 6	13 6 2	190 15 8	
Tokatoka Swamp drains, &c.	18	5	1 4	..	..	..	1 52	0 7 0	0 9 0	0 7 6	8	$\frac{1}{27}$	3,314 10 2	347 1 4	3,661 11 6	Wharf being erected; 1 mile 52 chains railway; six flood-gates.

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*contd.*

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.	
AUCKLAND—*continued.*																
Chief Surveyor—*continued.*			M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Hunua Railway-station, road deviation	4	3	1 40	..	..	..	..	0 4 6	0 5 8	0 5 1	8	..	82 4 11	70 18 8	153 3 7	8 miles 60 chains engineering survey.
Hikurangi Swamp ..	1	3	1 40	..	..	0 40	..	0 6 6	0 6 6	0 6 6	8	..	134 14 1	20 0 0	154 14 1	Two contracts in hand.
Totals and averages ..	284	3·5	73 72½	26 71	35 36	24 38¼	*83 22[a]	0 3 10¼	0 9 8	0 6 5¾	8	..	17,535 14 8	1,429 8 8	18,987 2 2	[a] General road repairs.
* "Other work": Six bridges constructed, two of 31 ft., three of 50 ft., and one of 70 ft.; one bridge in hand, 56 ft.; engineering surveys, 64 miles 34 chains; road repairs, 83 miles 22 chains; railway constructed, 1 mile 52 chains; flood-gates, 6; and wharf repairs.																
C. W. Hursthouse—																
Waitetuna–Waingaro ..	4	3·75	1 0	..	..	..	..	0 2 9½	0 4 3	0 3 6½	5·33	1/11	80 7 1	12 19 0	93 6 1	
Te Rauamoa Improved-farm Settlement	10	1	..	..	..	..	Felling 217 acres	0 3 8	0 5 10	0 4 8½	6·04	1/13	302 1 10	102 7 7	404 9 5	
Pirongia West	5	4·5	1 26	..	..	..	..	0 3 3	0 5 1	0 4 0	6·27	1/50	208 8 3	18 12 6	227 0 9	
Paemako Improved-farm Settlement	3	4	1 2	..	..	..	..	0 5 4	0 7 0½	11	6·59	1/22	100 3 1	43 8 1	143 11 2	
Te Kuiti–Awakino ..	57	4·2	14 39	..	6 58	..	..	0 2 3[a]	0 8 7	0 5 5¼	6·21	1/13	2,609 18 1	681 3 1	3,291 1 2	[a] Contract ultimately abandoned. Men quite unfit.
Mongauika A 1A	1	2	0 66	..	..	..	..	0 7 0½	0 7 0½	0 7 0½	7·1	1/19	39 10 4	3 3 1	42 13 5	
Kihikihi–Otorohanga–Te Kuiti	7	4·2	8 0	..	..	..	..	0 3 3	0 6 8	0 4 1	5·33	1/12	392 8 4	46 0 3	438 8 7	
Stratford–Ongarue ..	12	3·9	2 0	..	6 76	..	..	0 3 10	0 9 10[a]	0 6 11	7·43	1/27	1,316 2 0	302 1 1	1,618 3 1	[a] Worked from ten to twelve hours per day.
Mokau–Awakino* ..	10	1·9	1 30	..	..	..	..	0 2 3[a]	0 6 10	0 5 1	5·67	1/7	271 12 9	1 1 0	272 13 9	[a] One frail man worked under four hours per day.
Waitetuna–Valley* ..	3	4	1 9	..	..	..	..	0 2 4	0 3 9½	0 2 11½	6·0	1/9	46 19 2	2 11 6	49 10 8	* "Thirds," Kawhia County.
Manganui*	2	2	0 28	..	..	..	..	0 5 5	0 6 11	0 6 0	6·8	1/23	47 19 11	2 1 7	50 1 6	
Hunt's Track*	1	1	..	0 32	..	..	..	0 5 11	0 5 11	0 5 11	7·1	1/9	30 17 6	..	30 17 6	
Totals and averages ..	115	3·6	31 40	0 32	13 54	..	Felling 217 acres	0 2 3	0 9 10	0 5 4¾	6·3	..	5,446 8 4	1,215 8 9	6,661 17 1	
R. H. Reaney—																
Rotowhero–Wairakei—																
Europeans	13	4½	4 6·50	..	..	..	..	0 5 0	0 9 2	0 8 10	8·3	1/19	2,212 1 1	321 0 8[a]	2,533 1 9	[a] Includes management of day work to value of £712.
Natives	20	..	9 1·47	..	..	..	..	..	..	..	..	..	..	..	..	
Rotorua–Galatea–Waikaremoana—																
Europeans	30	3	1 39	..	2 65	..	..	0 3 11	0 12 1	0 7 2½	8·3	1/8	1,748 15 8	751 3 10[a]	2,499 19 6	[a] Includes supervision of maintenance and management of Natives.
Natives	11	..	0 63	..	..	..	..	..	..	..	..	..	..	..	..	

Te Teko–Opotiki—																		
Natives	7	..	1 24	..	..	..	..	..	..	..	..	..	..	446 5 0	140 6 3	586 11 3	All Native labour.
Ngongotaha Mount—																		
Europeans	2	5	1 11	..	0 63	..	..	0 7 6	0 7 6	0 7 6	8	$\frac{1}{6}$	106 12 2	11 10 9	118 2 11	
Mamaku–Rotorua–Oxford—																		
Europeans	2	$4\frac{1}{2}$	..	..	2 29	..	..	0 6 $4\frac{1}{2}$	0 6 9	0 6 $6\frac{1}{2}$	9	$\frac{1}{19}$	163 7 3	17 15 9	181 3 0	
Totals and averages ..	85	3·5	17 64·97	..	5 77	..	..	0 3 11	0 12 1	0 7 $11\frac{1}{4}$	8·4	..	4,677 1 2	1,241 17 3	5,918 18 5	

TARANAKI.

Chief Surveyor—																		
Tawai Improved Farm Settlement	7	2	0 22	..	..	..	[a] 22 acres	0 5 2	0 6 1	0 5 7	7·6	$\frac{1}{9}$	170 10 10	15 10 2	186 1 0	
Tongaporutu Improved Farm Settlement	3	2	..	..	..	..	25 acres	0 5 8	0 6 7	0 6 1	8	$\frac{1}{10}$	216 3 0	19 13 4	235 16 4	
Greenlands Improved Farm Settlement	6	2·5	..	1 36	1 36	..	115 acres	0 5 10	0 7 2	0 6 4	8	$\frac{1}{13}$	360 11 7	32 15 0	393 6·7	
Okau Improved Farm Settlement	3	2	..	..	..	..	50 acres	0 6 1	0 6 9	0 6 5	8	$\frac{1}{16}$	233 15 0	21 16 4	255 11 4	
Derwent Improved Farm Settlement	7	2	..	2 0	2 0	..	68 acres	0 5 11	0 6 8	0 6 3	8	$\frac{1}{18}$	421 7 2	38 6 0	459 13 2	
Burfoot Improved Farm Settlement	9	2	0 69	..	0 69	..	..	0 6 3	0 6 11	0 6 6	8	$\frac{1}{15}$	126 0 3	11 9 6	137 9 9	
Ratatomokia	1	2	..	..	..	..	19 acres	0 6 5	0 6 5	0 6 5	8	$\frac{1}{12}$	138 17 4	7 8 3	146 5 7	
Mohakatino Bridge ..	2	5	..	..	..	..	..	0 7 0	0 10 0	0 7 8	8	$\frac{1}{22}$	54 16 3	5 1 0	59 17 3	Repairs to river-bank, &c.
Pukearuhe inland to Mohakatino	33	3	2 74	..	..	..	[b] 0m. 65ch.	0 5 11	0 7 8	0 6 9	8	$\frac{1}{11}$	1,492 19 4	136 15 6	1,629 14 10	
Upper Waitara (Mangaere)	3	4	0 6	..	..	..	..	0 6 6	0 10 6	0 6 10	8	$\frac{1}{12}$	206 5 2	20 12 5	226 17 7	Matau Bridge.
Putiki	4	3	..	2 3	3 0	..	..	0 5 7	0 6 8	0 6 1	8	$\frac{1}{11}$	252 2 9	23 9 4	275 12 1	
Autawa and Pita ..	1	3	..	0 71	0 71	..	..	0 6 5	0 6 5	0 6 5	8·3	$\frac{1}{16}$	53 7 5	6 14 8	60 2 1	
Junction Road, widening ..	18	3·6	3 57	..	..	..	[b] 0m. 10ch.	0 5 6	0 8 4	0 6 $1\frac{1}{2}$	8	$\frac{1}{7}$	746 5 4	74 9 7	820 14 11	
Kohuratahi–Tangarakau ..	12	3·3	1 40	1 50	..	..	..	0 4 7	0 6 8	0 5 8	7·3	$\frac{1}{9}$	878 9 4	44 10 8	923 0 0	
Huiroa	2	2	..	0 77	0 40	..	[b] 0m. 25ch.	0 6 1	0 6 7	0 6 3	8·2	$\frac{1}{17}$	97 12 6	10 6 5	107 18 11	
Mangaotuku	2	5	0 16	..	..	..	..	0 7 0	0 9 6	0 7 5	8·5	$\frac{1}{15}$	328 12 4	36 4 3	364 16 7	Mangaehu Suspension Bridge.
Terrace End	12	2	..	4 25	4 25	..	..	0 5 3	0 6 10	0 6 $3\frac{1}{2}$	8	$\frac{1}{11}$	191 4 4	19 2 4	210 6 8	
Putikituna	17	4·6	..	3 5	5 0	..	..	0 5 2	0 8 6	0 6 9	8	$\frac{1}{10}$	1,404 12 2	67 12 3	1,472 4 5	
Mangaere Improved Farm Settlement	1	2	..	..	..	..	[a] 25 acres	0 6 7	0 6 7	0 6 7	8·6	$\frac{1}{15}$	98 7 2	5 6 4	103 13 6	
Whangamomona Improved Farm Settlement	34	2	..	..	..	..	850 acres	0 5 5	0 6 11	0 6 $2\frac{1}{2}$	8	$\frac{1}{11}$	1,734 4 3	85 8 6	1,819 12 9	
Huiroa Improved Farm Settlement	2	2	..	0 30	..	..	4 acres	0 5 6	0 6 7	0 6 3	8	$\frac{1}{12}$	142 15 5	14 12 6	157 7 11	
Stratford–Ongaruhe ..	48	5	8 15	..	..	..	[c] 6m. 10ch.	0 5 9	0 8 4	0 6 1	7·9	$\frac{1}{13}$	9,078 17 6	395 10 4	9,474 7 10	
Waiweranui	1	2	0 31	..	..	..	..	0 5 6	0 6 4	0 5 11	8	$\frac{1}{8}$	..	..	7 9 6	
Anderson Road and Bridges	4	3	2 58	..	..	..	..	0 5 9	0 6 7	0 6 3	8	$\frac{1}{11}$	285 19 6	10 8 6	296 8 0	
Ngaire	13	2·2	4 46	..	..	..	[b] 9m. 52ch.	0 5 2	0 8 0	0 7 5	8	$\frac{1}{15}$	703 1 6	28 6 8	731 8 2	
Patea River Bridge ..	5	2	..	..	..	..	[d] 4,300 s.ft.	0 6 8	0 8 3	0 7 7	8·6	$\frac{1}{12}$	164 18 8	7 9 4	172 8 0	Sawing timber, and carting bridge.
Poti Improved Farm Settlement	1	2	..	..	..	..	[a] $14\frac{1}{2}$ acres	0 5 9	0 5 9	0 5 9	7·8	$\frac{1}{10}$	72 0 0	3 12 6	75 12 6	

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*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.	
TARANAKI—*continued.*																
Chief Surveyor—*continued.*			M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Ngaire Improved Farm Settlement	3	2	..	..	..	..	12½ acres	0 5 8	0 6 3	0 5 10	7·6	$\frac{1}{10}$	111 16 8	4 8 10	116 5 6	
Kaimanuka and Rawhitiroa	2	2	..	..	..	..	[e] 2,230 c. yd.	0 6 1	0 6 5	0 6 2½	8	$\frac{1}{12}$	76 11 2	10 1 2	86 12 4	Removal slips, &c.
Waitotara (widening) ..	43	2¼	6 16	..	1 40	..	[b] 1m. 68ch.	0 4 9	0 8 1¾	0 6 4½	7·92	$\frac{1}{13}$	2,192 9 4	297 4 6	2,489 13 10	
Weraweraonga	5	4	1 53	0 72	..	..	1m. 20ch.	0 5 9	0 7 1	0 6 1¼	7·65	$\frac{1}{16}$	417 1 4	52 8 4	469 9 8	
Okahutiria	7	3	1 62	..	0 30	..	..	0 5 9½	0 7 0¼	0 6 2¼	7·78	$\frac{1}{17}$	235 10 9	30 9 3	266 0 0	
Kaitangiwhenua No. 2 ..	33	2·24	0 37	4 40	4 51	..	..	0 4 9¾	0 9 3½	0 6 9½	8·5	$\frac{1}{11}$	1,270 18 11	170 4 2	1,441 3 1	
Taumatatahi Improved Farm Settlement	3	2	..	..	..	..	[a] 73 acres	0 6 9	0 7 6	0 7 1	8·6	$\frac{1}{19}$	136 14 8	17 2 6	153 17 2	
Okoke Block	4	2	..	2 50	0 32	..	..	0 5 8	0 6 2	0 5 10½	7·7	$\frac{1}{12}$	212 15 3	19 7 7	232 2 10	
Lepperton Special Settlement	3	3	0 20	..	..	..	[f] 3 small, 1 large	0 6 3	0 8 6	0 7 4	8·5	$\frac{1}{10}$	186 2 2	16 16 2	202 18 4	
Ross Special Settlement ..	4	2	..	1 24	..	..	..	0 5 7	0 6 9	0 6 2	8	$\frac{1}{12}$	166 18 7	8 4 6	175 3 1	
Manganui	1	2	0 20	..	..	..	..	0 5 6	0 6 2	0 5 10	8	$\frac{1}{10}$	36 4 0	1 10 4	37 14 4	
Autawa	1	3	..	0 25	0 25	..	..	0 6 2	0 6 2	0 6 2	8·3	$\frac{1}{10}$	44 0 9	5 4 8	49 5 5	
Puniwhakau	14	3·3	..	4 2	5 36	..	..	0 4 10¾	0 9 6¾	0 6 5	8·3	$\frac{1}{8}$	1,115 15 3	105 12 8	1,221 7 11	
Terrace End	14	2	..	1 30	1 30	..	..	0 5 11	0 7 4	0 6 4½	8	$\frac{1}{12}$	272 13 9	29 6 6	302 0 3	
Patua	5	2·8	..	..	2 3	..	..	0 4 10	0 6 8	0 5 8½	7·3	$\frac{1}{6}$	137 9 1	5 9 0	142 18 1	
Egmont..	3	2	0 18	..	..	..	..	0 5 2	0 5 10	0 5 4	7·6	$\frac{1}{7}$	28 10 11	2 8 4	30 19 3	
Opaku–Kapara	2	5	..	0 20	..	..	..	0 5 2	0 6 8	0 5 7¼	6·8	$\frac{1}{8}$	219 7 2	30 7 5	249 14 7	
Totals and averages ..	398	2·9	36 20	32 0	34 8	..	See below	0 4 7	0 10 6	0 6 2½	8	..	26,514 15 10	1,948 17 7	28,471 2 11	

"Other work": [a] Bushfelling, 1,278 acres; [b] Drains, 14 miles; [c] Light metalling, 6 miles 10 chains; [d] Timber cut and carted, 43,000 sup. ft.; [e] Slips removed, 2,230 cubic yards; [f] Bridges, 6; [g] Repairs to river-bank.

HAWKE'S BAY.

Chief Surveyor—																
Rotorua–Galatea–Waikaremoana	8	8·5	..	6 61	6 61	..	[a] No. 5	0 4 6	0 8 8¾	0 6 1¼	7·1	$\frac{11}{100}$	1,571 13 1	369 17 8	1,941 10 9	
Gisborne–Waikaremoana ..	12	6	..	10 40	4 64	..	..	0 5 9	0 12 0	0 8 4½	7·6	$\frac{1}{25}$	1,657 8 6	343 12 5	2,001 0 11	First-rate workmen. Out-of-the-way locality.
Napier–Wairoa	19	5·5	3 49	..	1 45	..	[b] 8,159 c.yds. [a] No. 20 [c] No. 2	0 4 7	0 9 5½	0 7 1¼	6·7	$\frac{11}{100}$	821 14 5	149 4 8	970 19 1	
Waikopiro	20	3·8	0 30¾	3 11½	5 2	0 5	[d] No. 26 [b] 2,871 c.yds.	0 2 8¾	0 7 6	0 5 9½	7·6	$\frac{1}{20}$	597 10 1	106 2 2	703 12 3	Minimum wage was on a small contract of 16 chains bushfelling, working odd hours.

Norsewood–Apiti	..	6	5	..	0 70½	0 75¼	..	..	0 4 7¼	0 6 7¾	0 6 1½	7·4	7/100	300 3 3	78 1 1	378 4 4	
Elsthorpe	..	9	2·5	3 54	..	..	..	[e]Two 18 ft. [e]One 25 ft. [a]No. 21	0 3 0¼	0 8 9½	0 4 9½	6·4	1/5	392 9 11	91 9 8	483 19 7	Includes engineering survey.
Motu Road (widening)	..	7	5	3 77½	0 32	1 77	..	[b]1,007 c. yds. [a]953 ft. [f]3¼ ch.	0 6 1	0 7 11¼	0 6 11	6·8	1/25	666 13 4	188 11 1	876 15 8	Includes engineering survey. Total cost also includes £21 11s. 3d., timber purchased for culverts.
Ruakituri	..	1	2	..	2 0	..	..	[b]700 c. yds. [a]No. 1	0 7 6	0 7 6	0 7 6	8	..	34 11 8	13 11 0	48 2 8	
Hikurangi	..	2	6	..	2 8	0 29½	..	[b]28 c. yds. [g]48	0 6 5	0 7 10¾	0 7 2	7·9	1/100	111 16 0	50 10 3	162 6 3	
Means and totals	..	84	5	11 51·25	25 63	21 33·75	0 5	See below	0 2 8¾	0 12 0	0 6 8¼	7·2	..	6,154 0 3	1,391 0 0	7,566 11 6	

"Other work": [a] Culverts, 47 lin. ft. and 953 lin. ft.; [b] Slips removed, 12,765 cubic yards; [c] Crossings, 2; [d] Bridge-culverts, 26; [e] Bridges, 3: one of 25 ft., two of 18 ft.; [f] Drains, 3¼ chains; [g] Stops, 48; [h] Engineering surveys.

WELLINGTON.

Chief Surveyor (A. C. Turner)—																				
Kawatau Valley	..	19	2	..	..	2 9	0 64	2,211 c. yds. 1m. 61ch.	0 5 0	0 7 0	0 6 1½	7·25	80/217	450 10 7	14 13 9	465 4 4	Rock excavated, drains cut.
Kew	..	3	2	..	0 75	0 44	..	475 c. yds.	0 6 0	0 7 10	0 6 8	7·25	7/24	81 3 6	8 15 6	89 19 0	Rock excavated.
Titirangi (Marton No. 1)	..	5	3	..	2 19	2 74	..	5,496 c. yds.	0 4 5	0 6 1	0 5 8	7·25	4/13	337 3 3	33 14 0	370 17 3	"
Titirangi (Kawatau)	..	4	2	..	1 65	0 25	..	117 c. yds.	0 5 1	0 6 1	0 5 7	8	13/40	90 2 8	14 7 9	104 10 5	"
Titirangi	..	3	2	..	0 45	0 45	..	2,240 c. yds	0 4 3	0 6 9	0 4 8	8	7/25	83 19 6	8 8 0	92 7 6	"
Peka	..	5	3	..	1 2	1 15	..	505 c. yds.	0 7 2	0 6 11	0 6 3	7·25	3/19	153 16 6	16 6 0	170 2 6	"
Potaka	..	4	2	..	1 10	1 60	..	358 c. yds.	0 6 7	0 7 4	0 6 11	7·25	3/11	138 13 6	13 17 6	152 11 0	"
Mangawhaririki	..	14	2	1 38	..	..	1 0	1,937 c. yds.	0 5 10	0 6 3	0 6 0	8	62/185	397 15 6	40 8 3	438 3 9	"
Mangarere (Hautapu)	..	3	2	..	0 36	0 36	..	1,509 c. yds.	0 2 5*	0 4 10	0 4 0	8	1/5	47 19 6	4 16 0	52 15 6	"
Lagoon	..	1	2	..	1 34	0 9	..	2,451 c. yds.	0 6 8	0 6 8	0 6 8	8	3/7	40 10 4	4 1 0	44 11 4	"
Auputa	..	2	2	..	0 25	..	..	1,055 c. yds.	0 5 6	0 6 2	0 5 10	8	1/6	20 4 9	2 0 6	22 5 3	"
Mania	..	2	2	..	0 5	..	..	250 c. yds.	0 5 9	0 5 9	0 5 9	8	1/3	17 0 11	1 14 0	18 14 11	"
Te Para Para	..	1	3	..	..	0 36	..	60 c. yds.	0 4 3	0 4 3	0 4 3	8	1/8	34 12 0	3 9 3	38 1 3	"
West Mangahuia	..	1	3	..	0 37	0 14	..	1,378 c. yds.	0 6 3	0 6 3	0 6 3	8	1/6	34 9 0	3 9 0	37 18 0	"
Cross (Hautapu)	..	1	2	..	0 8	..	..	702 c. yds.	0 5 10	0 5 10	0 5 10	8	1/6	29 13 0	2 19 3	32 12 3	"
Watershed	..	4	2	..	0 48	..	..	3,164 c. yds.	0 5 2	0 5 10	0 5 5	8	1/12	118 18 5	12 6 9	131 5 2	"
Kelpie	..	5	2	..	..	..	0 12	6,464 c. yds., 0m. 40ch.	0 5 3	0 7 7	0 5 11	8	1/6	219 10 10	21 19 0	241 9 10	Rock excavated and widening.
Main South	..	5	3	..	1 5	1 59	..	5,653 c. yds.	0 5 8	0 6 7	0 5 11	8	1/4	289 8 10	28 18 10	318 7 8	Rock excavated.
Upper Kawatau	..	2	3	..	..	0 63	..	..	0 5 6	0 5 10	0 5 8	8	1/7	43 10 0	4 7 0	47 17 0	
Mangakokoke	..	1	2	..	..	0 43	..	..	0 6 3	0 6 3	0 6 3	8	7/13	34 10 5	3 9 0	37 19 5	
Apiti–Norsewood	..	1	3	..	0 29	0 22	..	51 c. yds.	0 5 10	0 5 10	0 5 10	6·75	3/4	36 7 6	3 17 9	40 5 3	
Umutoi (Salisbury)	..	1	2	..	0 61	..	..	55 c. yds.	0 4 10	0 7 0	0 6 0	6·75	13/30	37 4 6	3 16 6	41 1 0	"
Umutoi (Pohangina)	..	4	3	..	2 46	..	..	176 c. yds.	0 5 4	0 6 0	0 5 8	5·75	1/12	201 8 6	20 10 3	221 18 9	"
Tunipo	..	7	3	..	1 70	1 64	0 4	719 c. yds.	0 5 6	0 7 4	0 6 5	6	5/13	256 17 5	26 13 9	283 11 2	"
Makiekie	..	4	2	..	0 76	0 10	..	153 c. yds.	0 4 8	0 8 0	0 6 4	6·5	17/64	82 14 7	8 15 6	91 10 1	"
Table Flat	..	3	4	..	1 29	..	0 6	340 c. yds 0m. 10ch.	0 5 8	0 6 4	0 6 0	7	28/73	261 0 0	26 7 0	287 7 0	Rock excavated and widening.
Kaheke	..	1	3	..	..	0 51	..	..	0 5 8	0 7 2	0 6 5	6·5	33/171	62 4 6	6 9 6	68 14 0	
Conspicuous	..	1	2	..	..	0 34	..	1,585 c. yds.	0 5 6	0 5 6	0 5 6	6	7/10	23 16 0	2 7 6	26 3 6	Rock excavated.
Alfredton–Weber	..	47	2·5	..	..	0 60	0 57	8,266 c. yds. 3m. 14ch.	0 4 5	0 9 4	0 6 4	7·5	20/133	1,857 12 10	253 16 0	2,111 8 10	Rock excavated and widening.

* Indifferent workmen.

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*contd.*

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.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
WELLINGTON—*continued.*																
A. C. Turner—*continued.*			M. ch.	M. ch.	M. ch.	M. ch.		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Mount Arthur	7	2	..	1 51	..	..	474 c. yds.	0 6 6	0 9 3¾	0 8 5½	6	1/14	246 15 11	44 6 11	291 2 10	Rock excavated.
Waihi-Akitio	3	2	..	0 53	..	..	189 c. yds.	..	..	..	..	..	104 16 4	15 17 9	120 14 1	Rock excavated. Average earnings not obtainable. Bullock teams employed.
Waihi Valley	1	4	..	..	1 75	..	..	0 6 4	0 6 4	0 6 4	8	31/109	70 12 6	7 1 3	77 13 9	
Kawakawa	1	3	..	..	1 42	..	..	0 7 1	0 7 3	0 7 1	7	15/213	44 11 0	4 9 1	49 0 1	
Waihoru	2	2	..	..	0 71	..	..	0 6 9½	0 8 5½	0 7 7½	7·5	59/253	73 12 3	16 16 3	90 8 6	
Towai	2	4	1 38	1 2	2 31	1 4	4,486 c. yds.	0 4 3	0 8 10	0 6 1½	7	136/613	581 2 0	58 2 2	639 4 2	Rock excavated.
Makuri-Pongaroa ..	16	4·75	2 15	..	0 8	2 2	10,509 c. yds. 2m. 14ch.	0 4 5	0 9 4	0 6 4	7	292/2243	1,883 17 6	188 8 3	2,072 5 9	Rock excavated. Scrub felled and cleared.
Mangatiti (Pahiatua No. 4)	2	3·5	..	1 17	3 27	..	30 c. yds.	0 4 5¾	0 8 2½	0 6 2	6	30/114	275 10 0	27 11 0	303 1 0	Rock excavated.
Akaroa	4	4	..	2 0	2 24	..	38 c. yds.	0 6 6¾	0 9 0	0 7 8	7	7/69	328 19 7	34 18 0	363 17 7	"
Waihi	3	5	..	1 32	1 29	..	..	0 6 9	0 6 9½	0 6 9	7	25/193	260 13 0	26 1 3	286 14 3	"
Range	7	4	..	1 62	1 72	..	85 c. yds.	0 3 6¾	0 10 4	0 7 0	7	61/310	483 3 1	49 8 3	532 11 4	"
Makairo	2	3	..	..	..	2 8	90 c. yds.	0 3 1	0 5 4	0 4 3	5	16/28	85 10 0	8 11 0	94 1 0	"
Burling's-Mecalickstone ..	2	3·5	..	1 20	..	..	109 c. yds.	0 3 6½	0 3 6½	0 3 6½	6	16/31	84 18 6	8 9 10	93 8 4	"
Manuharahara	7	3	..	1 79	1 29	..	26 c. yds.	0 4 8¾	0 10 1¾	0 7 4¼	8	53/510	363 11 1	37 12 1	401 3 2	"
Puketoi	1	4	..	..	0 76	..	..	0 6 0¾	0 6 0¾	0 6 0¾	8	19/188	58 0 0	5 16 0	63 16 0	
Kaituna	5	3	..	0 45	3 7	..	..	0 5 3¼	0 8 9¾	0 6 6	7	4/165	241 19 7	24 4 0	266 3 7	
Waipatukaka	2	5	..	1 40	..	..	80 c. yds.	0 5 1¾	0 6 3¼	0 5 9	6	5/22	159 1 3	15 18 1	174 19 4	"
Waiowaka	1	5	..	0 35	0 35	..	492 c. yds.	0 6 0	0 6 0	0 6 0	7	12/30	104 16 7	16 0 10	120 17 5	"
Waikereru	4	4	..	2 45	..	..	..	0 7 1	0 9 5	0 7 11	7	60/397	294 17 9	33 13 9	328 11 6	
Ballance-Manawatu Gorge	3	4	..	1 24	0 65	..	2,950 c. yds.	0 5 10	0 7 4¼	0 6 7	7	70/241	292 12 1	29 5 3	321 17 4	"
Woodville-Aohanga ..	3	4	..	0 53	1 36	..	632 c. yds.	0 5 6	0 7 11	0 6 11	7	31/169	254 16 0	25 9 6	280 5 6	"
Huia (Pongaroa Village Settlement)	2	2	..	1 3	..	..	162 c. yds.	0 7 6¾	0 7 8½	0 7 7	7	2/53	107 8 0	10 14 9	118 2 9	"
Bridge Road to Makakahi	2	4·5	1 7	..	0 32*	0 73	..	0 6 8	0 8 1¾	0 7 4½	7	78/335	209 2 8	20 18 3	230 0 11	* Cleared only.
Tiraumea River Road, Pa Valley	1	6	..	1 73	..	..	17 c. yds.	0 6 9	0 7 4	0 7 0½	7	30/159	185 11 10	18 11 2	204 3 0	
Bone Creek	1	3	..	..	..	..	1 7†	0 8 9¼	0 8 9¼	0 8 9¼	8	8/10	38 5 0	3 16 6	42 1 6	† Scrub-felling and clearing.
Mecalickstone-Aohanga ..	1	2	..	..	..	..	0 8†	0 9 1	0 9 1	0 9 1	8	2/35	28 1 9	4 13 8	32 15 5	
Waingawa	2	2	..	0 8	..	..	..	0 6 6	0 7 8	0 7 1	8	21/67	31 12 9	4 3 3	35 16 0	
Waiohine	2	4	..	0 34	0 4	..	..	0 4 6	0 6 11	0 5 5½	7·5	36/113	35 8 0	4 0 10	39 8 10	
Kaiwhata-Rewa	3	3	0 40	..	..	..	..	0 4 3	0 5 7	0 4 8½	6·5	3/56	114 11 2	14 1 6	128 12 8	
Mangatariri	6	4	..	1 44	1 0	..	..	0 4 2	0 8 1	0 5 7	7	32/200	90 15 5	12 1 11	102 17 4	
Barton's	8	4	0 76	1 69	0 57	..	..	0 3 9	0 5 11	0 4 8	6·5	21/61	351 2 5	37 19 9	389 2 2	
Aurora (Paparangi) ..	9	5	1 60	..	..	..	750 c. yds.	0 4 3	0 8 10	0 6 6	7·5	23/47	192 17 6	19 5 9	212 3 3	
Totals and averages ..	269	3	9 34	46 74	43 53	7 10	See below	0 2 5	0 10 4	0 6 3¾	7·2	..	13,161 11 4	1,425 1 11	14,586 13 3	

Akitio Improved Farm ..	26	2	..	2 24	3 20	..	..	0 4 0	*0 11 3¾	0 8 0¾	7	28/173	647 16 10	89 16 11	737 13 9	* Earned by men with team of bullocks, engaged hauling timber.
					542 acres											
Kawatau Improved Farm ..	11	2	..	..	102·5 "	..	..	0 3 4	0 7 8	0 4 5½	7	1/13	147 15 5	20 0 9	167 16 2	
Mangatiti Improved Farm ..	18	2	..	..	390 "	..	..	0 5 7	0 7 6	0 6 5	6	28/79	557 0 3	63 13 9	620 14 0	
Pemberton Improved Farm	1	1	..	..	10 "	..	..	0 5 9	0 5 9	0 5 9	8	1/4	19 10 0	1 15 0	19 5 0	
Totals and averages ..	56	2	..	2 24	3 20	..	..	0 3 4	0 11 3¾	0 6 8½	7	..	1,370 2 6	175 6 5	1,545 8 11	
					1,044·5 a.											

"Other work": Widening, 3 miles 64 chains. Rock excavated, 36,289 cubic yards. Drains, 1 mile 61 chains. Scrub-felling and clearing, 3 miles 29 chains.

G. T. Murray—																
Pipiriki–Waiouru ..	8	3·25	0 05	..	12 acres	..	[e] 4,992 c. yds. [f] 3,002 "	0 4 2¾	0 10 2¼	0 8 1¾	8·2	1/11	599 16 8	156 17 0	756 13 8	
Waimarino	8	2·50	1 49	2 12	..	..	[g] 240 lin. ft.	0 4 10½	0 9 7¼	0 7 1¾	7	1/8	601 14 1	45 15 0	647 10 1	
Hunterville, 1, 2, 3 ..	15	3·40	..	5 38	..	..	[g] 50 lin. ft.	0 5 0	0 9 7¾	0 7 3¾	7·5	1/16	794 16 7	55 6 6	850 3 1	
Turakina Valley	10	3·30	1 43	..	..	..	..	0 2 3*	0 9 3¾	0 5 10¾	6·6	10/56	423 1 5	138 2 10	561 4 3	* Settlers moving slips. Lowest wage.
Taumarunui–Ohakune ..	3	3	..	4 19	..	..	[h] 30,000 s. ft.	0 5 2¼	0 6 0	0 5 7¾	7·1	10/54	287 9 6	35 14 10	323 4 4	
Okahukura	3	2·66	..	7 8	..	..	..	0 6 1	0 7 4¾	0 6 10½	7·2	10/61	172 12 2	38 10 0	211 2 2	
Raetihi–Parapara ..	6	2·50	0 44	0 42	..	..	[i] One 102 ft.	0 5 0	0 7 11½	0 6 4	7·3	10/67	479 15 8	48 16 0	528 11 8	
Taihape–Paengaroa ..	9	2·44	0 48	1 33	..	..	..	0 3 1	0 10 0½	0 6 1	7	1/8	419 2 4	23 8 0	442 10 4	
Mangaweka Bridge ..	10	1·60	..	..	..	..	[i] One 260 ft.	0 2 9½	0 7 3¾	0 5 5	7·5	1/16	358 13 2	28 18 4	387 11 6	
Awarua	26	3·3	1 48	6 11	..	..	[i] One 63 ft.	0 3 2½	0 7 11½	0 5 10¼	7	1/8	1,148 5 1	142 11 9	1,290 16 10	
Otaranoho Road	1	3	..	0 57	..	..	..	0 5 6½	0 5 6½	0 5 6½	6·2	10/44	63 5 0	3 7 0	66 12 0	
Makohine Village Settlement	1	3	..	0 60	..	..	..	0 7 11¼	0 7 11¼	0 7 11¼	..	..	29 15 0	9 1 6	38 16 6	
Clifton Block	8	2·37	1 78	0 40	..	..	[j] 16,372 s. ft.	0 6 5¼	*0 10 3¾	0 8 4¾	7·4	10/12	739 7 9	32 17 2	772 4 11	* Party of three men with dray. Highest wage.
Wanganui Block	4	2·25	0 40	1 34	..	..	..	0 3 6	0 6 6¼	0 5 1	6·2	10/45	210 2 7	54 9 8	264 12 3	
Manganui and Ruapehu ..	1	3	0 41	..	..	..	..	0 6 0½	0 6 0½	0 6 0½	6·8	10/64	77 16 4	3 0 0	80 16 4	
Gladstone Block ..	8	2·37	..	3 53	..	..	[g] 200 lin. ft.	0 4 1¼	0 7 6¼	0 5 7½	6 2	10/44	456 5 1	86 19 3	543 4 4	
Te Kapua Block	7	3·71	..	3 53	..	..	[g] 150 lin. ft.	0 4 4½	0 8 1¼	0 6 6½	7·5	1/16	570 9 5	82 10 0	652 19 5	
Ohinewairua Block ..	1	3	..	0 34	..	..	[g] 40 lin. ft.	0 5 11¾	0 5 11¼	0 5 11¾	6·8	10/66	113 0 0	26 10 0	139 10 0	
Tongariro National Park ..	3	2·66	..	5 65	..	..	[j] 2,710 s. ft.	0 3 2¾	0 7 5	0 5 9¼	7·7	10/22	187 1 2	43 7 2	230 8 4	
Horopito Improved Farm ..	1	1	..	..	9 "	..	..	0 8 0¼	0 8 0¼	0 8 0¼	..	..	15 13 0	16 5 0	31 18 0	
Rongoiti Improved Farm ..	8	1·75	0 15	0 73	76·5 "	..	..	0 3 10	0 7 7¼	0 5 10½	6·6	10/57	218 18 10	29 18 6	248 17 4	
Hautapu Improved Farm ..	19	1·47	0 45	..	145 "	..	..	0 2 6¼	0 5 8¾	0 4 6¼	6·6	10/57	383 3 11	20 9 3	403 13 2	
Taihape Improved Farm ..	2	1	..	..	9 "	..	..	0 3 11¾	0 4 5¼	0 4 2¾	6·3	10/46	14 19 0	3 12 4	18 11 4	
Ohutu Improved Farm ..	38	2·50	1 59	2 24	220 "	..	[i] One 55 ft.	0 2 6	*0 9 11¾	0 5 3¾	7	1/8	1,184 15 4	113 19 9	1,298 15 1	* Bridge building.
Otuarei Improved Farm ..	2	2	..	1 32	12 "	..	..	0 3 0½	0 6 8¼	0 4 10½	7	1/8	56 3 6	9 17 9	66 1 3	
Masterton–Tenui Improved Farm	11	1	..	..	76 "	..	..	0 2 4¾	0 8 0	0 5 6¾	5·1	10/27	90 1 0	20 6 0	110 7 0	
Taihape State Farm ..	47	3·20	0 7	4 18	642 "	..	[g] 240 lin. ft.	*0 1 10	0 9 11½	0 5 9¾	7	1/8	1,714 17 1	303 3 10	2,018 0 11	* Inexperienced men bushfelling.
Totals and averages ..	128	2·4	2 46	8 67	1,189·5 a.	..	See below	0 1 10	0 9 11¾	0 5 5½	6·5	..	3,678 11 8	517 12 5	4,196 4 1	

"Other work": [e] Stripping, 4,992 cubic yards. [f] Shell-rock, 3,002 cubic yards. [g] Culverts, 920 lineal feet. [h] Timber cut and carted, 30,000 superficial feet. [i] Bridges, four: One 102 ft., one 260 ft., one 63 ft., and one 55 ft. [j] Sawn timber, 19,082 superficial feet.

								Per team.	Per team.	Per team.	℔ t'm.	℔ t'm.				
Co-operative Metal Cartage—		Teams.														
Pipiriki–Waiouru ..	12	3·5	2 34	..	..	..	..	1 4 9	*2 9 5	1 15 9	10·1	10/68	593 9 0	54 0 0	647 9 0	* Three-horse team and driver.
Ohingaiti–Tokaanu ..	5	1·2	0 75	..	..	..	..	1 1 0	1 6 1	1 1 2	9	10/97	307 0 10	34 8 2	341 9 0	
Totals and averages	17	2·8	3 29	..	..	..	..	1 1 0	2 9 5	1 9 0	9·3	..	900 9 10	88 8 2	988 18 0	

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*contd.*

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.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
MARLBOROUGH.																
Chief Surveyor—			M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Mill Creek Road–Omaka Estate	1	5	0 8	..	..	0 8	..	0 8 6	0 8 6	0 8 6	8	..	34 4 7	1 10 0	35 14 7	Contractors provided and paid all cartage. Breast cutting and metalling bridge approaches.
Picton–Grove Road, No. 1 Party	1	9	0 40	..	0 30	0 7	..	0 6 8	0 6 8	0 6 8	8	3¾	225 15 6	38 19 3	478 8 9	
Picton–Grove Road, No. 2 Party	1	7	0 40	..	0 40	..	..	0 6 2	0 6 2	0 6 2	8	4¼	213 14 0			
Cheviot–Kaikoura Road ..	75	4·6	13 41	..	..	..	..	*0 2 5¼	†0 13 1¼	0 7 10¼	8·5	2·8	8,973 17 11	744 17 4	9,718 15 3	* Poor workers, inexperienced. † Thoroughly experienced hard workers.
Totals and averages ..	78	4·7	14 49	..	0 70	0 15	See below	0 2 5¼	0 13 1¼	0 7 9¼	8·1	..	9,447 12 0	785 6 7	10,232 18 7	
			"Other work": Bridge, 40 lineal feet. Stone culverts, 3. Culverts, 57.													
NELSON.																
Chief Surveyor—																
Maitai Road	3	5	0 60	..	..	..	..	0 4 10	0 8 3	0 6 6	8	¼	142 19 2	56 1 3	199 0 5	
Tableland Horse-track ..	6	4	..	5 10	..	..	..	0 5 0	0 10 1	0 7 4	8	⅙	164 15 5	34 13 10	199 9 3	
Mount Arthur Track ..	13	5	..	6 22	..	..	..	0 5 10	0 10 1	0 7 7¼	8	..	359 12 3	140 7 9	500 0 0	
Wangapeka–Wanganui Road (Wangapeka end)	2	4	..	1 6	1 6	..	10 0	0 5 4	0 8 10	0 7 4	8	1/10	308 8 1	73 6 10	381 14 11	Distant from settlement, and expensive getting supplies.
Ditto (Wanganui end) ..	6	5	0 50	0 27	1 53	0 67	..	0 5 11½	0 8 1	0 6 11½	8	⅛	452 17 6	92 18 0	545 15 6	
Totals and averages ..	30	4·7	1 30	12 65	2 59	0 67	10 0*	0 4 10	0 10 1	0 7 2	8	..	1,428 12 5	397 7 8	1,826 0 1	* Foot-track.
WESTLAND.																
Chief Surveyor—																
Kokatahi Road–Raft Creek Bridge	1	4	..	..	..	..	[a] 47 ft.	0 8 10	0 10 5	0 9 7½	6·79	3/20	156 14 0	18 13 6	175 7 6	
Greenstone–Taramakau ..	7	3	0 74	..	0 74	0 74	[b] 0m. 25ch. [c] No. 20 [d] No. 6	0 5 2	0 6 11	0 6 0½	5·99	¼	404 7 9	71 5 10	475 13 7	
Woodstock–Mahinapua ..	3	8	1 44·5	..	1 5	1 44·5	[e] 0m. 111ch. [c] No. 4 [d] No. 7	0 7 11	0 9 6	0 8 8½	6·65	17/100	532 1 4	62 2 6	594 3 10	
Whitcombe Valley ..	2	4	..	1 12	1 12*	..	..	0 9 2	0 9 8	0 9 5	6·9	7/8	200 2 6	36 2 2	236 4 8	* 16 ft. wide.

Wire Footbridge–German Gully Track	1	2	..	..	..	..	[f] 120 ft.	0 6 3	0 8 3	0 7 3	6·1	$\frac{1}{4}$	42 4 0	43 6 6*	85 10 6	* Cost of ironwork, wire, and timber included.
Widening Cook's River–Flat Road	2	4	0 42	..	0 42	0 42	[g] No. 5 [c] No. 1 [d] No. 2	0 7 0	0 8 2	0 7 7	6·8	$\frac{3}{20}$	182 13 6	37 9 0	220 2 6	
Cook's River (Upper) ..	1	4	0 9	..	0 9	0 9	[g] No. 1 [d] No. 1	0 9 10	0 10 11*	0 10 4½	7·2	$\frac{1}{10}$	86 11 2	20 1 6	106 12 8	* The average is higher than the preceding contracts, on account of very fair weather and ground being more easily worked than was anticipated when the estimate was made.
Track from Ross Road towards Ranges	4	4	..	4 2·7	4 2·7 8ft wide	..	[h] No. 8	0 8 4	0 8 9	0 8 6½	7·5	$\frac{1}{20}$	167 15 6	31 17 0	199 12 6	
Poerua Estate	2	3	0 54	..	..	..	[c] No. 4 [i] No. 1	0 9 1	0 11 0	*0 10 0½	6·6	$\frac{17}{100}$	171 12 0	4 11 8	176 3 8	* Timber for culverts was got more easily than was estimated.
Totals and averages ..	23	4	3 63·5	5 14·7	7 64·7	3 9·5	See below	0 5 2	0 11 0	0 8 0¾	6·7	..	1,944 1 9	325 9 8	2,269 11 5	

"Other work": [a] Bridge, 47 ft. [b] Stream diversion, 25 chains. [c] Culverts, 29. [d] Turnouts, 16. [e] Drains, 111 chains. [f] Widening track, 120 ft. [g] Level-crossing, 6. [h] Creek-crossings, 8. Ford, 1.

CANTERBURY.

Chief Surveyor—																	
Otaio Settlement Roads ..	3	2·5	0 66	..	..	0 66	..	..	..	..	..	..	70 0 2	10 8 10	80 9 0	No overseer having been in charge of this work, I am unable to give the information under the various heads.
Pukaki–Mount Cook Road	2	6·5	..	..	..	..	..	0 5 4½	0 7 8½	0 5 8¼	6·6	$\frac{1}{8}$	237 3 11	52 9 8	289 13 7	
Totals and averages ..	5	4	0·66	..	..	0 66	..	0 5 4½	0 7 8½	0 5 8¼	6·6	..	307 4 1	62 18 6	370 2 7	

OTAGO.

Chief Surveyor—																
Main Catlins–Waikawa ..	11	1·54	..	..	..	..	..	*0 2 4	0 6 10¼	0 5 3¾	7·04	$\frac{11}{62}$	97 13 6	10 5 2	107 18 8	Metal and repairs. *Bad weather.
Tautuku Sheds	2	4	..	..	..	..	..	0 5 9	0 5 11	0 5 9¾	7·47	$\frac{25}{335}$	109 16 4	11 10 7	121 6 11	
Tautuku District–Mahaka	1	5	..	..	0 42½	..	..	0 3 8¾	0 3 8¾	0 3 8¾	5·95	$\frac{73}{378}$	53 2 6	5 11 7	58 14 1	
Papatowai Township ..	1	2	..	..	..	..	[a] 0 21	0 5 0	0 5 0	0 5 0	7·23	$\frac{2}{285}$	10 10 0	1 2 1	11 12 1	
Rimu, Block XIII., ..	5	3·45	1 60	..	..	..	..	0 5 0	0 5 11½	0 5 5	6·66	$\frac{2}{21}$	186 15 0	19 12 2	206 7 2	
" XV. ..	6	3·66	1 2	..	1 76½	..	..	0 5 0	0 6 3	0 5 6	7·26	$\frac{115}{630}$	344 6 8	36 3 1	380 9 9	10 ft. road.
McLennan River Bridge ..	3	6	..	..	..	..	..	0 5 0	0 6 0	0 5 5¼	7·54	$\frac{59}{625}$	232 12 11	69 14 11	302 7 10	
Woodlands, Block IX. ..	7	2·42	0 35	2 16	0 68	..	..	0 4 1½	0 7 10½	0 5 4½	6·56	$\frac{49}{856}$	188 0 4	19 14 10	207 15 2	10 ft. and 6 ft. roads.
" Burnt Flat ..	2	2	..	..	..	..	[b] 1 28	0 5 5	0 6 2½	0 5 7½	7·84	$\frac{125}{667}$	7 6 9	0 15 5	8 2 2	
" Purakauiti Stream	2	3·5	0 75	..	..	..	..	0 5 9½	0 6 0	0 5 10½	6·26	$\frac{3}{26}$	143 17 9	15 2 2	158 19 11	10 ft. road.
" Kaler's ..	7	2·28	..	..	6 6	..	[b] 3 78	0 4 10¾	0 6 10¼	0 6 2½	6·49	$\frac{101}{464}$	165 0 0	17 6 6	182 6 6	
" Avery's ..	2	2	0 26	..	..	..	..	0 5 10	0 6 8¼	0 6 7¼	6·59	$\frac{100}{531}$	35 13 0	3 14 10	39 7 10	"
" Shaw's ..	1	3	0 49	..	..	..	..	0 4 11½	0 4 11½	0 4 11½	6·67	$\frac{19}{108}$	73 8 6	7 14 2	81 2 8	"

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*contd.*

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.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
OTAGO—*continued.*																
Chief Surveyor—*continued.*			M. ch.	M. ch.	M. ch.	M. ch.		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	
Woodlands, McDonnel's ..	1	3	0 28	..	..	..	..	0 3 3½	0 3 3½	0 3 3½	6·4	6/1	57 8 1	6 0 7	63 8 8	10 ft. road.
" Taylor's ..	2	2·5	0 20	..	0 20	..	..	0 5 0¼	0 6 10	0 5 8	6·88	3/32 1/9	38 11 4	4 1 0	42 12 4	"
" Papatapu ..	4	3	0 69	..	..	..	..	0 3 10	0 6 3	0 4 8¾	6·20	1/35 1/37	143 18 4	15 2 3	159 0 7	"
" Harrington's ..	1	1	0 40	..	..	..	..	0 5 3	0 5 3	0 5 3	7·21	1/309 1/5	40 0 0	4 4 0	44 4 0	"
" Long Point ..	1	3	..	0 70	..	..	..	0 7 10¾	0 7 10¾	0 7 10¾	7·57	1/152 4/19	30 0 10	3 3 0	33 3 10	6 ft. road.
" Ratanui Town	1	3	..	..	..	..	[c] 2·8 acres	0 6 4½	0 6 4½	0 6 4½	8	..	7 0 0	0 14 8	7 14 8	
" Block I., Miller's	1	2	..	..	0 60	..	..	0 5 6	0 5 6	0 5 6	6 96	7/54	15 0 0	1 11 6	16 11 6	
" Wingfield ..	2	3	0 22	..	0 13¾	..	..	0 4 1¾	0 5 1¾	0 4 3½	6·25	6/63 1/289	61 18 9	6 10 1	68 8 10	10 ft. road.
" Bryant's ..	1	4	0 36	..	..	..	..	0 5 6	0 5 6	0 5 6	7·5	4/3 1/362	99 11 0	10 9 1	110 0 1	"
Seadden's	8	3·12	1 0	..	1 35¼	..	..	0 3 2	0 6 9½	0 4 5	6·35	1/6	311 8 6	32 14 0	344 2 6	"
Glenomaru, Barr's ..	1	2	0 15	..	..	..	..	0 5 1¼	0 5 1¼	0 5 1¼	7·33	1/12	24 10 0	2 11 5	27 1 5	"
" Cannibal Bay	1	3	0 20	..	..	..	..	0 5 9	0 5 9	0 5 9	7·25	3/32	27 10 3	2 17 9	30 8 0	"
" Hunt's ..	2	4	0 3	..	..	..	[d] One	0 4 3	0 5 5	0 4 5¾	5·92	3/36 1/139	62 4 10	14 3 2	76 8 0	
" Christie's ..	3	3·66	0 56	..	1 16	..	..	0 5 6	0 5 9¾	0 5 6½	7·28	5/6 1/62	155 16 6	16 7 3	172 3 9	"
" Goldsberry ..	1	4	0 40	..	..	..	..	0 5 3¾	0 5 3¾	0 5 3¾	6 8	5/9 1/400	105 8 5	11 1 5	116 9 10	"
" Campbell's ..	1	4	0 50	..	..	..	..	0 4 8	0 4 8	0 4 8	7	5/8 1/463	108 1 10	11 7 0	119 8 10	"
" Kennedy's ..	2	3·5	0 20	..	0 19	..	..	0 4 2	0 5 7½	0 4 5	6	7/7 1/303	67 1 8	7 0 10	74 2 6	"
" McKenzie's ..	2	5	0 70	..	0 34	..	..	0 5 3	0 5 6½	0 5 3½	7	1/14	184 3 3	19 6 9	203 10 0	"
Catlin's, Blk. II., Thomson's	1	3	0 18	..	..	..	..	0 4 5½	0 4 5¼	0 4 5¼	5·69	1/18 1/47	20 0 0	2 2 0	22 2 0	"
" " I., Ivimey's..	3	3	1 0	..	..	..	..	0 4 7¼	0 5 4	0 5 0½	6·47	5/4 1/545	137 9 1	14 8 8	151 17 9	"
" " VII., Blacks ..	9	2·44	1 23	..	2 12	..	..	0 4 6	0 7 3¾	0 5 8¼	6 94	3/3 1/250	284 0 3	29 16 5	313 16 8	"
" " II., Catherwood	4	2·45	0 31	..	..	..	..	0 5 0	0 7 0¾	0 5 9½	7·15	3/8 1/359	104 6 11	13 14 2	118 1 1	"
Waipati Roads	5	4·2	4 42	..	4 42	..	..	0 5 6	0 6 1½	0 5 10½	7·2	1/10	1,507 2 7	158 5 0	1,665 7 7	"
Heathfield "	3	3	0 10	..	..	..	..	0 5 6¾	0 6 0¼	0 5 8¼	7·24	3/4 1/228	63 7 1	6 13 0	70 0 1	"
Tokarahi Estate	15	4·25	9 13	..	..	0 22	..	0 4 4	0 8 8	0 6 0¼	8	1/25	984 12 10	146 6 5	1,130 19 3	Reason for low wage earned: Two men in gang, one a bad workman, the other an old man of 65 years. Reason for high wage earned, mostly surface-formation at 6s. 3d. per chain; men had ground ploughed, and worked long hours and well.
Road through Section IV., Block VII., Maruwenua District	3	8·5	1 20	..	..	..	..	0 4 9	0 7 4½	0 6 1¼	8	1/17	216 16 10	20 1 2	236 18 0	Reasons for low wages earned: gang not pulling together, and bad at rock work.
Total and averages ..	128	3·2	30 13	3 6	20 45	0 22	See below	0 2 4	0 8 8	0 5 5¾	6·9	..	6,505 12 5	779 0 1	7,284 12 6	

"Other work": [a] Logging-up, 21 chains. [b] Scrubbing, 5 miles 26 chains. [c] Bushfelling, 2·8 acres. [d] Bridge, 1. Road-repairs.

SOUTHLAND.

Chief Surveyor—																					
Waikawa District—																					
Road to give access to Sections 11, 12, and 13, Block IV., Waikawa	2	3·5	0 56½	..	0 38½	..	[a] 392 l. ft. [b] 53½ ch.	0 5 8½	0 8 2¼	0 6 10¼	5·7	2/7	117 14 6	7 1 8	124 16 2							
Road to give access to Sections 4 and 6, Block V., Waikawa	1	2	0 4	..	..	..	[a] 88 l. ft. [c] 1 ch.	0 5 1	0 5 6	0 5 3½	7·7	1/27	16 7 6	3 10 0	19 17 6							
Waikawa–Wyndham Valley	..	..	..	..	..	..	..	..	..	..	..	..	0 6 0	21 12 11	21 18 11							
Waikawa–Wyndham, Grant-in-aid	5	5·4	1 21½	..	1 17½	..	[a] 282 l. ft. [b] 97½ ch.	0 7 0	0 7 7	0 7 3½	7·4	2/25	529 19 1	230 1 1	760 0 2	Two contracts in hand.						
Invercargill Hundred, Blocks XVII. and XX.	8	2	0 62	..	1 19¼ *0 56½	..	[d] 56½ ch. [e] 99¼ ch.	0 6 4	0 6 10	0 6 7	7·8	1/40	173 0 0	26 0 0	199 0 0	* 8 ft. wide.						
Invercargill Hundred, Block XXIII.	5	2·2	0 10¼	..	1 3	0 7	[e] 83 ch.	0 6 3	0 6 6	0 6 4½	7·76	1/34	110 15 9	20 12 0	131 7 9							
Invercargill Hundred, Block XXIII., Grant-in-aid	5	2·6	0 49	..	0 67	..	[f] 10 l. ft. [g] 20 l. ft. [d] 44 ch. [e] 88 ch.	0 4 9	0 6 2	0 5 5½	6·03	1/4	152 3 0	46 18 1	199 1 1	Two contracts in hand.						
Haberfield to Beach ..	2	2	0 14½	..	0 27	0 11½	[a] 20 l. ft. [d] 27 ch. [c] 14 ch. [e] 27 ch.	0 7 9	0 7 10	0 7 9½	7·93	1/114	74 7 0	4 18 4	79 5 4							
Waikawa–Otara—																					
Waikawa–Otara Road ..	5	3	0 3	..	0 40	..	[f] 13 l. ft. [a] 52 l. ft. [h] 11⅓ ch. [c] 1½ ch.	0 3 2½	0 3 6½	0 3 4½	7·23	1/10	180 2 2	63 12 9	243 14 11							
Road to give access to Sections 41 and 42, Block VI., Otara District	1	3	..	..	0 14¾	..	..	0 6 9½	0 8 7¾	0 7 8½	6·1	18/80	12 18 2	1 10 0	14 8 2							
Road between Sections 8, 9, and 10, Block VIII., Waikawa	1	2	..	..	0 16	..	..	0 6 0	0 6 0	0 6 0	8	..	8 15 0	..	8 15 0							
Wallace–Rock	..	..	..	..	..	..	[a] 36 l. ft.	0 6 0	0 6 0	0 6 0	*	..	13 2 0	1 3 6	14 5 6	* Work done by day wages. Including repairs to road and removing slips.						
Ackers Village	4	1·5	0 67	..	0 17½	..	[c] 17⅓ ch. [d] 49 ch. [c] 16½ ch.	0 5 4	0 6 1	0 5 9½	6·58	7/40	110 15 1	9 15 0	120 10 1							
Waikawa Block—																					
Road to give access to Sections 17, 18, 19, and 20	2	4·2	0 29	..	..	..	[a] 68 l. ft. [g] 16 l. ft. [b] 29 ch.	0 5 4½	0 7 3¾	0 6 4	5·8	3/11	80 16 6	11 7 0	92 3 6							
Road from Waikawa River to Waikawa Settlement	1	4	0 17	..	..	..	[c] 17 ch. [d] 17 ch. [b] 17 ch. [a] 18 l. ft.	0 8 0	0 8 6	0 8 3	8·5	..	13 19 5	0 8 0	14 7 5							
Seaward Bush Road ..	6	2·3	0 13	..	1 26	..	[a] 74 l. ft. [c] 36½ ch. [e] 106 ch.	0 3 9	0 5 1	0 4 5	6·1	12/80	164 11 6	34 15 7	199 7 1							
Longwood XVI. and I. ..	..	..	..	..	0 27	..	..	0 6 0	0 6 0	0 6 0	..	..	26 0 2	13 11 6	39 11 8	Completing abandoned contract by day wages.						

Table 50.—STATEMENT showing CONTRACTS COMPLETED under the CO-OPERATIVE SYSTEM from 1st April, 1897, to 31st March, 1898, in the several Land Districts—*contd.*

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.						Payments to Co-operative Contractors.	Cost of Tools, Explosives, Inspection, and Management.	Total Cost.	
							SOUTHLAND—*continued.*									
Mararoa Bridge	1	5	M. ch. 0 38	..	..	..	[d] 0m. 3½ch. [i] 16 ft. [c] 0m. 2ch.	£ s. d. 0 8 3	£ s. d. 0 8 3	£ s. d. 0 8 3	8	..	£ s. d. 189 5 4	£ s. d. 41 19 8	£ s. d. 231 5 0	Including clearing slips.
Waikawa–Catlin's Road ..	..	..	..	..	..	..	..	..	..	..	..	..	60 17 6	34 16 5	95 13 11	Removing slips and repairing road.
State Forest	2	3	..	..	51 acres	..	[b] 2m. 65ch. [j] 0m. 65ch.	0 5 3	0 6 2	0 5 8½	6·04	¼	116 11 9	103 11 0	220 2 9	Including wire-netting, £64.
Waiau Preservation Inlet ..	12	3	..	1 63	26 58 10ft. wide.	..	..	0 4 11¼	0 8 8¾	0 6 9¾	8	..	736 13 0	586 10 9	1,323 3 9	Lost time by packing food in bad weather. Under the heading of "Cost of Tools, &c." is purchase of huts, wire-rope, boats, freight, exploring, and other items.
Total and averages ..	63	2·8	5 64¾	1 63	*	0 22½	See ebelow	0 3 2½	0 8 8¾	0 6 1¾	7·1	..	2,889 0 5	1,263 15 3	4,152 15 8	* 7 miles 73 chains; 26 miles 58 chains 10 ft. wide, 56½ chains 8 ft. wide, and 51 acres.
"Other work": [f] Bridges, 2; [j] Erecting wire-netting, 65 chains; [b] Stumping, 422 chains; [a] Pipe-culverts, 1,030 lin. ft.; [e] Chipping, 418¾ chains; [d] Drains, 196¾ chains; [g] Culverts, 36 lin. ft.; [c] Fascining, 88½ chains; [h] Corduroying, 1¼ chains; [i] Stone-culvert, 16 ft.																
Haldane Improved Farm Settlement Roads	4	4	0 16	..	..	..	[g] 31 l. ft. [a] 86 l. ft. [b] 60½ ch.	0 3 11	0 4 3	0 4 1	7·4	..	614 14 6	229 1 5	843 15 11	Four contracts in hand.
Haldane Improved Farm Settlement Sections	18	1·6	..	..	233¼ ac.	..	..	0 3 3½	0 4 3	0 3 9½	6·2	..				
Waikawa Improved Farm Settlement Road	2	4·5	0 13	..	0 1	0 6½	[g] 78 l. ft. [b] 12 ch.	0 3 3	0 4 0½	0 3 7¾	6·5	..	250 2 1	67 17 7	317 19 8	
Waikawa Improved Farm Settlement Sections	8	1·3	..	..	81 acres	..	..	0 4 3¾	0 5 0¼	0 4 8	6·85	..				
Moturimu Improved Farm Settlement	3	1	..	..	22¾ ac.	..	..	0 2 9	0 4 4	0 3 6	5·18	..	28 8 9	69 4 6	97 13 3	
Totals and averages ..	35	1·9	0 29	..	337a. and 1 chain	0 6½	See below	0 2 9	0 5 0¼	0 3 11¼	6·4	..	893 5 4	366 3 6	1,259 8 10	
"Other work": [b] Stumping, 72½ chains; [a] Pipe-culverts, 86 lin. ft.; [g] Culverts, 109 lin. ft.																
Southland District—"Other work": [a] Pipe-culverts, 1,116 lin. ft.; [b] Stumping, 494½ chains; [c] Fascining, 88½ chains; [d] Drains, 196¾ chains; [e] Chipping, 418¾ chains; [f] Bridges, 2; [g] Culverts, 145 lin. ft.; [h] Corduroying, 1½ chains Stone culvert, 16 ft.; [i] Erecting wire-netting, 65 chains.																

Table 51.—RETURN of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1897, to 31st March, 1898.

LAND DISTRICT OF AUCKLAND.

Surveyor and District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyor and Party from 1st April, 1897, to 31st March, 1898.	Remarks.
	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.	Miles.	Cost per Mile.	Cost.	Cost.		
Staff Surveyors.		d.					s.			s.					£	£ s. d.	£ s. d.	£ s. d.	
L. Cussen. Hauraki, &c.	512,000 (Major trian.) 300,000 (Minor trian.)	0·22 0·13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	521 15 10	1,177 8 5	"Other work" is inspection of 7,920 acres gold-mining claims. Broken forest country.
J. Baber, jun. Tauranga, &c. ..	..	..	..	..	1,090	2	1·40	..	..	..	49	6	195·84	..	..	..	151 0 0	660 8 8	"Other work" includes Rotorua requirements, repegging old roads, and trig. repairs.
G. A. Martin. Whangarei ..	..	..	..	..	26,137	64	0·86	..	..	..	..	..	..	..	..	..	50 0 0	945 14 10	"Other work" is defining old boundaries and school-site.
A. H. Vickerman. Karioi, &c. ..	77,000	0·78	..	..	4,717	34	1·75	..	..	..	..	..	..	27·25	18·75	2 10 0	112 3 0	972 11 6	Roads in broken forest country. "Other work" is bridge and road reports, &c.
H. D. M. Haszard. Ohinemuri, &c.	125,000	0·35	12,959	3·35	..	..	..	127	200	10·40	..	..	..	1·10	13·50	..	154 10 10	703 1 3	"Other work" is inspection of nineteen gold-mining claims; miscellaneous reports; standard work, Auckland, Paeroa, &c.
D. I. Barron. Rotorua, &c. ..	..	..	..	..	25	2	4·00	..	..	..	..	..	..	34·75	9·10	..	..	321 8 1	Road-work not yet mapped. Transferred to Canterbury district.
T. K. Thompson. Mangonui ..	..	..	..	..	4,704	65	3·25	..	..	..	..	..	..	32·50	16·00	..	..	707 9 4	Generally broken forest country.
R. S. Galbraith. Onewhero ..	24,000	1·70	..	..	5,735	17	2·20	..	..	..	..	..	..	..	..	..	..	775 15 9	All heavy forest; very broken.
A. B. Wright (Road Surveyor) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	72·00	7·00	..	..	504 0 0	Engineering surveys only.
Temporary Staff.																			
W. C. Spencer. Coromandel, Kerikeri	25,000	0·57	..	..	2,342	5	1·89	30	121	8·26	..	..	..	13·50	14·66	..	148 5 10	774 9 6	"Other work" includes road-exploration, adjustment of boundaries, and reports on land (K. T. Co.) suitable for mining.
H. A. Warner. Whangape, &c. ..	..	..	..	..	2,740	3	1·34	1·5	1	240·00	..	..	..	..	..	..	80 17 0	616 5 0	"Other work" includes additional standard data, Auckland City.
J. B. Thompson. Opuawhanga ..	..	..	..	..	8,503	49	1·74	..	..	..	..	..	..	9·75	11·75	..	86 17 6	768 17 10	"Other work" includes road and timber reports and inspection.
E. P. Turner. Awaroa, &c. ..	..	..	..	..	2,670	24	1·84	..	..	..	..	..	..	14·25	11·14	..	..	657 14 7	Mostly forest country.
A. Wilson. Maungaru, &c. ..	..	..	..	..	7,849	30	1·50	..	..	..	..	..	..	6·00	15·36	..	50 8 10	747 17 10	"Other work" includes timber reports, &c. All heavy forest.
A. A. Seaton. Tokatoka, &c. ..	..	..	..	..	5,442	100	1·81	28	28	15·00	..	..	..	5·50	12·00	..	15 0 0	683 1 10	Mostly swamp and kahikatea forest.
A. J. Mountfort. Wairere, &c. ..	..	..	..	..	7,080	16	1·45	..	..	..	..	..	..	..	..	..	20 0 0	713 1 7	Open and forest lands.
E. W. Laseron. Drury, &c. ..	..	..	..	..	5,808	46	1·71	..	..	..	..	..	..	25·00	10·70	..	..	795 2 7	Mostly resurveys in open country.
Means and totals ..	512,000 (Major trian.) 551,000 (Minor trian.)	0·22 0·36	12,959	3·35	84,842	457	1·53	186·5	350	10·68	49	6	195·84	241·60	11·44	2 10 0	1,390 18 10	12,524 8 7	
Contract Surveyors:—																			
Means and totals	..	..	..	..	28,987	173	1·73	..	..	..	162642	113	6·06	13·02	15·84	..	..	2,380 13 8	
Auckland means and totals	512,000 (Major trian.) 551,000 Minor trian.)	0·22 ·36	12,959	3·35	113,829	630	1·58	186·5	350	10·68	162691	119	6·12	254·62	11·66	2 10 0	1,390 18 10	14,905 2 3	

NOTE.—14,214 acres of gold-mining surveys, in 200 sections, were surveyed by twenty-four authorised surveyors, at a mean cost of 4·11s. per acre.

Table 51.—RETURN of FIELD-WORK executed by the STAFF and CONTRACT SURVEYORS, from 1st April, 1897, to 31st March, 1898—*continued.*

LAND DISTRICT OF HAWKE'S BAY.

Surveyor and District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyor and Party from 1st April, 1897, to 31st March, 1898.	Remarks.
	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.	Miles.	Cost per Mile.	Cost.	Cost.		
Staff Surveyors.		d.		d.			s.			s.			d.		£	£ s. d.	£ s. d.	£ s. d.	
Llewellyn Smith. Poverty Bay ..	..	..	..	..	500	1	2·44	..	..	..	..	..	..	..	..	..	795 9 6	719 3 3	District Surveyor and Land Officer. Transferred from Wellington in March, 1897. "Other work" represents field-checks, explorations for roads, &c.
J. Hay. Hawke's Bay	..	..	..	..	918	8	3·50	..	..	..	..	..	..	0·75	17·94	..	733 10 3	813 10 3	Forest country. "Other work" includes field checks and survey, and roading lands for settlement, &c. Cadet assisting.
W. Wheeler. Poverty Bay ..	..	..	..	..	..	..	..	..	..	..	6,124	..	1·50	..	..	..	236 10 4	126 5 8	Topographical survey. Transferred from Land Purchase Department in December, 1897. "Other work" includes survey of Native township, &c., the plans of which are not made.
J. Mouat. Poverty Bay.. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	19·00	28·20	..	633 10 8	837 6 0	Forest country. Road engineering survey, £413 5s. 2d., cost brought forward from last year. "Other work" includes twenty-six miles road-survey Gisborne–Waikaremoana, plans of which are not made.
T. Brook. Hawke's Bay ..	..	..	..	..	112	13	1·63	..	..	..	..	..	..	..	..	..	289 0 0	224 2 11	"Other work" includes roading and survey of Ngapaeruru Block for settlement.
Temporary Staff.																			
J. Stevenson. Hawke's Bay ..	..	..	..	..	645	7	3·21	..	..	..	..	..	..	..	..	..	509 7 2	568 3 8	Forest country. "Other work," includes Apiti–Norsewood Road survey, plans of which are not made.
J. Roddick. Poverty Bay ..	..	..	..	..	5,900	9	0·20	..	..	..	11,671	1	1·70	..	..	..	680 3 7	747 15 11	Forest country. "Other work" includes 123,329 acres Tahora subdivisional survey, of which plans are not completed. In the cost of Native Land Court surveys completed, £40 15s. 6d. is brought forward from last year.
Means and totals ..	..	..	..	..	8,075	38	0·97	..	..	..	17,795	2	1·64	19·75	27·82	..	3,877 11 6	4,036 7 8	

Staff Surveyors.																			
H. M. Skeet (District Surveyor). Opunake, Ngaire, Ngatimaru, and Egmont	..	..	..	..	570	38	2·81	..	..	..	..	..	..	34·00	22·35	..	91 4 2	825 13 1	Country over which railway-reserve runs, partly cleared. A cadet has been assisting Mr. Skeet for last nine months. Topographical survey of Mount Egmont well in hand. "Other work" includes standard surveying Opunake Township, and minor work.
G. H. Bullard (District Surveyor). Ngaire, Omona, Opaku, and Hawera	..	..	..	..	273	21	6·91	22	26	30·00	..	..	..	21·50	28·00	..	48 0 0	660 14 5	Heavily bushed country, very rough in places; cadet assisting; roads taken under warrant run through Native lands. "Other work" includes replacing trig. stations and fixing boundaries.
J. F. Frith (Assistant Surveyor). Kapara and Opaku	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	747 5 11	Mr. Frith has in hand section survey of 25,000 acres rough bush country, heavily timbered, and seventeen miles of a connecting road from Pipiriki; no cadet assisting.
W. C. Morpeth (Assistant Surveyor). Mimi and Upper Waitara	..	..	..	..	7¾	1	30·08	..	..	..	..	..	..	..	..	..	31 8 0	760 15 10	Mr. Morpeth has in hand 19,000 acres of section survey, heavily bushed country. "Other work" includes survey of clearings and grass lands, improved-farm settlements; road alterations, and survey of school-sites.
W. H. Skinner (Office Surveyor). Egmont, Waitara, Paritutu, and Carlyle	..	..	..	..	92	2	3·69	..	..	..	..	..	..	..	..	..	68 14 11	85 14 11	Sectional and revisional surveys. "Other work" includes replacement of standard marks, deviations of roads, alignment harbour survey, and sundry inspections.
Temporary Staff.																			
W. H. Murcott (Assistant Surveyor). Waitara and Ngatimaru	..	..	..	..	16,700	18	1·00	..	..	..	..	..	..	0·50	7·00	..	10 10 0	705 5 11	In addition this officer has completed all field-work, and nearly finished plans of a block of 3,755 acres of rough bush country. "Other work" includes redefinition of an old boundary and deviation of a road. No cadet assisting.
Percy Holt (Assistant Surveyor). Opaku, Kapara, and Omona	..	..	..	..	12,025	28	0·60	..	..	..	..	..	..	..	..	..	..	357 7 1	Densely bushed broken country. This officer was absent on leave six months, without pay.
L. C. Sladden (Assistant Surveyor). Pouatu	..	..	..	..	11,975	64	1·76	..	..	..	..	..	..	8·00	10·50	..	21 0 0	746 4 0	Densely bushed broken country. No cadet. Another block also well in hand. "Other work" includes measuring bushfelling areas, Whangamomona.
William Laing (Assistant Surveyor). Pouatu	..	..	..	..	11,242	27	1·91	..	..	..	..	..	..	..	..	..	..	754 6 0	Densely bushed broken country; difficult of access at present. No cadet assisting.
Charles Finnerty (Assistant Surveyor. Pouatu	..	..	..	..	3,722	39	2·13	7	16	12·50	..	..	..	..	..	..	17 0 0	745 13 0	Densely bushed broken country. No cadet assisting. Another block of 5,000 acres section survey well in hand. "Other work" includes measuring bushfelling areas.
Means and totals ..	..	..	..	..	56,606¾	238	1·40	29	42	23·33	..	..	..	64·00	22·65	..	287 17 1	6,389 0 2	

Table 51.—RETURN of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1897, to 31st March, 1898—*continued*.

LAND DISTRICT OF WELLINGTON.

Surveyor and District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyor and Party from 1st April, 1897, to 31st March, 1898.	Remarks.
	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.	Miles.	Cost per Mile.	Cost.	Cost.		
Staff Surveyors.		d.		d.			s.			s.			d.		£	£ s. d.	£ s. d.	£ s. d.	
J. D. Climie. Kairanga, Belmont, and Mangahao	..	..	..	..	200	16	5·08	..	..	..	..	..	..	..	..	..	1,406 16 6	700 14 1	"Other work" comprises £549 6s. for inspection surveys, miscellaneous duties, and small surveys; £857 10s. 6d. standard surveys, Palmerston North and Petone, including £50 for completing same.
F. A. Thompson. Belmont, Wangaehu, Ongo, &c.	..	..	..	..	352	40	17·05	..	..	..	..	..	..	11·20	20·23	..	243 19 1	775 13 2	Sectional area comprises Paparangi Village Settlement, Johnsonville, with sections averaging under nine acres each, surrounded by old surveys. Much time was lost through this and the difficulty of road-access to the land, as well as for roading the block itself. "Other work" includes trig. connections, &c., at Paparangi.
H. J. Lowe. Belmont, Ruapehu, Kaimanawa, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	221 17 4	772 3 11	"Other work" includes £185 1s. 8d., Petone standard and Borough foreshore surveys. Mr. Lowe has on hand 746,000 acres, Rangipo–Kaimanawa triangulation, on which £668 10s. has been spent.
P. A. Dalziell. Mt. Cerberus, Kaitieke, &c.	..	..	..	..	12½	1	8·00	..	..	..	..	..	..	26·00	14·28	..	159 13 5	770 7 4	Mr. Dalziell has unfinished township settlement and road-surveys on hand, on which he has spent £866 16s. 2d. "Other work" includes Forest Reserve exploration, Crown lands ranging, &c.
James McKay. Karioi, Ruapehu, and Kaimanawa	..	..	..	..	..	..	..	..	..	..	56,924	11	3·10	..	..	..	..	755 13 5	Mr. McKay has unfinished settlement and road-surveys on hand, on which he has spent £451 7s. 4d.
J. G. Littlejohn. Mt. Cerberus, Mangaone, and Aohanga	..	..	..	..	3,338	27	1·16	..	..	..	..	..	..	7·60	3·85	..	..	107 18 10	Mr. Littlejohn left the field on 31st March, 1897, and had work to the value of £165 18s. 8d. then unfinished, which is being taken up by other officers.
H. Maitland. Ohinewairua and Maungakaraetu	..	..	..	..	199	2	0·69	..	..	..	..	..	..	10·00	10·26	..	176 10 0	737 19 6	Mr. Maitland has unfinished work on hand on which he has spent £1,004 10s. 5d. "Other work" includes preliminary survey, Taihapo, &c.
J. R. Strachan. Wainuioru, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 1 0	142 16 9	This return is for two months only.
Temporary Staff.																			
C. A. Mountfort. Karioi and Ohinewairua	..	..	..	..	..	..	..	560	260	30·38	..	..	..	..	..	..	38 12 4	669 13 1	Mr. Mountfort has unfinished settlement and Native Land Court surveys to the value of £631 18s. 4d. still on hand. "Other work" includes reports on roads, timber, &c.

H. J. Lewis. Waipakura ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	40 6 5	686 11 6	Mr. Lewis has the Tauakira Block of 26,650 acres on the Wanganui River for settlement purposes well advanced but still on hand, besides roadwork, on which, altogether, £998 13s. 9d. has been spent. "Other work" includes Wanganui River plans, &c.
P. R. Earle. Hautapu, Kaiwaka, and Akatarawa	..	..	..	..	15,021	13	0·97	..	..	..	..	..	..	..	..	..	..	634 3 0	Mr. Earle has on hand unfinished work to the value of £236 18s. 8d.
J. M. Morice. Hautapu, Ruahine, &c.	..	..	6,000	4·0	781	9	1·77	3¼	7	27·11	6,000	1	4·90	4·00	17·62	..	214 1 0	658 7 10	Mr. Morice has unfinished work to the value of £260 19s. 6d. still on hand. "Other work includes work in Awarua 1A No. 1, repegging Tituangi Road and other roads, &c.
H. J. Biggs. Pukeokahu, Hautapu, Ohinewairua, &c.	..	..	10,905	4·0	8,607	23	0·96	..	..	..	23	1	172·00	15·30	14·00	..	..	704 13 2	Mr. Biggs has unfinished work to the value of £589 5s. 3d. still on hand.
Means and totals	..	..	16,905	4·0	28,510½	131	1·24	563¼	267	30·30	62,947	13	3·33	74·10	13·70	..	2,507 17 1	8,116 15 7	
Contract Surveyors:— Means and totals	..	..	..	..	7,720	14	0·93	6	8	10·50	12,578	4	9·90	1·30	16·42	..	53 1 6	722 8 7	
Wellington means and totals	..	..	16,905	4·0	36,230½	145	1·17	569¼	275	29·72	75,525	17	4·40	75·40	13·75	..	2,560 18 7	8,839 4 2	

LAND DISTRICT OF MARLBOROUGH.

F. S. Smith (Staff); T. W. Hughes (Temporary); E. H. Farnie (Temporary). Hundalee and Acheron S.D.	..	..	..	..	18,888	27	1·00	..	..	..	..	..	..	..	..	..	363 2 11	1,984 6 0	Settlement surveys near Kaikoura. Mostly broken country, fern-scrub, and light bush. Cost of "other work" includes inspections, reports, roadworks, accounts, office-rent and -expenses, &c.
D. W. Gillies (Staff). Whernside and Tone S.D.	..	..	..	..	9,524	5	0·66	..	..	..	..	..	..	..	..	..	438 14 0	652 1 1	Survey of exchanges in connection with South Marlborough runs. All open country. "Other work" includes traversing rivers and fences, South Marlborough runs.
E. W. Buckeridge (Staff). Whernside and Puhipuhi S.D.	..	..	..	..	21,025	4	0·55	..	..	..	..	..	..	..	..	..	0 18 4	590 9 3	Survey of exchanges on Woodbank and Shades Runs. All open country. "Other work" is inspection of Clarence Bridge.
M. Carkeek (Temporary). Barefell, Acheron, &c.	480,000	0·88	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	533 4 10	Triangulation and topography, South Marlborough. Very rough, high country, ranging to 9,462 ft.
C. W. McFarland (Temporary). Onamalutu and Pine Valley S.D.	..	..	..	..	19,424	25	0·58	..	..	..	..	..	..	1·50	9·00	..	..	718 4 1	Rough, mountainous country, ranging to 3,000 ft. One-third bush.
A. Simpson (Temporary). Gore S.D.	4,400	1·5	..	..	10,754	31	1·05	..	..	..	1,568	4	12·00	..	..	..	20 18 0	680 19 8	Rough, broken country in the Sounds. Heavy bush. "Other work" includes clearing and erecting trig. stations, &c.
R. J. Johnstone (Temporary). Hundalee S.D.	..	..	..	..	..	..	..	..	..	..	..	..	..	40·00	20·50	..	145 7 8	358 17 0	Includes longitudinal and cross-sections, estimates, specifications, &c., for co-operative road-contracts. "Other work" includes road-exploring and rough levelling.
Means and totals	484,400	0·88	..	..	79,615	92	0·74	..	..	..	1,568	4	12·00	41·50	20·08	..	969 0 11	5,518 1 11	
Contract Surveyors:— Means and totals	..	..	..	..	4,849	15	1·32	..	..	..	..	..	..	1·46	9·35	..	..	..	
Marlborough means and totals	484,400	0·88	..	..	84,464	107	0·78	..	..	..	1,568	4	12·00	42·96	19·70	..	969 0 11	5,518 1 11	

NOTE.—181 acres of gold-mining surveys in ten sections have been surveyed by contract surveyors at a cost of 23·45s. per acre.

Table 51.—Return of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1897, to 31st March, 1898—*continued.*

LAND DISTRICT OF NELSON.

Surveyor and District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyor and Party from 1st April, 1897, to 31st March, 1898.	Remarks.
	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.	Miles.	Cost per Mile.	Cost.	Cost.		
Staff Surveyors.		d.		d.			s.			s.			d.		£	£ s. d.	£ s. d.	£ s. d.	
J. A. Montgomerie. Reefton, Waitahu, and Mawhera-iti	..	..	..	..	94	6	8·61	..	..	..	..	..	..	..	..	..	783 4 11	831 15 8	Cadet assisting in office, cost of whose work includes office duties, preparation of leases, and inspection of mining surveys, £395 12s. 8d. "Other work" includes mining claims, applications, &c.
R. T. Sadd. Waitapu, Takaka, and Aorere	..	..	..	..	876	9	2·61	65	17	32·11	..	..	..	21	12·40	..	92 2 0	750 9 2	Rural and road surveys, all in rough bush country. "Other work" includes inspection of surveys and roadworks, &c.
J. Snodgrass. Mokihinui, Ngakawau, Kawatiri, &c.	..	..	..	..	655	16	6·54	..	..	..	..	..	..	10·5	9·60	..	377 0 0	807 0 7	Cost of "Other work" includes inspection of settlers' holdings, roadworks, and £106 6s. 6d. for inspection of mining surveys. All in heavy bush country.
J. D. Thomson. Mt. Arthur, Wai-iti, and Lyndon	..	..	..	..	10,320	55	0·83	..	..	..	..	..	..	0·5	15·60	..	70 0 1	688 7 1	The rural surveys include 5,220 acres at Hanmer Plains, Lyndon Survey District, the remainder being partly open and partly bush country in Wai-iti District. "Other work" includes engineering, road survey, and inspection of settlers' holdings.
D. I. Barron. Whangamoa and Waimea	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	82 2 0	172 19 3	Transferred to this district in January, 1898. "Other work" includes survey of small grazing-run and forest reserve.
Means and totals	..	..	..	..	12,445	86	1·31	65	17	32·11	..	..	..	32	11·53	..	1,404 9 0	3,250 11 9	Includes £163 17s. 5d., cost of gold-mining surveys by staff.
Contract Surveyors:—																			
Means and totals	..	..	..	..	516	7	3·04	..	..	..	..	..	..	..	..	..	..	31 0 0	
Nelson means and totals ..	..	..	..	..	12,961	93	1·38	65	17	32·11	..	..	..	32	11·53	..	1,404 9 0	3,281 11 9	Includes £2,187 1s. 2d., cost of gold-mining surveys.

NOTE.—Gold-mining surveys: 367 acres were surveyed by staff surveyors into six sections, at a cost of 8·93s. per acre; and 5,863 acres surveyed by contract surveyors into ninety-four sections, at a cost of 6·94s. per acre (paid by fees).

LAND DISTRICT OF WESTLAND.

W. Wilson (Assistant Surveyor). Totara, Waiho, Gillespie's, Karangarua, Bruce Bay, and Abbey Rocks	6,748	1	..	..	4,537	40	2·80	..	..	..	..	..	..	13·00	12·20	..	..	722 1 7	Rough bush country within a goldfield. Wet season. No cadet assisting.
J. N. Smyth (Temporary Surveyor). Otira, Waimea, Kanieri, Toaroha, and Mahinapua	..	..	..	..	531	4	2·76	..	..	..	..	..	..	20·00	10·18	..	42 2 0	732 17 6	Heavily timbered country. Mining surveys nearly all situated 3,000 ft. to 4,000 ft. above sea, in very rough country. Great detention owing to almost constant snow and and rainfall for five months. "Other work" includes sundry office-work.
Means and totals	6,748	1·00	..	..	5,068	44	2·79	..	..	..	..	..	..	33·00	10·97	..	42 2 0	1,454 19 1	Includes £416 0s. 4d., cost of gold-mining surveys by staff.

NOTE.—Gold-mining surveys: 873 acres were surveyed into ten sections by staff surveyors, at a cost of 9·53s. per acre; and 173 acres were surveyed into five sections by contract surveyors, at a cost of 9·56s. per acre.

LAND DISTRICT OF CANTERBURY.

Staff Surveyors.																			
T. N. Brodrick. Mount Peel, Four Peaks, Opuha, Tekapo, and Pukaki	..	..	..	..	2,740	5	0·81	..	..	..	..	..	..	..	..	..	234 12 2	639 6 8	Rough hilly country and terrace lands. Field-work of 26,661 acres finished but not mapped. Cadet assisting. "Other work" includes supervising Mount Cook roadworks and glacier-tracks, surveying run-boundaries, &c.
G. H. M. McClure. Noble, Okuku, Mount Thomas, Waitohi, Waipara, Grey, Cheviot, Lowry Peaks, and Christchurch	..	..	..	..	59,060	51	0·30	..	..	..	..	..	..	..	..	..	77 9 1	543 6 5	Hilly and mountainous country with scattered patches of bush. Field-work of 5,426 acres, and six miles and a half of standard traverse finished but not mapped. Cadet assisting. "Other work" includes inspections, road-deviation, river-encroachment, &c., in Cheviot.
L. O. Mathias. Mount Thomas, Esk, Okuku, Noble, Shepherd's Bush, Alford, Wakanui, Hororata, Ellesmere, and Christchurch	..	..	..	..	57,551	47	0·31	..	..	..	..	..	..	5·00	0·92	..	35 6 8	424 13 1	The greater portion hilly and mountainous country with large patches of bush, the balance level and undulating. "Other work" includes roadworks inspections in different settlements, tourist-guide data, &c.
D. I. Barron. Oxford and Mairaki	..	..	..	..	..	..	..	..	..	..	..	..	..	55·25	3·23	..	..	307 1 6	Survey of water-races for the Waimakariri-Ashley Water-supply Board. Only temporarily engaged in this district for about three months; transferred to Nelson.
Temporary Staff Surveyor.																			
R. J. Johnston. Mairaki and Rangiora	..	..	..	..	..	..	..	..	..	..	..	..	..	45·25	3·68	..	..	173 8 5	Survey of water-races for the Waimakariri-Ashley Water-supply Board. Only temporarily engaged in this district for about three months and a half.
Means and totals	..	..	..	..	119,351	103	0·32	..	..	..	..	..	..	105·50	3·32	..	347 7 11	2,087 16 1	Includes £75 18s. 7d., cost of gold-mining surveys by staff.

NOTE.—Gold-mining surveys: 233 acres were surveyed into nine sections, at a cost of 6·51s. per acre.

Table 51.—Return of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1897, to 31st March, 1898—*continued.*

LAND DISTRICT OF OTAGO.

Surveyor and District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyor and Party from 1st April, 1897, to 31st March, 1898.	Remarks.
	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.	Miles.	Cost per Mile.	Cost.	Cost.		
Staff Surveyors.		d.		d.			s.			s.			d.		£	£ s. d.	£ s. d.	£ s. d.	
J. Langmuir. Maruwenua and Kurow	..	..	..	..	*1,513	19	1·40	4	7	16·90	..	..	..	12·50	10·00	..	438 17 8	561 2 5	* Includes survey of Tokarahi Estate. Cadet assisting for three months. "Other work" includes road contracts, investigation of boundaries, reports on reserves, &c.
E. H. Wilmot. Lower Wanaka, Kawarau, Shotover, and Tarras	..	..	..	..	3,892	44	1·30	..	..	..	..	..	..	..	..	..	37 3 0	632 12 10	The surveys were very much scattered; troublesome to connect. The mining claims caused a great deal of extra travelling. "Other work" includes office-work at Queenstown, &c.
D. M. Calder. Poolburn, Gimmerburn, Rock and Pillar, St. Bathan's, Maniototo, and Town of Ranfurly	..	..	..	..	†11,122	10	0·39	1,054	608	13·50	..	..	..	..	..	..	95 8 5	802 0 6	† Includes subdivision of Run 261. Mining surveys very much scattered. "Other work" includes reports for Warden and Land Board, expenses of Naseby office, &c.
W. D. R. McCurdie. Tautuku ..	..	..	..	..	3,100	18	2·00	..	..	..	..	..	..	5·00	12·30	..	321 2 4	681 12 0	All work situated in Tautuku Forest, a very wet and expensive district. "Other work" includes superintending and necessary roadworks on improved-farm settlements, &c.
W. T. Neill. Leestream, Hummock, Catlin's, and Maungatua	3,000	0·40	..	..	‡14,276	17	0·26	8	1	140·40	..	..	..	21·25	17·10	..	63 8 5	610 6 6	‡ Includes subdivision of Run 260A, the remainder being scattered over several districts, the cost of travelling being very heavy. "Other work" includes duties in Dunedin office.
George Mackenzie. Glenorchy and Skipper's Creek	..	..	..	..	2	1	30·00	..	..	..	..	..	..	..	..	..	..	15 10 0	Cemetery reserve at Glenorchy, and mining claim at Skipper's.
Temporary Surveyor.																			
John Edie. Rimu and Catlin's ..	..	..	..	..	3,942	28	1·90	..	..	..	..	..	..	10·50	8·40	..	18 17 4	527 6 2	All work in Tautuku Forest; bush very heavy. Roadworks scattered all over the district. "Other work" includes measuring up contracts, &c.
Means and totals	3,000	0·40	..	..	37,847	137	0·76	1,066	616	13·70	..	..	..	49·25	13·00	..	974 17 2	3,830 10 5	Includes £417 15s. 4d., cost of gold-mining surveys by staff.

Note.—Gold-mining surveys: 1,620 acres were surveyed into fifty-three sections by staff surveyors, at a cost of 5·15s. per acre; and 6,127 acres surveyed by contract surveyors into 144 sections, at a cost of 4·53s. per acre (fee system).

LAND DISTRICT OF SOUTHLAND.

Staff Surveyors.																				
E. H. Wilmot (District Surveyor)	36,000	0·48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	43	4	0	This was an exploration and topographical survey between the West Coast Sounds and Lakes Manapouri and Te Anau.
A. Hodgkinson (Assistant Surveyor). Waikawa and Wairaki	..	..	..	..	8,000	30	1·41	..	..	..	..	..	..	13·75	15·20	..	..	705	2	0	Surveys mostly open undulating country. Includes Beaumont Estate.
D. McPherson (Temporary Surveyor). Waiau, New River, Lord's River, and Pegasus	..	..	..	..	6,218	24	0·78	..	..	..	*6,169	22	12·24	..	..	..	6 12 6	641	15	7	Part of survey (Otahu Estate) open level country; the rest bush country. Part of the landless Natives survey was done and included in last year's return, which makes the apparent cost appear low. "Other work" includes road-deviations, &c.
J. H. Treseder (Temporary Surveyor). Alton and Rowallan	..	..	..	..	..	..	..	..	..	..	..	..	..	26·00	20·00	..	305 6 0	786	4	9	All bush country. "Other work," £305 6s., consists of coast traverse, &c.
G. Mackenzie, South Wakatipu ..	..	..	..	..	42	7	9·92	..	..	..	..	..	..	..	..	..	..	20	17	0	Open country.
J. A. Robertson (Temporary Surveyor). Lord's River, Waiau, Lindhurst, Toetoes, and Forest Hill	..	..	..	..	217	4	6·92	..	..	..	*3,076	11	10·44	..	..	..	..	175	15	0	Mostly bush country. The landless Natives survey was partly done by Mr. D. McPherson, and shown in last year's return, which makes the cost appear low.
Means and totals	36,000	0·48	..	..	14,477	65	1·25	..	..	..	9,245	33	11·52	39·75	18·35	..	311 18 6	2,372	19	0	
Contract Surveyors:—																					
Means and totals	..	..	..	..	2,091	16	2·06	10·25	37	26·91	..	..	..	..	..	..	140 9 8	1,098	0	5	
Southland means and totals	36,000	0·48	..	..	16,568	81	1·35	10·25	37	26·91	9,245	33	11·52	39·75	18·35	..	452 8 2	†3,470	19	5	†Includes £30 18s. 9d., cost of gold-mining surveys by staff.

* Landless Natives survey.

NOTE.—Gold-mining surveys: 100 acres were surveyed by staff surveyors, at a cost of 6·18s. per acre; and 2,000 acres by contract surveyors, at a cost of 6·92s. per acre.

SUMMARY OF RETURNS of Field-work executed by the Staff and Contract Surveyors, from 1st April, 1897, to 31st March, 1898.

District.	Minor Triangulation and Topographical Survey.		Topographical Survey for Selection before Survey under "The Land Act, 1892."		Rural and Suburban.			Town Section Survey.			Native Land Court Survey.			Mining Survey.			Roads, Railways, and Water-races.		Detention by Native Opposition or other Causes.	Other Work.	Total Cost of Surveyors and Parties from 1st April, 1897, to 31st March, 1898.
	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.	Cost.	Cost.	
		d.		d.			s.			s.			d.			s.		£	£ s. d.	£ s. d.	£ s. d.
Auckland	512,000 (Major trian.) 551,000 (Minor trian.)	0·22 0·36	12,959	3·35	113,829	630	1·58	186·50	350	10·68	162,691	119	6·12	14,214	200	4·11	254·62	11·66	2 10 0	1,390 18 10	14,905 2 3
Hawke's Bay	..	..	..	..	8,075	38	0·97	..	..	..	17,795	2	1·64	..	..	..	19·75	27·82	..	3,877 11 6	4,036 7 8
Taranaki	..	..	..	..	56,606¾	238	1·40	29·00	42	23·33	..	..	..	..	..	..	6·00	22·65	..	287 17 1	6,389 0 2
Wellington	..	..	16,905	4·00	36,230½	145	1·17	569·25	275	29·72	75,525	17	4·40	..	..	..	75·40	13·75	..	2,560 18 7	8,839 4 2
Marlborough	484,400	0·88	..	..	84,464	107	0·78	..	..	..	1,568	4	12·00	181	10	23·40	42·96	19·70	..	969 0 11	5,518 1 11
Nelson	..	..	..	..	12,961	93	1·38	65·00	17	32·11	..	..	..	6,230	100	7·02	32·00	11·53	..	1,404 9 0	3,281 11 9
Westland	6,748	1·00	..	..	5,068	44	2·79	..	..	..	..	..	..	1,046	15	9·53	33·00	10·97	..	42 2 0	1,454 19 1
Canterbury	..	..	..	..	119,351	103	0·32	..	..	..	..	..	..	233	9	6·51	105·50	3·32	..	347 7 11	2,087 16 1
Otago	3,000	0·40	..	..	37,847	137	0·76	1066·00	616	13·70	..	..	..	7,747	197	4·70	49·25	13·00	..	974 17 2	3,830 10 5
Southland	36,000	0·48	..	..	16,568	81	1·35	10·25	37	26·91	*9,245	33	11·52	2,100	40	6·89	39·75	18·35	..	452 8 2	3,470 19 5
Means and totals	1,081,148 (Minor trian.) 512,000 (Major trian.)	0·60 0·22	29,864	3·72	491,000¼	1,616	1·01	1926·00	1337	17·13	266,824	175	5·56	31,751	571	5·31	716·23	12·99	2 10 0	12,307 11 2	†53,813 12 11

* Landless Natives survey. † Total cost does not include land or mining surveys paid out of deposits.

By Authority: John Mackay, Government Printer, Wellington.—1898.

S. PERCY SMITH
Surveyor General

NEW ZEALAND

SHEWING LAND TRANSACTIONS 1897-8.

Scale of English Miles.

20 15 10 5 0 40 80 120

North Island

Middle Island

ESTATES PURCHASED UNDER THE LAND FOR SETTLEMENT ACTS, UP TO 31st MARCH, 1898

INDEX TO SETTLEMENTS.

1.	Nukuroa	Opened for selection before 1897-98.
2.	Parcora	
3.	Kapua	
4.	Teanaraki	
5.	Blind River	
6.	Pomahaka	
7.	Eisthorpe	
8.	Tahawai	
9.	Poerua	
10.	Maerewhenua	
11.	Epworth	
12.	Rosebrook	
13.	Otaio	
14.	Opouriao	
15.	Merrivale	
16.	Ardgowan	
17.	Raureka	
18.	Kereta	
19.	Roimata	
20.	Patoa	
21.	Ashley Gorge	
22.	Braco	
23.	Puketapu	
24.	Orakipaoa	
25.	Omaka	
26. 35.	Makareao	
27.	Highbank	
28.	Waimarie	
29.	Waiapi	
30.	Rakitairi	
31.	Otarakaro	
32.	Wharenui	
33.	*Albury*	Opened for selection during 1897-98.
34.	*Pouparae*	
35.	*Makareao Extension*	
36.	*Momona*	
37.	*Marawiti*	
38.	*Horsley Down*	
39.	*Tokarahi*	
40.	*Otahu*	
41.	*Beaumont*	
42.	*Tomoana*	
43.	*Paparangi*	
44.	*Okaunia*	
45.	*Hekeao*	

The numbers in red correspond with those on the map.

REFERENCE.

Land taken up during the year shewn thus ▬

.....available for settlement.....

Lithographed at the Head Office, Department of Lands and Survey Wellington, N.Z. May '99.

ATHR-1898-I-A-C
C-1. pgno-252, 1H foldout (map)

S. PERCY SMITH
Surveyor General

NEW ZEALAND

SHOWING THE

STATE OF THE PUBLIC SURVEYS.

1898

Scale of English Miles.

20 15 10 5 0 40 80 120

North Island

Middle Island

REFERENCE.

Standard Survey ..... shewn thus
Minor Triangulation .....
Section Survey under check .....
.....built .....

Lithographed at the Head Office, Department of Lands and Survey, Wellington, N.Z. May 1898

S. PERCY SMITH
Surveyor General

NEW ZEALAND

SHOWING THE

ROADS TO OPEN CROWN LANDS FOR SALE,

SURVEYED & CONSTRUCTED DURING 1881-1898

Scale of English Miles.

20 15 10 5 0 40 80 120

REFERENCE.

Roads ..... shewn thus
Railways .....
Roads cleared .....
Roads cleared & formed .....
Roads surveyed & graded .....

North Island

Middle Island

TASMAN SEA

SOUTH PACIFIC OCEAN

North Taranaki Bight

South Taranaki Bight

Foveaux Strait

Cook Strait

Three Kings

C. Maria van Diemen

North Cape

Doubtless Bay

Whangaroa Har

Bay of Islands

Poor Knights

Hokianga R.

Kaipara Har

Manukau Har

Waikato R.

Whaingaroa Har

Kawhia Har

Aotea Har

Mokau R.

Rua Pt.

Cape Egmont

Mt Egmont 8260

Patea R.

Wanganui R.

Rangitikei R.

Manawatu R.

Ohau R.

Wangaehu R.

Waitotara

Kaiwaka

Lit. Barrier Is.

Great Barrier Is.

Kawau I.

D'Haussez Group

Mercury Bay

Aldermen Is.

Waiheke Is.

Mayor Is.

Motiti Is.

White Is.

Bay of Plenty

Hicks Bay

East C.

Open Bay

Tolago Bay

Poverty Bay

Mahia Peninsula

Table Cape

Hawke Bay

C. Kidnappers

C. Turnagain

Castle Pt.

Palliser B.

C. Palliser

Pahaoa R.

Flat Pt.

Wairarapa L.

Port Nicholson

Kapiti I.

Manaia

Paonui Pt.

Aguilles Pt.

Bream Head

Bream Tail

Whangarei Har.

Rodney Pt.

C. Colville

C. Barrier

Waitara R.

Waihi R.

Whakatane R.

Ohiwa R.

Waiau R.

Waiapu R.

Waiau R.

Waiau R.

Waiau