

Vincent County Office  
Clyde September 25<sup>th</sup> 1892

Report on Roads.

Clyde to Crowwell. In good order. Ordinary surfacing has been attended to. The man employed forming is now making a deviation at Adams which will shorten the distance and at the same time reduce the grade. As soon as funds are available for the purpose this should be gravelled.

Alexandria to Boundary. During winter this road was in bad order but the recent dry weather has much improved it and it is now in fair condition.

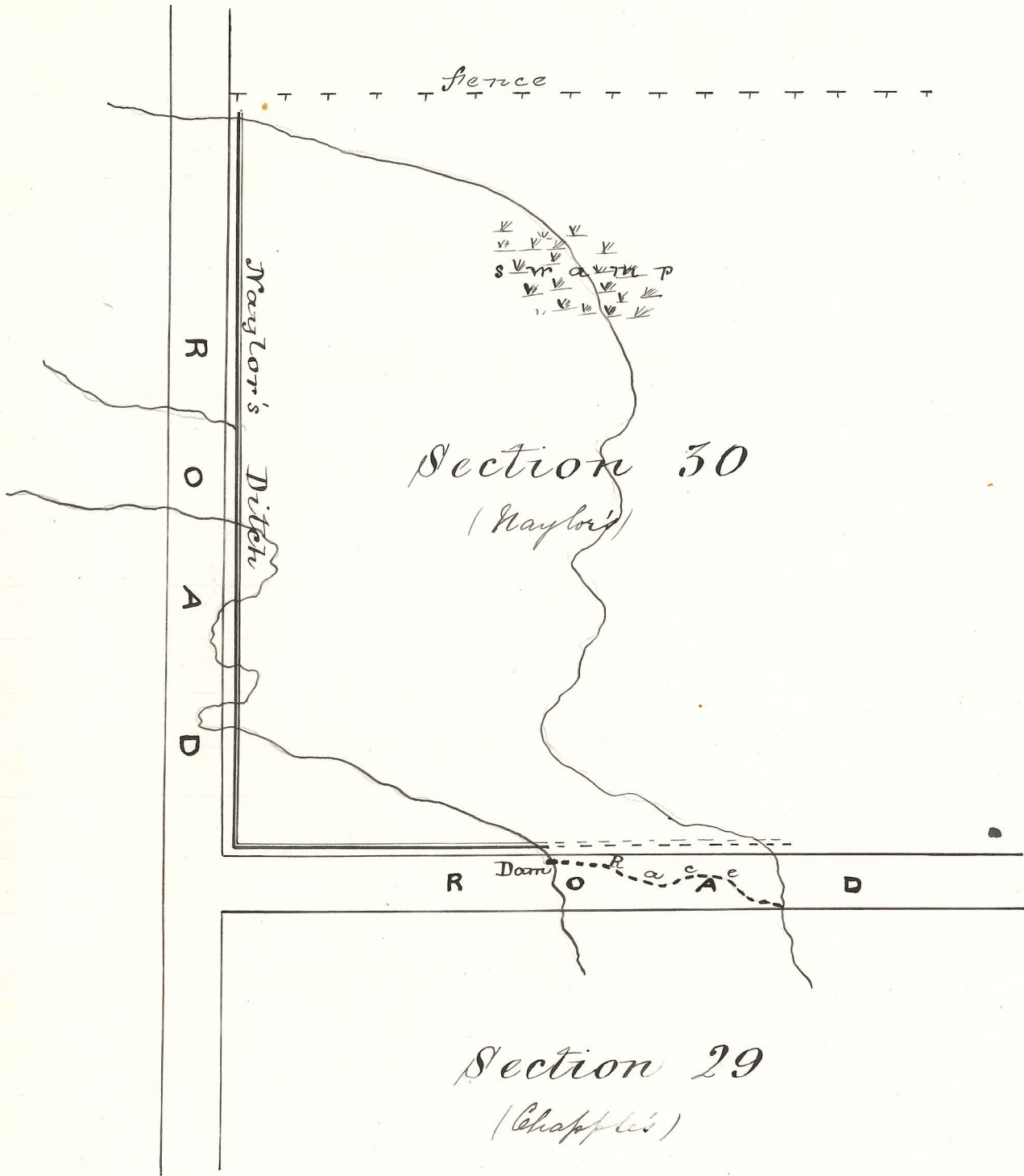
Clyde to Lander Creek. In good order. No repairs have been necessary since the date of my last report. The account for repairs to the Lander Creek Crossing (half of which is to be paid by the Manitoto County Council) has been forwarded to the Clerk.

What the alteration is to come in as not to interfere with Adams roadwork

adopted as amended by Majors Hammer

~~as reported~~

adopted



Section 30  
(Haylor's)

Section 29  
(Chapples)

Roads Spotted Ground. One most  
of them in good order. The  
one between sections  $\frac{37-38-39}{27-28-29-30-31}$   
Block 3 Land is however in a  
bad state. A large quantity of  
water has been forced on it, and  
has followed the track for a  
long distance, cutting it out and  
making large holes. It is only  
within the last three months  
that there has ever been any water  
on the road, and I attribute  
its presence there, now, to the  
fact, that more water is now  
delivered into the natural water-  
courses, in time of heavy rain,  
than was formerly the case,  
in consequence of a ditch having  
been dug by Dr. Gaylor through  
his land, collecting the various  
streams into one. They are  
however delivered at the places  
where they made their exit from  
his land formerly and I understand  
that in such case Dr. Gaylor is  
perfectly right in what he has  
done. The real cause of the damage  
is as far as I can see, due to the  
fact that sufficient openings  
have not been left in the settler  
fences bounding the road, and  
consequently instead of the water  
having a free passage across the



road, it is confined therein  
and must therefore run down the  
track and ditches. It is my  
intention to write to several  
owners of land adjoining, requesting  
them to make the necessary provision,  
and I would ask the Council  
to grant me authority to proceed  
X against them for the damage  
done, should they not comply with  
my request. In reference to Mr.  
Haylor's letter re the flooding  
of his land I may say that  
the facts as stated are correct,  
but in my opinion the injury  
is of a very trifling nature, while  
on the other hand the obstruction  
complained of is a protection to  
the road, which would have been  
in a far worse state than it  
now is, had the dam not been  
there. I am given to understand  
that the dam and race in the  
road were made by Mr. Chapple  
some two or three years ago.

I would recommend therefore  
1<sup>st</sup> That Mr. Chapple be ordered  
to remove the dam and fill up  
the race. 2<sup>nd</sup> That Mr. Haylor  
be required to deliver the water  
X at his boundary in such a  
manner that it shall be  
equally divided between the

Approved

two channels. 3<sup>rd</sup> That the adjoining  
settlers be compelled to allow  
the water to pass through their  
land. I attach a sketch showing  
the position of the various  
streams &c.

accept

Linkers to Lander Creek.

In fair order, but there are  
still a few bad places which  
require to be looked to and  
which will now be put in  
order.

accept

Ida Valley roads. In fair order.  
A small party of men are now  
employed putting fresh gravel  
on a place between sections 1  
and 2 Block X Poolburn, which  
was very soft during the wet  
weather. They will also put  
gravel on two crossings of the  
Poolburn when washed away.  
The crossing at Maori Gully has  
been repaired.

accept

Alexandra to Springvale.

In fair order. Surfacing repairs  
have been attended to.

Alexandra to Mountie. All parts  
excepting the sandy flat between  
Galloway and Mountie stations, are



in good order.

Cameron to Clyde. In good order. The damage referred to in my last report has been repaired.

Clyde to Parcell's. The repairs on this road are nearly completed and it is now in fair order. In addition to the works reported as necessary, I have ordered the repair of a crossing near Parcell's which will cause the expenditure to slightly exceed the vote, but not to any great extent.

Cromwell to Gevis. Two extra men were put on this road for about three weeks and it is now in good order. The ruts have been filled with stone and gravel where practicable and the improvements generally are of a permanent nature.

Cromwell to Wanaka. In fair order, the recent weather having dried up the formerly wet places. The Cardrona Crossing has been put in good repair, and two groups of scrub and gravel, stacked down, have been built for the

purpose of protecting the northern bank. Some repairs have also been effected between Tobius and Trevethan.

Torburn to Rocky Point.

In good order. At Fox's Culvert the bottom of the slope of the embankment has been built up with stone, and the top widened, as much needed improvement being thereby effected.

Rocky Point to Bendigo and Crowwell Mine. The surfaceman from the road last reported on is now engaged making some necessary repairs.

Rocky Point to Hawea.

In fair order but still rough in some places. The tracks are however dry and the ruts will soon fill.

Roads to Luggate Point. One of these, that leading from the point to the Hawea Flat, is a good deal cut up in one part, but is now being repaired.

Hawea Flat roads. These are now dry and are consequently in fair order, with the exception

with steep descent be asked to remove the gage or put on gales that the pullet can. a report a report

a report



of a few places where the cuts are deeper than ordinary. These should be filled in and instructions will be given to that effect.

Road and Track East side Lake Hauwa.

This has been put into fair repair. At the foot of the Lake from 10 to 12 chains of new road has been made at a sufficient height above the water to prevent its being flooded in future. The creek crossings have also been repaired.

Alberttown to Head of Lake Hauaka.

Two men were employed for about one month on this track, removing slips, repairing culverts &c. It is now in fair order.

Alberttown to Hauwa. In good order.

Lindis Road. This road has been open for traffic for some time although the repairs are not yet completed. The principal portion of the work which now remains to be done consists of the re-building of about 6 chains of retaining wall, some of it being of a considerable height. Up to the



end of August last the sum of £103 had been expended and at the end of this month I expect that £140 will have been absorbed. This will only leave £60 for the work I have mentioned and it will take fully this sum. It will therefore be seen that there will be no funds available to replace the bridge which was washed away; unless a further vote is granted. A good deal of the timber platform has been secured, and also some of the iron, and taking into consideration the material that is already on the site, I think that a sum of £50 would do all that is required. I understand from Mr. McPhail that the station which he represents would bear a portion of the cost, and an arrangement might therefore be made with him.

Cromwell to Pittsburg. In good order. Surfacing has been attended to.

Burr Cottage Road. The work in Lowtown fully is nearly completed, the same being under contract to D. Brewster. Other minor repairs have also been made.

agreed to conditionally that  
£20000 paid by the Station  
owners to the engineer before the  
work is started

accepted

accepted

Novis Roads. These have not been inspected there having been no traffic on them until within the last few days. I understand that the road over the Carrick Range is in good order but there is still some snow upon it in places, which in the course of a few weeks might be removed. The road to the Upper Novis is in fair order excepting at one place where a bad slip has occurred and which renders it impassable for days. I would therefore recommend that the sum of £25 be voted for repairs, to be spent as soon as practicable.

J. D. Macquigan  
County Engineer

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