

*Takahue.*—This vote has not been expended, as I have not yet been able to get the roads laid out through the block.

*Okaihau-Victoria Valley.*—This road is chiefly through Native land and 7,000 acres of Crown land, and will be the main road to the north. Eleven miles and a half of the road have been formed, averaging 8ft. wide, of which eight miles and a half are at the south end and three miles at the north end. During the year about half a mile of new road was formed, and the road has been repaired throughout. When the survey is completed further works can be carried out.

*Maungataniwha.*—The roads in this block are now being laid out. As soon as the engineering survey is completed works will be begun.

*Kohukohu-Rakautapu.*—Four miles and a half of bridle-track have been repaired under the supervision of the Hokianga County Council.

*Herd's Point-Takahue.*—This, which is the only formed road throughout connecting the Mongonui County with the districts south, has been constructed into a dray-road between the Takahue Settlement and Mongonui-Awanui Road. Between the Takahue Settlement and Mongonui-o-wae it is only formed into a bridle-track. Between Mongonui-o-wae and Herd's Point it is being formed into a cart-road. With the expenditure now authorised I hope to be able to finish this portion of the road. During the year eight miles have been widened from 6ft. to 14ft., and the road kept in repair throughout by co-operative works. About three miles and a half have also been regraded.

*Waimamaku-Pakanae.*—This road, when formed into a dray-road, will be the best and most direct outlet for the Waimamaku and back settlements to the wharf on the Hokianga Harbour. It opens up about 4,000 acres of Crown land, and has been formed into a bridle-track throughout. During the year the vote has been expended in widening about one mile of the road to a width of 10ft., and in blasting large boulders in the stream, which were causing the stream in time of flood to encroach on the road. There are still some bridges to be erected, and as settlement in this district is increasing it is recommended that this road be formed throughout into a dray-road.

*Opanake-Hokianga.*—This road will connect the north with the Dargaville Railway. It opens up 100,000 acres of some of the best Crown land, which is now being rapidly taken up. During the year about thirteen miles of dray-road have been constructed, and the formed portion improved and maintained. There is still some five miles of road to be formed before the north and south ends are connected. Works have all been carried out under the co-operative system. It will be necessary, owing to the loamy nature of some portions of the soil, that the road be metalled in places. About one mile and a half has been metalled in the centre of the road, an average width of 6ft., and 9in. deep; but this is not a sufficient width for dray-traffic. The metal used has been taken from the most convenient places along the line of road where good metal was easily obtained. Where gravel could be obtained it has been used. As stated previously, this road is very boggy in places along the top of the range, there being in places 3ft. of loam. I have had, therefore, to spread the metal just sufficient width and thickness as I deemed necessary to allow for horse-traffic, so as to allow the packmen to get their stores as far as possible for the supply of the co-operative men. It has therefore been impossible to adhere strictly to the standard plans with the limited funds available for expenditure. The work done consists of road formed 14ft. wide, 13 miles; bush felled one chain wide, 13 miles; bridges and culverts 1,700ft.; embankments with ditches, 110 chains; stone-pitching, 1,728 cubic yards; 457 perches rubble masonry; metalling 4ft. to 8ft. wide by 9in. deep, 67 chains; hand-packed spauls quarried and broken to 4in., 130 cubic yards; quarried and spauled 9in. to 4in., 525 cubic yards; metalling 3ft. to 6ft. wide, and 6in. to 12in. deep, 87 chains; quarried 60 cubic yards spauls; 25 cubic yards stone filling, 473 cubic yards spreading, 20 cubic yards shingle, breaking out 120 cubic yards for culverts, splitting 12,500ft. totara slabs for 27 temporary bridges and culverts, clearing 2 miles pack track 6ft. wide; formed and ditched 5ft. by 2ft, 6in. by 2in., 30 chains; and 414 cubic yards metal broken to 3in. Expenditure, £6,026 8s. 7d.

*Ramarama Valley Road.*—This road opens up the Ramarama Valley. During the year three miles and a half of road were formed, and about 226ft. of bridges and culverts were constructed. With the authority now to hand, I trust to be able to complete the road throughout, though there are several places which could be greatly improved were more money available.

*Dargaville-Aratapu.*—Works are being laid out by the Hobson County Council, and consist of contracts for drainage, and a road, and bridge over Kaihu Creek of five spans; total length, 144ft.

*Main Road to Opanake Railway-station.*—About 20 chains of dray-road were formed, and three 18in. culverts, under the supervision of the Hobson County Council.

*Maropui-Kai-Iwi.*—This vote was expended by the Hobson County Council. The work done during the year consists of 57 chains of bridle-track, and the maintenance and improvement of another two miles and a quarter.

*Tangowahine Bridge.*—This bridge, of a total length of 118ft., was made under the supervision of the Hobson County Council.

*Tokatoka-Mangapai.*—Opens up direct communication between Whangarei and the Wairoa River. The road has now been formed as a bridle-track to the Mongonui River, a distance of six miles and three-quarters. The Mongonui River was bridged last year, so that the road is now available for horse-traffic throughout. The survey and construction of the road was carried out by this department; the last expenditure in the removal of slips, &c., was made under the supervision of the Whangarei County.

*Bridge over Opanaki River.*—This bridge, which is of a total length of 177ft., was constructed under the supervision of the Hobson County Council.

*Maungakamea Road.*—Works done upon this road consist of 15 chains of metalling, 15 chains covered with pipeclay, and general repairs, and were carried out under the supervision of the Whangarei County Council.

*Ngunguru Main Road.*—Works have been carried out by the Whangarei County Council, and consist of repairs and improvements to the road.