

*Waimamaku-Punakitere*.—This road runs from the Waimamaku Settlement alongside the Waimamaku River up the valley to the Auckland Special Settlement, giving access to some exceedingly good land. This year's grant was expended in widening the present bridle-track into a cart-road, metalling portions of the bridle-track which were almost impassable in winter, and in general repair.

*Waipoua Survey District, Block VII*.—This vote is being expended in giving access to several sections lately surveyed in Block VII. About two miles and a half of bridle-track have been made.

*Hikurangi-Otanga*.—The Whangarei County Council have during this year metalled about half a mile and made several culverts and other improvements.

*Hukerenui-Waiotu* was for the purpose of giving access to the Waiotu Valley and adjacent settlers to the Hukerenui terminus of the Whangarei Railway. The vote was expended by the Whangarei County in the constructing of about a mile and a quarter of dray-road and one bridge.

*Jordan* is a continuation, or rather a part, of the Ramarama Valley-Hikurangi Road. The grant this year was expended by the Whangarei County Council in improving and constructing the unmade portion of the line.

*Kaueranga*.—This year's vote was spent in constructing a road to give access to the Kaueranga Block, which was lately subdivided and sold.

*Kauri Mountain-Pataua*.—The Whangarei County spent this year's grant in constructing about three-quarters of a mile of road by drains, culverts, and general formation.

*Maunui-Otuke*.—About 40 chains of metalling was done on the deviation laid out two years ago. The line was constructed for the purpose of giving better access to the Mangatepere settlers, and will be a portion of the main line connecting Whangarei with Dargaville.

*Mangakahia, Block IV*.—In conjunction with the vote "Kaueranga," this grant was expended in giving better access to the Kaueranga settlers, and at the same time giving access to Crown land in Block IV.

*Mangakaramea-Ruarangi*.—The department is spending this grant in general repairs.

*Old North Road*.—Work on this road was begun last year, and about four miles near Waipu were put in repair.

*Opuawhanga, Blocks XIII. and XIV.; Whangarei, Blocks III. and IV*.—For the purpose of giving access to the Crown lands in these blocks a bridle-road was constructed through the Toiroa Block No. I., connecting with the roads lately made in the Ngunguru Block, and leading to the Ngunguru Harbour, a total length of three miles and a half.

*Opuawhanga-Whananaki* connects Opuawhanga with the Whananaki Harbour. Beyond the removal of slips and some general repairs nothing was done this year.

*Parua-Taheke*.—The Whangarei County Council have continued the construction of a further half-mile of road along the new line laid off last year.

*Purua-Ruatangata-Mangakahia*.—This is the main outlet of the Kaueranga settlers, and for a considerable amount of Crown land. The Whangarei County Council have with this year's grant constructed a deviation laid out some years ago, and further improved the road by metalling and cutting down the hill and filling in the low ground adjacent to the Wairua Bridge.

*Ruatangata*.—Metalling about one-quarter of a mile of the road has been done by the Whangarei County Council.

*Ruakaka North River*.—The Whangarei County Council have expended this grant in re-forming about four miles of road and improving another two miles and a half.

*Waikiekie Parish-Hukerenui (Main Road)*.—From Hukerenui to Whakapara the road has been improved by clearing out water-tables and renewing culverts. From Whakapara to Whangarei Cemetery the department expended no money, and the Whangarei County Council and the Whangarei Town Board have maintained it. From Whangarei Cemetery to Waikiekie or Mangapai the road overseer and his men are now improving it. A considerable sum will shortly have to be expended in repairs to bridges which have been up for a long time and are now getting very rotten. I have not done much new metalling, but have repaired that already done, which in some places has worn or been washed completely away.

*Waipu Road and Wharf*.—The Whangarei County Council have spent this grant in repairs to the road from Waipu to the wharf, mostly in "pipeclaying" the road and in repairs to the bridges and culverts.

*Whananaki Wharf*.—A wharf of 115 ft. in length was constructed on the south side of the Whananaki River, and has proved of great service to the settlers in the neighbourhood, the steamer from Auckland going direct to that port.

*Arapohue*.—The balance of last year's grant was expended by the Hobson County Council in metalling about a quarter of a mile of the road from the Mitatai landing to the Arapohue Settlement.

*Dargaville-Aratapu*.—A quarter of a mile of metalling on the road connecting these two places was done out of the grant by the Hobson County Council.

*Dargaville-Tangiteroria*.—The Hobson County Council spent this vote in the construction of one bridge and approach, and in the widening of a mile of road. It is a portion of the road which will connect Dargaville with Whangarei.

*Opnake-Hokianga*.—This road connects Hokianga with the terminus of the Dargaville Railway—length, about thirty-one miles. 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 almost available for wheel traffic. During the year three miles and three-quarters have been metalled, or rather ballasted, with some loose rock. Three bridges, of a total length of 105 ft., have