

MARLBOROUGH.

Watamouga to Port Underwood Track.—Stock-track, to enable settlers to drive their stock out to the Waikawa Track, connecting with Picton. Future requirements will consist of widening in places where vertical hard batters cause present width of 4ft. to be insufficient, and felling bush on both sides, to admit light and air. So far, the track has stood admirably, and been found most convenient.

Rai Valley Road.—This work is all gravelling. The valley is 7 miles long, and of this the worst places, 4 miles 4 chains in length altogether, have been gravelled. Of the balance, about 3 miles, nearly all must some day be gravelled, as occasion requires. The three bridges over Flat Creek, Alfred Creek, and Brown River must some day be made. This road is part of the Blenheim-Nelson Main Road, and is within the Pelorus Road Board District.

Kaituna to Tuamarina Road.—This road has just been finished, and is generally in good order. Most of it is hard, but the class of rock is too soft for traffic in wet weather, and it must some day be gravelled throughout. This is its only requirement. About half the road is in the Pelorus Road Board District, and the balance in the Picton Road Board District. The former have taken over their portion. The latter have at present declined, but will be obliged to do so when the title is cleared. Length recently formed, 5 miles 3 chains.

Kenepuru to Manaroa Track.—This track, 4ft. wide, 4 miles long, was some time ago constructed, half out of parliamentary vote, and half out of accrued thirds of deferred-payment lands. Recent operations within the year consist of felling bush on both sides on north end, and on lower side only on south end. Funds expended were accrued thirds as before. Future requirements will be widening in places to a small extent, and felling bush above track on south side. This track is exceedingly useful to the settlers.

Torea to Kenepuru Track.—This is really a small road 8ft. wide, connecting the Queen Charlotte Sound with the Kenepuru arm of the Pelorus. It was constructed some time back in the same manner as the preceding. Present operations have consisted in providing and laying drainpipes to carry off water. The track amply satisfies present requirements, and no extension is required. Work executed as in the preceding.

Grove Road.—This road is the connection between Queen Charlotte Sound and the new diggings at Mahakipawa. Present operations consist of gravelling only, with light formations, executed by the Pelorus Road Board, under subsidy of £1 for £1. Future requirements are more gravelling.

Whangamoa Road.—This is a continuation of the main road from Blenheim to Nelson, and adjoins the Rai Valley, previously mentioned. It is all within the Waimea County. Present operations are gravelling, which was about one-third completed on the 30th June. Length of gravelling is 7 miles, which is the whole of worst portions. Future requirements will consist of more gravelling as required, and a small bridge over the Graham—an exceedingly rough little creek.

Hope Road.—This road is the main coach-road connecting Motupiko Road Board District with Inangahua County at Hope Junction, on the Nelson-Westport Road. Our operations for year consisted of maintenance generally, and the road was left in capital order when it was handed over to the Waimea County Council. The only special work was the Hope Bridge. Future requirements will consist of general maintenance, 16½ miles.

Tophouse Road.—This road runs from the terminus of the Nelson Railway at Belgrove to Tophouse. It has been lightly maintained to suit requirements. There is very little traffic, and future requirements will consist of little more than keeping it open. Twenty-eight miles now handed over to Waimea County Council.

Upper Buller Road.—This road connects Tophouse with the Hope Junction. Length, 22 miles. It was kept open and lightly maintained till the 30th June, when it was handed over to County Councils. The lower half is in the Inangahua County, and the upper in the Waimea. There is very little traffic, and future requirements need be nothing more than keeping it open. Just at present the road is washed away at the "Slips," opposite Mr. Kerr's station, and reconstruction is for the time impracticable.

GERALD FITZGERALD,
Assistant Engineer.

STATEMENT showing ROAD-WORKS executed in MARLBOROUGH during the Year ending 30th June, 1890, by LOCAL BODIES, out of Thirds of Deferred Payment and Perpetual Leases, and Fourths of Small Grazing-runs.

Name of Local Body.	Amount paid to Local Body out of Deferred Payment, Perpetual Lease, and Small Grazing-runs, approved by Land Board.	Remarks.
Pelorus Road Board ...	£ s. d. 1 14 0	Improving main road on which sections front, metalling, &c.
Kaikoura County Council	5 16 0	Improving existing roads leading to the sections, metalling, ditching, &c.