

floods in the Takaka River since these works were completed in August last, and from reports they are proving very successful.

Motueka River Protective Works.—Very costly and extensive works have been done through a long series of years by private enterprise, which have prevented the river leaving its natural course and forcing its way through the fertile cultivated flats. Additional work was found necessary to strengthen a weak part and continue the embankment. £200 was voted for this purpose, in addition to the £100 spent last year, £85 of which has been paid on account of works in hand.

Purchase of Land for Roads.—Land for roads through properties acquired in the early days, which blocked access to the land behind, has been purchased in three instances this year, at a total cost of £100 12s. 6d.

Belgrove-Westport-Reefton.—This grant of £300 to the Waimea County Council has been spent in general repairs and metalling the portion of the main coach-road through the country.

Wangapeka-Wanganui.—The work this year has extended the horse-track another three miles through rugged forest country in the direction of the West Coast, and it is now within three miles of the saddle on the divide between the waters flowing eastward into Tasman Bay and those going westward to the coast between Mokihinui and Karamea. A considerable length of the track made this year had to be blasted out of the solid rock, which made it very costly. Mr. Brough, the overseer, is to be commended for the manner in which he has conducted this difficult and at times dangerous work for three seasons past without accident. The Little Wanganui takes its source close to the saddle, and it is intended to continue the bridle-road down its valley to the sea, a distance estimated at from fourteen to fifteen miles. A surveyor will be sent early in the summer to explore and grade a road-line to the coast, and make an estimate of the probable cost of forming the part that remains yet to be done.

THOMAS HUMPHRIES, Chief Surveyor.

MAIN ROADS.

Belgrove-Tophouse-Tarndale.—The work which was begun in the previous financial year was continued for a short time in this financial year, and the two protective banks—one in the Buller River itself, to protect the road round the slips; and the other to divert Speargrass Creek, and thus reduce the pressure on the protective bank in the Buller River—have been completed, and the road has been made on the river-bed, instead of passing through the slip, as it used to do.

Belgrove-Westport-Reefton Road.—This road has been well maintained during the year. Many bridges have been repaired or renewed, and the approaches have been improved. The principal are: The Nine-mile Bridge; the Coal Creek Bridge; the Overflow Bridge; the small bridge at Lamplough's; the West Creek Foot-bridge; the new bridge near coal-mine (Junkers); the crib-logging at Walker's Creek; two new bridges—one at Black-sand Creek and the other close by; a new span of 55 ft., trussed, with one new pier, at Larry's Creek, and approach at south end, and protective works higher up the river; small new foot-bridge over stream at Larry's; bridge and approaches at Bell's Creek, north of Larry's Creek; and track for foot-passengers at Keily's overflow, near Westport. In several places the old crib-logging has given way, and some of the old log-culverts have broken down. Where possible the road has been widened by cutting further into the hill, instead of rebuilding the crib-logging. This has been done at Cascade Point and near Batty's Creek, and also at the Inangahua Junction. The Matiri Hill slip has required a good deal of attention the whole year. The road-deviation at Berlin's has been completed, and it was needed almost as soon as it was finished. Graveling and metalling have been done in places.

Slips Road.—Authority for work on this road was recently issued to me, but nothing has yet been done.

Clarke River Road.—This authority was issued more than a year ago, but as yet I have been unable to go up to see what is required. During the greater part of this year the Grey River has been in partial flood, and Messrs. Delaney and Gillin, both of whom are anxious to have the work done, told me that it was useless for me to attempt to go up.

Ahaura-Haupiri Road.—The sum of £200 was granted to the Grey County Council for extending this road, and about 35 chains of road have been formed and metalled, with the necessary bush-felling, ditching, and culverts.

Flood-damage, Grey County.—Repairing bridges on main road between Reefton and Grey-mouth. The sum of £500 was granted to the Grey County Council for repairs to these bridges, and the work is now nearly completed. Three out of four bridges are completed, and I have certified for £365 17s. 9d. on account of work done.

Bridge, Landing Creek.—This bridge and the approaches were tendered for, and the tender of Mr. James Reynolds, of Hokitika, was accepted, the amount being £247 10s. An alteration was afterwards made which involved an extra of £24 9s., making the total amount £271 19s. The bridge is 90 ft. long. The work has been satisfactorily completed, and the public appreciate the improvement.

Bridge, Walker's Creek.—A contract was let to Mr. James Dixon, of Reefton, to build this bridge and approaches for £181 14s. 8d. The contract has been satisfactorily completed, and the bridge is in use. The bridge is 60 ft. long.

Improving Ford or Bridge, Gravity Creek.—Nothing has been done here except in the way of ordinary maintenance.

Bridge, Dee Creek.—Nothing has been done since the plan and section were prepared.

Mangles Bridge.—The contract for this bridge and approaches was let to Messrs. McKechnie and Fleming, of Dunedin, for £2,965 18s., for everything except the suspension-cable, which was supplied to them. In August last the contractors began to sink the anchor-shafts and drive the tunnel, but slow progress has been made. There has been great difficulty in getting the ironbark timber, and it is not all delivered yet. The New Zealand timber is cut, and most of the ironwork