

Wairangi-Matahuru.—The Whangamarino Road Board have improved about three miles of dray-road.

Whangamarino Parish.—Two miles have been improved on various roads, the works being carried out under my supervision by the Whangamarino Road Board.

Waikare Lake-Onewhero.—Nothing has yet been done.

Ohinewai-Matahuru.—Under my supervision the Huntly Road Board have been and are carrying out works, consisting of about three quarters of a mile of formation, 38 chains outfall drains, half a mile of fascining, and four culverts.

Blocks X. and XI., Rangiriri Survey District.—Nothing has yet been done.

Wairangi (Sections 482 and 486).—Nothing has yet been done.

Hunua-Ararimu (Whiskey Creek).—A deviation has been laid off at the junction of this road with the Hunua Main Road, and also another deviation at the end of the present formation, through Sections 61, 45, and 71, Parish of Hunua. Nothing further is being done, pending the settlement by the Hunua Road Board of compensation required for land taken.

Pye's Pa.—Under the Tauranga County Council about five miles of bridle-track, 8 ft. wide, have been improved.

VILLAGE SETTLEMENTS.

Waimamaku, which is one of the best of the settlements in the north, is considerably handicapped on account of bad roads. The land, now the bush is cleared, is continually slipping, and with it several portions of the road. During the year most of the money allocated for the settlement has been expended in repairs and metalling some of the boggy places.

Motukaraka.—During the year the roads in the settlement have been kept in repair, and a portion along the Hokianga Harbour, which will be a part of the Kohukohu-Motukaraka Road, has been formed.

Fern Flat.—The road from Oruru Valley into the settlement follows up the valley of a stream flowing into the Oruru River, and considerable difficulty has been experienced through the encroachments of the stream, and by slips. The money allocated this year has been spent in repairs and improvements to this road, and in metalling about a quarter of a mile of road and re-forming one mile.

Awatuna, on the Opanaki-Hokianga Road, is the second settlement from Opanaki, the road passing through the middle of it. Of the three bush settlements, I consider the soil of this is the poorest; the subsoil being clay seems to keep the ground very wet on the surface. Several of the settlers have left; those remaining, four in number, are making fair improvements.

Rangatira.—The sections in the settlement have not yet been taken up, because it is only within the last few months that the Opanaki-Hokianga Road was available for traffic so far. The road runs along a part of the south and western boundary of the settlement. To give access to the back sections some roads will have to be constructed, but I have not undertaken their formation yet. The land in this settlement is of good quality, and those who have taken up and improved their sections are fully satisfied with the results.

Katui.—This settlement is situated near the Mongonui Bluff, and is one of the best in the north. The land is of excellent quality, being of a volcanic nature. The settlers, with only one exception, have made great improvements, and are now anxious to increase their holdings. The completion of the road through this settlement to the Mangatu junction with the Opanaki-Hokianga Road would give these settlers a practically level road to Opanaki. The present road *via* the Bluff has some very steep gradients.

Mangatu.—This is the first settlement from Opanaki on the Opanaki-Hokianga Road. All the sections which are available by road have been taken up. The land is of fair quality, and the settlers are making considerable improvements.

Takahue Block.—During the year the road giving access to this block (a portion of the Okaihau-Victoria Valley Road) has been widened to a width of 12 ft. Nothing has been done to the road in the block itself.

Maungataniwha Block.—The road has been graded through this block, and four miles of bridle-track, 6 ft. wide, constructed. 70 chains of bridle-track giving access to this block was made to connect with the old Victoria Valley to Peria Road. I am anxious, however, to give more direct access to the south-east end of the block, by constructing a road through the Peria Block.

Maungataniwha VI. Block.—Nothing has yet been done.

Takahue-Whangape Block.—I have already reported on this road under the title "Takahue-Herekino."

Waipoua Block.—The block is partly opened by the Opanaki-Hokianga Road, and the vote is being expended on that road.

Ruaapekapeka.—No further moneys have been expended on the roads in the block, which were formed into bridle-tracks during 1894. The land is of fair quality, but so far only two of the sections have been taken up.

Motatau.—The loan raised on this block has been expended on the Ramarama Valley Road, on which I have already reported.

Opuawhanga-Whangarei No. 1 Block.—This loan was expended on the Whananaki-Ngunguru Road, which has already been reported on.

Ngunguru Block.—This block has now been well roaded by the construction of twelve miles of bridle-track, 6 ft. wide, with all required bridges, culverts, &c. The whole of the land has been taken up by settlers. It is proposed to erect a bridge over the Ngunguru River, near Kiripaka, to connect the block with the Kiripaka-Whangarei Road, but works have been deferred, as there is a considerable amount of timber still being floated down the Ngunguru River from inland districts.

Tokatoka Swamp Block.—See Tokatoka Swamp.

Pakiri Block.—Nothing has been done this year, though in 1895 four miles and a half of bridle-track were constructed to open up and give access to the block.