

7. *Mahurangi and Port Albert*.—The completion of this difficult line has been unavoidably delayed by the failure of a contractor, but it has been fairly passable throughout for some months, and its value to the district and its effect in increasing the commerce of Mahurangi have already been shown. Section 2 has after many difficulties been completed. It was found necessary to make several alterations, which involved a large amount of extra work. The Hoteo Bridge is being proceeded with as quickly as the season will permit. The foundation rock has proved harder than anticipated, so as to prevent the piles of one pier being driven as designed; but proper sockets for the piles are being cut, so that an excellent foundation will still be secured. No. 1 section on this road has not yet been commenced, owing to difficulties with one of the landowners, which are not yet removed. The road as far as it has been made is being maintained by day labour. When the main road is completed it will inevitably be found necessary to extend it on the one hand to Albert Town (about two miles), and on the other to Kaiwaka and Waipu, as a means of helping the fortunes of the old but still struggling settlements of that tract of country. The first-named extension is of the most importance: the line will pass entirely through private lands, mostly in cultivation. The execution of this has been regarded as a provincial work, and two motions were lately passed in the Council urging its completion, or at least the acquisition of the land, the owner of which, it appears, is quite willing to sell what is necessary for a road on favourable terms. The construction of the road is considered necessary to the prosperity of the district, and as a fitting termination to the main road from Mahurangi.

It may be as well to note that the telegraph line has in some parts been cut over the hills nearly parallel to this line of road, leaving fringes of trees standing exposed to the wind on both sides. These will certainly be blown down, to the detriment of the road, and it is considered advisable to fell them. The cost would not exceed £20.

(H. ALLRIGHT, Provincial Engineer, in charge.)

Mr. Allright reports that he has expended a sum of £815 19s., on behalf of the General Government, on sundry roads and surveys, north of Auckland.

Besides road works, the following were also carried out under Mr. Allright's supervision, the funds being found by the General Government, viz.:—

	£	s.	d.
Painting and repairing Quarantine Station, sinking wells, &c. ...	350	13	8
Erecting new hospital at Quarantine Station ...	620	0	0
Erecting sheds at Quarantine Station ...	123	0	0
Erecting jetty at Quarantine Station ...	373	0	0
Construction of fumigating oven ...	228	0	0
Repairs, painting, &c., Immigration Barracks, Auckland ...	122	6	6
Completion and metalling Shoal Bay Road ...	475	9	0
Construction and erection of Immigrants' Depôt cottages ...	12,915	16	7
	£15,208	5	9

(J. J. WILSON in charge.)

1. *Kawakawa to Whangarei*.—Upon this line of road, at the time of the last annual report, the works in hand were bridges over the Papauru and the branches of the Umuwhauku Stream, also some culverts being executed by European labour, and about 50 chains of side cutting and forming by Native labour. The cost of the three bridges and culverts was £373. The side cutting extended over 15 miles of road in patches, to make the steepest parts of the line available for horse traffic, in all amounting to 5,126 chains, with 2,970 cubic yards of earthwork, costing £176. Several smaller culverts have also been constructed by Native labour, and the crossings of streams fascined and improved. The cleared portions of the road have also been sown with grass seed, as a means of keeping them open and affording food for stock travelling.

2. *Wairoa and Kaikohe*.—On this line there has not been much progress, the Natives being so much engaged attending meetings connected with the sale of land. They have also been in receipt of considerable sums of money for land sold, which indisposes them for work. The bridges in hand are—The Mairi, 42 feet, nearly finished except the planking, rails, and approaches; the Waikopau, 44 feet, timber all on the ground, piles in, headstocks on, and stringers laid across; the Waiwhakae, 20 feet, timber all on the ground; the Parakao, 30 feet, all done to the approaches and hand-rails. The iron-work for these bridges is also made, and the greater part stored at Whangarei. Grass seed has also been sown along portions of this road, but not in sufficient quantity.

3. *Mangapai to the Wairoa River*.—A survey of this proposed line of road, about 13 miles, has been made, and plans have been prepared with report and estimate. It is said that the Natives are desirous to undertake the work of felling and clearing the bush along this line.

4. *Whangarei and Wharekohe Road*.—A deviation from the originally-proposed line of this road was considered to be necessary, and has accordingly been surveyed and marked off. The expenditure in this district, under the Public Works scheme, has, although the amount has not been large, produced a marked improvement. It is possible now to ride nearly all through the district, where, before now, walking was attended with great toil and difficulty. The streams are nearly all bridged, and the ascents and descents of the worst hills improved by sideling roads. These are great benefits, although many of the works are necessarily of a temporary and imperfect character, and a considerable expenditure under good supervision will yet be required to carry out the remaining works, the necessity for which is more felt after the experience of what has already been done.

(M. CLARKE in charge.)

1. *Kaikohe to Waitangi*.—Two sections of this road have been completed during the past year. The first, 2½ miles long, has been formed, and ten bridges constructed, varying from 6 to 30 feet span; also a number of small culverts.