

its junction with the Owen River, and terminates at the battery-site near the junction of the Owen River and Bulmer Creek. The length of road is 9 miles 22 chains, which, when completed, is estimated to cost £1,542 7s. 6d. This amount has been authorized, and £1,233 12s. 3d. was expended up to the end of March last. This road was required to get crushing-machinery on the ground. From information come to hand there is a large body of auriferous quartz in some of the reefs in this district which is generally admitted to be of a payable character, but which cannot be worked, or even prospected, without crushing-machinery on the ground. The nearest crushing-plants to this district are at the Lyell, a distance of more than sixty miles. Contracts have been entered into for the erection of two crushing-batteries, which will be completed this winter. The road is only metalled for a portion of the distance, and possibly during the winter months will not stand heavy traffic; consequently a further expenditure may be required to complete the metalling.

*Mokihinui-Karamea Road.*—This road commences at the end of the horse-track which was made in the early days by the Provincial Government from the Mokihinui Township, at the mouth of the river, to Coal Creek. The road is now completed to the top of the saddle between the Mokihinui and Wanganui Rivers, a distance of seventeen miles from the Mokihinui Township. The only drawback on this road, so far, is the crossing of the Mokihinui River, near the junction of Rough and Tumble Creek. At the present time there is a chair for foot-passengers, but no means for crossing horses. A bridge was first proposed at this place; but, as it would cost upwards of £3,000, it is now proposed to make a road to a good ford in the river, where cattle and horses can cross. From the saddle towards the Wanganui River there are nine miles under contract. When this portion is completed it will be within 30 chains of the Wanganui River. The distance from this point to the Karamea River—which is surveyed, but the construction not yet put in hand—is 8 miles 70 chains. This road, when completed, will be a great boon to the settlers in the Karamea District, as it will give them an outlet for their stock. It will also open up a good deal of agricultural land in the Wanganui Valley, as well as open up the whole country, where no roads or tracks have ever been constructed. Gold has been got for years in the valley of Rough and Tumble Creek, but very few miners have ever been located in the district. This road is now constructed to a point which will give the miners every facility for getting into the country and prospecting it. The cost of this road up to the 31st March has been £10,511 16s. 1d.

*Karamea-Collingwood Road, Nelson.*—There are four sections of this road, of a length of 2 miles 2 chains, under contract. The portion under contract commences at the end of the road leading up the Karamea Valley, and when completed will extend to a point on the Oparara River about four miles from the Karamea wharf. The expenditure on this road up to the 31st March has been £457 17s. 6d.

*Specimen Creek Road, Mokihinui, Nelson.*—This road is now completed up the Mokihinui River to the forks, about two miles and a half below the gold-workings at Larrikin's. It forms portion of the road from Mokihinui to the Lyell. The expenditure on this road up to the 31st March has been £1,238 7s. 5d.

*Lyell-Mokihinui Road, Nelson.*—This is an extension of the Eight-mile Road towards the Mokihinui River. It is now completed to a point about seven miles from the Lyell Township, and within one mile of the saddle which divides the watersheds of the Mokihinui River and Lyell Creek. The expenditure on this road up to the 31st March was £5,015 7s. 10d.

*Barrytown-Brighton Road, Nelson.*—This forms portion of the main coast-road from Greymouth to Westport. A horse-track was constructed in the early days by the Nelson Provincial Government; but it is now in such a bad state of repair that in some places it is almost impassable. Besides, the track is constructed with such steep grades in places that it cannot be utilized to convert into a passable road. A survey was made, and a new line of road laid out between Barrytown and Brighton; and it is on this line where two sections of the road are in course of construction. Contracts for two sections near Buller Creek were let in July last, the length being 1 mile 51 chains. A survey is being made to connect this road with the road up the Four-mile Valley, with a view of ascertaining the best line of road to Charleston. The information received from reconnaissance surveys shows that the line by the Four-mile Valley is much the best for opening up the country, and also gives the best grades. The expenditure on this road up to the end of March last has been £1,213 14s. 4d.

*Cobden to Seventeen-mile Beach, Grey, Nelson.*—There was a dray-road formed from Cobden to Coal Creek many years ago by the Road Board, and about four years since a horse-track was constructed from Coal Creek to the mouth of the Seven-mile. In the country through which this horse-track was constructed no gravel nor any stone fit for metal could be procured nearer than the ocean-beach at the foot of the Seven-mile Creek. It was deemed advisable to widen this track, which was laid out with good grades, into a dray-road, as that would admit of the metal being brought from the beach by drays. The formation is completed, and contracts have been accepted for metalling, and also for the construction of two bridges for the sum of £1,060 18s. This work was formerly carried out under the Public Works Department, but it has been handed over to the county to complete. The expenditure on this work up to the end of March last is £2,102 1s. 4d.

*Hatter's Terrace to Bell Hill, Grey, Nelson.*—This is the continuation of a horse-track which was constructed about three years ago by the Lands Department from Hatter's Terrace to the Pakihi, being six miles distant in the direction of Bell Hill and Haupiri Flat. At Bell Hill there has always been a certain mining population, to which there has never been any made road or track; therefore the present track is being extended to meet the requirements of this portion of the district. The work is being done under the county. Tenders have been accepted for two miles and a quarter of the track for £385. It requires another mile to be constructed before communication with pack-horses is established to Bell Hill. The expenditure on this road up to the 31st March was £100.