

VINCENT COUNTY OFFICES.

Clyde, Sept 25th, 1900.

REPORT ON CONTRACTS.

CONTRACT No 403. Forming in Block 4, Lauder District.

Progress is very slow. Since the date of my last report the pitching has been got in, and a start has been made with the big cutting. The extension of time granted at last meeting expired on the 10th inst, but no application has been made for a further extension, and the work is still far from completion.

CONTRACT No 412. Forming and gravelling Clyde-Lauder Road, near Tiger Hill. Hardly any work has been done since the date of my last report, and the conduct of the Contractor is such that it is impossible to say when the Contract will be completed. I inspected it twice during the interval, and on neither occasion was there a man to be seen. In this case the travelling public were put to considerable inconvenience, because the formation occupies the former track, and very little space was left between the edge of formation and the fences, These spaces were consequently very much cut up, and almost impassable in places. The Contract time expired on the 27th of June, and no application has ever been made for extension of time. In view of these facts I think the Contract should be determined, and I recommend accordingly. Payment can be made for the work done, but the deposit should be forfeited.

CONTRACT No 413. Forming and gravelling Clyde-Lauder Road, near Springvale. This work is also considerably behind time, but it

is a much heavier work than the last mentioned. Formation is completed, and a start has been made with the gravel. The gravel being used is however, not sufficiently large, and I have directed the contractor to procure another supply. The Contractor applies for an extension of time of six weeks, which would bring his due time up to Oct 6th. The Contract cannot however, possibly be finished by that date.

CONTRACT No 414. Forming road to coal Pits Dairy Gully.

This Contract is finished, and has been done in a very satisfactory manner. The new road is now in use and the carters are much pleased with it.

CONTRACT No 415. Formation and Pitching Clyde-Alexandra Road.

Nothing whatever has been done, and I think the Contract should be determined. It will only be another instance of sickening delay.

*L. S. Macgovern*

County Engineer.

VINCENT COUNTY OFFICES.

Clyde, Sept 25th, 1900.

REPORT ON BRIDGES AND FERRIES.

CROMWELL BRIDGE. In good repair.

MACANDREW BRIDGE. In good order.

DEVIL'S and QUARTZ CREEK BRIDGES. These structures are in good condition.

CLYDE BRIDGE. A supply of planking has been ordered, and should soon be to hand.

O'CONNELL BRIDGE. Application was made to the Govt for £2000, to assist in the renewal of the superstructure in steel. Probably a £ for £ subsidy only will be granted.

ALEXANDRA BRIDGE. About 150 feet of 6 x 6 timber is required to finish the wheel-guards. I have therefore ordered this quantity and it will be fixed when it arrives.

CHATTO CREEK BRIDGE. After many and vexatious delays the planking for this structure came to hand, and was immediately put in. The structure is now in fair order as regards the decking, but more planking is still required, and this has been ordered some two months back. The Bridge needs painting

LOWBURN, LUGGATE, AND ALBERTOWN FERRIES are in good order.

The timber for new stages for the Upper Albertown and Luggate Punts has been delivered, and the work of making the stages will be put in hand immediately. The Albertown and Luggate Punts need hauling up and painting &c, this summer, and I recommend that the work be done. The sum required will be about £50.

*D. S. Macgibbon*

County Engineer.

VINCENT COUNTY OFFICES,

Clyde, Sept 25th, 1900.

REPORT ON ROADS.

CLYDE TO CROMWELL. This road is not maintained in at all a satisfactory manner. The contractor does hardly any work. I have now set him certain things to do, and if these are not attended to in a proper manner I shall recommend the Chairman to cancel the Contract. This he can do without reference to the full Council. In the meantime the road is of course not bad, it could hardly be so during the continuance of such fine weather, but there are nevertheless many things which can and ought to be done.

CROMWELL TO NEVIS. The snow has been cleared from the cutting at top of hill, and traffic has gone through for about a month now. Operations have been commenced on the section from Nevis Township upwards. There are numerous slips, and a few walls have fallen. There are three men at present working on the road, and I have to ask for a vote of £50, to carry on with.

*Vote granted*

CROMWELL TO WANAKA. The Contractor has done some good work, and the road is in good order.

CROMWELL TO HAWEA. The lower section is not in bad condition, but very little work has been done on it. I have set the Contractor certain things to do on the outlying roads, and if these are not attended to I shall recommend the Chairman to cancel the Contract. It is necessary that I should find a special reason for cancelling a Contract, such as failure to do certain work which has been ordered

It cannot be cancelled for what may be termed general inattention. I had, as it were, worked up a case against the Contractor, but the Council having condoned his fault, proceedings must be commenced de novo. The upper section of this road, and the Hawea bye-roads, are kept in fine order by the other Contractor.

LINDIS ROAD. The Contractor was about to put a man on to clear the usual slips, &c, which occur during every winter, but nothing had been done at the time of my visit. I have, however, no doubt that the work is now in progress. The road was in very fair order for the time of year.

CLYDE TO LAUDER CREEK. This road is in fair trim now but shows signs of the heavy traffic which has passed over it, and the consequent cutting up which it received. The Contractor was not as attentive to his work as he should have been, and two or three bad places were allowed to develop which were the cause of much trouble and delay to carters. It will be necessary to do much work on this road outside of mere maintenance work, and I therefore think it will be advisable to cancel this contract. Parts of Muddy Creek Flat, and the section from the Mill to Tiger Hill, must be re-gravelled. While the sections between J. Wilsons and the Mill, and Tiger Hill to the back of the late J. Chapples, should be formed and gravelled. The Govt has been asked for £500, but this sum would only be sufficient to make the section between the Mill and J. Wilsons. I have therefore to ask for the sum of £250, to be expended in re-gravelling the pieces of road I have mentioned. I examined the river bank opposite Mr Wm Leasks. About 50 chains of fencing would be required to protect the whole of the perpendicular portion, but 10 chains would do the worst and most necessary part. It would not

£250

*gravelled*

be a difficult matter to turn the river at this point, and growing willows if they can be saved from destruction by rabbits, would make a suitable protection. These works would probably cost about £30. I may however remind the Council, that as far as I know they are not bound to do any of these works, that is, there is no duty laid upon them. It is purely a matter of choice. The road is not at present encroached upon by the river, but there is not much to spare in one place.

SPOTTIS HUNDRED ROADS. These are generally in good repair.

I have had a small cutting made near Matakanui wool-shed, and have made arrangements for some improvements to be carried out on the road between secs 17 Block 5, and 5 Block 6, Lauder District. (This is the road opposite J. Wilsons farm, referred to by Cr Laidlaw) I propose to call for tenders for re-gravelling in Block 5, for next meeting.

IDA VALLEY ROADS. In fair repair on the whole. The cross road between Secs 32, 27, &c, needs to be re-gravelled, but I understand this will form the subject of a motion, later on. This was the first road formed and gravelled in Ida Valley, and has therefore done good service. I laid off some small sections of formation &c, for which tenders can be called almost immediately if the Council so wish.

*Tenders to be called for*

SPRINGVALE TO IDA VALLEY. In good order except at the Ida Valley end, where the water-tables need attention. It is a pity that more money cannot be procured for the new road via Lows Saddle. When the railway is open to the Station known as Blackstone Hill, an event which ought to, and probably will take place towards the end of

this summer, all traffic for Alexandra and above would use this road in preference to that through Ophir, the grade being much better.

CLYDE TO TUAPEKA COUNTY BOUNDARY. In good order . Most of the heavy traffic is off this road now.

SURVEY OF NEW LINDIS DOWNS ROAD. I have completed this survey and the plans are well forward. If it were not that a copy has to go to the Chief Surveyor, in Dunedin, for his approval, tenders could be invited in a week from now. I laid off 3 miles 30 chains of road. There are two sections, the first being 2 miles 64 chains long, and the second 46 chains. On the first section the ruling gradient is 1 in 15, The length at this grade is however not more than 15 per cent of the whole, all the rest being flatter. On the second section it was impossible to get 1 in 15, and I had to be content with 1 in 12. This is however very much better than the grade of the road which it replaces. As it will be impossible to make the whole of the new line with the sum at our disposal, I think the best plan will be to make the two ends. This will do away with the two worst grades on the present road, and the new parts will be immediately available, as they join the old line.

*Tenders to be called for*

*H. B. Macgregor*

County Engineer.