

*Kaikohe-Taheke*.—Half of this grant was given to the Bay of Islands County and half to the Hokianga County. Both counties have expended most of the money in metalling and re-forming portions that had been cut up by heavy traffic.

*Okaihau-Victoria Valley*.—This road traverses three counties, and ought to be considered the Great North Road, as it is the most direct route between Kawakawa and Awanui, and goes through the centre of the Island. It is available for wheel traffic between Okaihau and Rangiahua, and from there to Mangamuka as a bridle-track; from Mangamuka northwards the line was laid out but never constructed, except about two miles at the northern end, which was done to give access to settlers and to the Takahue Block. During the year portions of the road between Okaihau and Rangiahua were repaired and metalled, and about two miles of bridle-track was also repaired.

*Okaihau-Horeke*.—The Hokianga County Council expended this vote in re-forming, metalling, and repairing the road between Horeke and the Utakura Bridge.

*Awatuna Improved-farm Settlement*.—About five miles of road have been maintained.

*Katui*.—Five miles of road passing through the centre of this settlement have been maintained.

*Mangatu*.—A length of three miles has been maintained.

*Waimamaku-Punakitere*.—The road runs almost parallel with the Waimamaku River on Blocks XIV. and XV., Punakitere, and joins the road going through the Auckland Special Settlement, which is connected with the Opanake-Hokianga Road. It goes through excellent land, which is rapidly being taken up. It was formed into a bridle-track, and portions have been metalled. Most of last year's grant has been expended in widening the road to 14 ft., and in maintenance.

*Marlborough Association*.—The road running east and west through the settlement has been formed as a dray-road for a distance of one mile on the western side, and about a quarter of a mile on the eastern side, the rest of the road being a bridle-track. Most of the settlers can now get access to their sections by road or track.

*Manganuiowae*.—There have been several bridle-tracks made to give access to settlers in Block I, Whangape Survey District.

*Motukaraka Village Settlement*.—The bridle-tracks through this settlement were maintained, and a bridge of 31 ft. span made over a small tidal creek.

*Waimamaku-Pakanae*.—This is a very important road, being the best route between Waimamaku and surrounding settlements to the Hokianga Harbour, and if it were completed and metalled it would much enhance the value of the settlements in the Waimamaku district. Last year's grant has been and is being expended in the removal of several large slips, and in widening and metalling portions of the road. Nearly all the land adjacent to the road since it was opened has been taken up.

*Waimamaku Village Settlement*.—The authority has been expended in making about two miles of bridle-track along the Waimamaku River to give settlers access, and in improving the road through the settlement.

*Kohukohu-Motukaraka*.—Road has been constructed 8 ft. wide for a distance of about a mile and three-quarters from Kohukohu towards Motukaraka. It is intended that this road shall eventually join the Herd's Point-Takahue Road, it being the best outlet from Kohukohu, which is the principal township in the county.

*Kohukohu-Rakautapu*.—This vote was expended in general improvements to the bridle-track from Kohukohu to join the Herd's Point-Takahue Road, at Rakautapu. The grades on this line are steep, and it would not be advisable to expend further money in widening it, but rather to continue the construction of the road *via* Motukaraka.

*Herd's Point-Takahue* is the main road connecting Hokianga with the Mongonui County, and it opens up a very considerable area of Crown land of fair quality. It has now been formed into a cart-road for a distance of about eighteen miles, to a little beyond Manganuiowae River. The rest of the road to Takahue over the range is only a bridle-track. The Mongonui Bridge has been built. This year's vote has been expended in improving the cart-road by putting in culverts, &c., and carrying on the widening and maintenance of the road.

*Manganuiowae-Whangape*.—A bridle-track has been constructed into Blocks III. and IV., Whangape Survey District, for a distance of seven miles. The line starts from Herd's Point-Takahue Road, about twelve miles north of Rawene, and gives access to several settlers who have taken up sections in the Manganuiowae Block. It opens up a large area of Crown land, and will, when continued, be one of the main outlets towards Hokianga Harbour, and of the Awaroa Block, lately purchased by Government. With the money authorised for expenditure I have improved portions of the road, and maintained the road already constructed.

*Mangapai*.—Works are being carried out through the Whangarei County: these consist of new formation and metalling.

*Hikurangi*.—The vote has been expended in metalling the road over the Hikurangi Swamp, and in renewing culverts. It is a portion of the Great North Road, and is now in first-rate order.

*Whananaki-Ngunguru*.—This grant the Whangarei County Council has expended in improving and completing the construction of the bridle-track throughout. The views on this road along the coast are most beautiful.

*Whananaki Wharf*.—The construction of this wharf is now in hand, and will shortly be completed.

*Bridge over Wairua River*.—This bridge consists of two spans of 20 ft. each and one of 100 ft., in the form of a laminated arch. The work was faithfully carried out by the contractor. It gives better access to settlers, and opens up a large tract of Crown land now available for selection.

*Jordan*.—The work consists mostly of formation, and is being carried out by the Whangarei County Council. It is a continuation of the Ramarama Valley Road through the Jordan district.

*Opuarwhanga-Whananaki*.—Works so far done with this grant are the improving and widening out of about half a mile of road by the Whangarei County Council.