

*Great Barrier Island.*—Seven miles of engineering survey was made and about two miles of bridle-track constructed by the department, giving settlers access and a road across the island to harbour at which the steamers call from Auckland.

*Upper Waiwera Road Extension.*—A mile and a quarter of dray-road was constructed, through the Waitemata County Council, to give access to several settlers in the Upper Waiwera district, and 150 cubic yards of metal was delivered from Rangitoto.

*Upper Waiwera-Wade-Wainui.*—35 chains of cart-road and a 35 ft. span bridge was practically rebuilt, the work being carried out through the Waitemata County Council.

*Waiwera Springs.*—The small balance of this vote was expended in improving about 13 chains of road by spreading thin layers of shingle from Rangitoto over the sandstone metal laid last year.

*Wade Village-Orewa.*—Some culverts and bridges were repaired, and 20 chains of road laid with 12 in. deep of pipeclay, which during winter forms a hard surface.

*Wade-Lucas Creek.*—One bridge, two culverts, and about 40 chains of road have been made, through the Waitemata County Council. The line is much used by drovers, as otherwise the cattle being driven to Auckland would have to be ferried across the harbour.

*Dairy Flat-Lucas Creek.*—With this grant one bridge and about a mile and three-quarters of dray-road have been constructed, through the Waitemata County Council, giving better access to the settlers at Dairy Flat.

*Lucas Creek Road.*—A bridge of four spans, of a total length of 87 ft., on concrete-piers has been erected, through the Waitemata County Council, over the creek, the old bridge being unsafe for traffic.

*North Shore-Waiwera (Main Road).*—Several culverts were re-formed, and about half a mile of dray-road is being metalled at the Okura with stone brought from Rangitoto Island in scows. Very little of this road is metalled, so that surfacemen have to keep constantly on the road to keep it in order for wheel traffic.

*Great North Road, Cuthill.*—This is a branch line from the Great North Road leading into Birkenhead. About two miles of the road was constructed, through the Waitemata County Council.

*Inland Road-Kaukapakapa.*—This is a road branching off the West Coast Road at Kaukapakapa, going towards the Wade Settlement on the east coast. Works on it are being carried out through the Waitemata County Council.

*Wainui-Kaukapakapa Railway-station.*—During the year this vote has been expended in building and repairing bridges and approaches on the road, and in improvements to their approaches. The work was carried out through the Waitemata County Council.

*Woodhill-Parkhurst.*—The grant has been expended through the Waitemata County Council in the supply and delivery of scoria for metalling the road.

*Waikumete-West Coast.*—Works are being carried out through the Waitemata County Council, consisting of a quarter of a mile of road-formation and in the supply and delivery of metal. This road not only gives access to settlement in the west coast, but will be one of the picturesque drives from Auckland.

*Henderson.*—About a quarter of a mile of road has been metalled with stone obtained from the Auckland Prison, and delivered by rail at Henderson Station, the work being carried out through the Waitemata County Council.

*Great North Road, Whau Bridge, to Waikumete Cemetery.*—There has been 600 cubic yards of metal delivered on this road, the work being carried out through the Waitemata County Council.

*Pollok to Wharf.*—About a quarter of a mile of dray-road has been constructed along deviations, which has greatly improved the grades, the Road Board settling all compensation.

*Pollok Settlement Main Road.*—Several deviations were laid out by the department to improve the grades, which were too steep for wheel traffic. During the year about a quarter of a mile of dray-road through heavy side-cutting was made, and two miles improved in places. A further sum is needed to complete the formation of the deviations laid out.

*Waiuku-Pukekohe.*—This grant was expended through the Waiuku Road Board, who have metalled about 26 chains of road.

*Akaaka-Otau.*—A road to give settlers in the Akaaka Swamp access to creamery at Otau. About a mile of road has been made by constructing a ditch on the one side and using the spoil earth in the construction of the road. The work was carried out through the Waiuku Road Board.

*Akaaka Swamp.*—The construction of a portion of what is known as the eastern drain was made. These works were carried out through the Akaaka Drainage Board.

*Patumahoe-West Mauku.*—Eight chains of metalling has been laid on this road in the worst places, the work being carried out through the Mauku Road Board.

*Turanga-Maraetai.*—This vote was expended through the Turanga Road Board in forming about half a mile to improve the road through Maraetai, connecting at Turanga Creek with the line going to Howick Village.

*Otahuhu-Bombay,* which is the Great South Road, has been improved throughout, and is now in fair order. I am now constructing a side road which can be utilised in summer, for at present all wheel traffic is confined to the metal. The side road will save it considerably.

*Manurewa-Bombay* is also a part of the Great South Road. On this portion of the road I am also constructing a side road, which will not only save the metalled portion in summer, but will at all times be better for driving stock on.

*Wairoa River-Otau.*—Little has been done to this line during the year beyond removal of slips.