

*Opuawhanga*.—About half a mile of dray-road has been constructed, and a quarter of a mile improved, by the Whangarei County Council.

*Waipu—Mareketu*.—The Whangarei County Council has constructed into a dray-road a portion of this road, and it is now available for horse traffic throughout, thereby giving the Mareketu settlers a direct outlet to the Waipu township and port.

*Mangapai*.—This vote has been spent by the Whangarei County Council mostly in metalling the Great North Road through Mangapai.

*Karamea—Ruaringi*.—About 10 chains of road have been metalled and 26 chains improved.

*Purua—Ruatangata—Mangakahia*.—This grant has been expended by the County Council in metalling, erecting one bridge, and in general repairs. It is the main outlet for a considerable area of Crown land not yet taken up.

*Parua Bridge*.—A bridge of a total length of 70 ft. has been erected over the Moengawahine River, to give access to settlers near and at the back of the Kauaeranga Block.

*Old North Road*.—Portions of this road near Waipu are being re-formed and improved.

*Waipu and Wharf*.—This wharf has been erected, and approaches made to it, by the Whangarei County Council.

*Maungatapere*.—The road is being metalled in the worst places, and otherwise improved.

*Maunu—Otuhe*.—This road is for the purpose of giving better access to the Maungatapere settlers. The deviations referred to last year have been metalled for a further portion of about 50 chains by the County Council.

*Marsden Point—Kaimanuka and Finlayson's*.—About half a mile of road has been constructed and a mile and a half improved by the Whangarei County Council.

*Whareora—Taheke—Pataua*.—A bridge 78 ft. long and 10 chains of dray-road have been constructed by the Whangarei County Council.

*Drevers—Otonga East*.—The Whangarei County has expended this grant, and has improved some of the worst places to the extent of about a mile.

*Otonga East—Whananaki*.—About a mile of road is being constructed along the swamp to give access to the Whananaki Harbour.

*Dargaville—Tangiteroria*.—The Hobson County has constructed about three miles of this road, and has erected one bridge of about 40 ft. When completed this road will be very much used, as it is the only direct road at present between Dargaville and Whangarei.

*Whangarei Footbridge*.—This vote is being expended in constructing the approaches to the Whangarei swing-bridge, lately built by the county.

*Parua Bay*.—A mile of road is being made along the coast, and general repairs to about three miles of road. The work has been carried out by the Whangarei County Council.

*Parua—Taheke*.—The Whangarei County Council has constructed about a mile and a half of cart-road along a new line, and thus has materially improved the grades.

*Maungakaramea*.—About three-quarters of a mile of road has been formed and about half a mile improved.

*Whangarei Bridge (£1 for £1)*.—This swing-bridge of 146 ft. in length, with its approaches, has now been completed, and is much used by settlers on the north side of the Whangarei Harbour.

*Te Kopuru—Tikinui*.—This is a portion of the main road connecting the townships on the west bank of the Wairoa River. A portion of this year's grant has been expended in metalling about 15 chains of the road. Further works are now in hand.

*Arapohue*.—The road from the Mititai landing to the Arapohue Settlement, about three quarters of a mile, was constructed and metalled by the Hobson County Council.

*Dargaville—Aratapu*.—About 27 chains of road which connects these two townships has been constructed and metalled.

*Valley Road—Paparoa*.—This road has been put into fair order throughout. About three quarters of a mile has been formed, 14 ft. wide.

*Opanake—Hokianga*.—This road, connecting Hokianga with the terminus of the Dargaville railway at Opanake, a distance of thirty-one miles, has been constructed throughout. It opens up a considerable amount of Crown lands, some of which is of excellent quality. There are three village settlements situated on the line and two special settlements, all the sections of which, abutting on the road, have been taken up. The road is now nearly available for wheel traffic, the last bridge being nearly finished. To keep this road open for traffic during the winter months it is absolutely necessary to metal some portions of it. During the year a considerable length of road was ballasted with a sort of rubbly rock and gravel, and on top of the range, where there is a considerable rainfall, I have formed several miles of stone pitching about 4 ft. wide, with 6 in. spauls, to carry the horse traffic. The road throughout has been kept in good order.

*Tangihua*.—About a mile and a quarter of this road has been formed into a bridle-track, and general repairs have been carried out.

*Tangihua No. 2*.—About three miles and a half of bridle-track have been made for the purpose of opening up the block.

*Pahi—Waikiekie*.—The Otamatea County are metalling a portion of the road between Pahi and Paparoa, and widening the present bridle-track to 14 ft.

*Pahi—Maungaturoto*.—This vote was expended on two roads—viz., a portion on the deviation laid out between Paparoa and Maungaturoto, and a portion on the direct route between Pahi and Maungaturoto, on the south side of the Otamatea Harbour.

*Tokatoka Swamp*.—Nearly all the suburban sections which have been thrown open for selection in this swamp, or rather marsh, have been taken up. During the year the flood-gates have been attended to and strengthened, a few drains constructed, about a mile and a half of railway-line has been laid, along which timber (kahikatea) has been hauled from private property. The line has not been carried far enough yet to tap any Government bush. The roads, drains, &c., have been