

*Marlborough Association.*—This settlement is situated midway between Opanake and Taheke, on the Opanake-Hokianga Road, which passes through the middle of it. During the year about two miles and three-quarters of bridle-track, 6 ft. wide, with temporary bridges and culverts, was made, branching off from the main Opanake-Hokianga Road, to give access to the back sections, and two miles of dray-road.

*Road to Native Land near Waihou.*—The vote has been granted to the Hokianga County Council, but has not yet been expended.

*Mangonuiowae.*—A bridle-track has been constructed from the Herd's Point-Takahue Road, through Crown land in Blocks IV. and V., Mangamuka Survey District, to give access to the sections at the south end of the Mangonuiowai Block, and to open up the Crown lands. With the expenditure of previous votes, the track was made as far as the boundary of the Mangonuiowae Block, about five miles. This year's grant is being used to carry on the construction as far as possible through the block.

*Waimamaku-Pakanae.*—The road is the most direct route from the settlements in the Waimamaku Valley to Oponone Wharf, where the steamer from Auckland discharges and receives goods. The grades throughout are good, but, the grants being small, I have been unable to make it available for wheel-traffic. During the year a quarter of a mile of road has been widened, some culverts put in, and the road repaired throughout.

*Kohukohu-Motukaraka.*—This road is for the purpose of giving better access to the Kohukohu Settlement, and to the settlers living on the sections adjacent to the Hokianga Harbour, between the two points named. During the year the road has been selected and graded out a total distance of one mile and three-quarters. The work of construction will be undertaken shortly.

*Kohukohu-Rakautapu.*—This is another outlet from the Kohukohu Township. The grades, however, are steep, and when the Kohukohu-Motukaraka Road is constructed will not be much used except by those resident along it.

*Herd's Point-Takahue* is the main road connecting the Hokianga and Mongonui Counties, and it opens up a considerable quantity of Crown lands. The total length of road now widened and made available for wheel-traffic is about seventeen miles from the Hokianga Harbour northwards. The bridge across the Mangonuiowae, of a total length of 125 ft., consisting of two spans of 20 ft. and one of 25 ft., and one truss of 60 ft., has been erected, with a considerable length of protective works, as the banks of the river, which are alluvial deposit, are liable to be washing away with each heavy flood. Besides being the main connection between Hokianga and Mongonui, this road, as far as Broadwood, will be the main road to open up the Crown lands in the vicinity of the Whangape Harbour.

*Mangonuiowae-Whangape.*—The vote is to be spent in continuing the construction of the road under the title "Mangonuiowae" in appropriations.

*Mangapai-Waikiekie.*—The Whangarei County Council carried out the work, consisting of metalling and repairs.

*Hikurangi.*—The money is being expended in repairs and metalling the road over the Hikurangi Swamp and renewing culverts. It is a portion of the Great North Road.

*Whananaki-Ngunguru.*—The Whangarei County are constructing about two miles and a half of bridle-track. The road gives access to all the sections lately taken up along the sea coast between Whananaki and Ngunguru, and from it travellers may get glimpses of some exquisite scenery.

*Bridge over the Wairua River.*—This work is undertaken for the purpose of opening up Crown lands on south side of Wairua River and giving a connection to the Mangakahia Road. The site for the bridge has been selected, and plans are now being prepared for a bridge of two 25 ft. and one 100 ft. spans.

*Opuawhanga-Whananaki.*—Some improvements have been made to the road by the Whangarei County Council, but this year's authority has not yet been expended.

*Opuawhanga.*—Nothing has been done this year.

*Waipu-Mareretu.*—The deviations laid out by the Whangarei County Engineer have now been constructed. During the year about half a mile of dray-road has been constructed under the supervision of the Whangarei County Council.

*Kauri Mountain Road.*—The Whangarei County Council has spent £100 in metalling about three-quarters of a mile of road, 6 ft. wide, and making other improvements.

*Purua-Ruatangata-Mangakahia.*—This road gives access to the Purua and Kaueranga Settlements. Considerable deviations have been made, and others are required, so as to obtain a good grade. This year's vote is being expended in metalling and the construction of two bridges.

*Purua Bridge.*—The bridge is being erected by the Whangarei County Council over the Moengawahine River to give access to settlers near and at the back of the Kaueranga Block, lately thrown open for selection.

*Waipu Wharf.*—The vote has been given to the Whangarei County Council to expend, but as yet nothing has been done.

*Otuhe Forest.*—The road will open up a considerable acreage of Crown lands. The Whangarei County Council has expended the vote of £200 in metalling 30½ chains of road and other improvements. A considerable amount of timber has been and is being carted over this road from the Otuhe Forest into Whangarei.

*Hikurangi-Jordan Flat.*—This road is the outlet of the Ramarama Valley towards Hikurangi and Whangarei. The vote has been expended by the Whangarei County Council in the construction of embankments on the flat, which is covered for days with water when the Wairua River is in flood.

*Maungatapere.*—Nothing has been done this year.