

*Otaua Swamp (Drainage and Road).*—This is to give some settlers near Bothwell access to the main road through the Otaua Swamp, and thence to the creamery. About a mile has been made, the work being carried out through the Waipipi Road Board.

*Mercer Punt.*—These punts have now been in use some time, and give great satisfaction. During the year stockyards were erected on both sides of the river, and the approaches improved and metalled.

*Churchill Punt, Waikato River.*—These punts have been removed from Churchill to Rangiriri, the work being carried out through the Raglan County Council.

*Takahue-Whangape Block.*—Very little has been done to the road through this block (which is a part of the Takahue-Herekino Road) beyond general repairs.

*Otukai Block.*—Twelve miles of engineering survey has been made to give access to and through the block.

*Takahue Block.*—One chain of heavy side-cutting and three culverts were made to the road leading into this block.

*Maungataniwha, Block VI.*—A quarter of a mile of dray-road leading from the Great North Road at Peria into this block was constructed.

*Ruapekapeka Block.*—About a quarter of a mile of dray-road was constructed to give access to some of the sections on to the old Great North Road.

*Waipoua, Block VII.*—A further 50 chains of bridle-track was constructed to give access to the sections lately opened for selection in this block, and two miles were maintained.

*Tutamoe, Block V.*—Two miles of bridle-track was constructed to open up this block. The road starts from the school at the Mangatu Special Settlement, and connects with the road at the south-east corner of the Marlborough Settlement.

*Waimatanui Block.*—Two miles and a half of dray-road has been made leading into the block; it starts from the Opanake-Hokianga Road, north end of the Marlborough Settlement, and goes in a north-easterly direction. I have felled the bush 3 chains wide, and will grass the land after the fallen timber is burnt, as I find it impossible to keep the road in so wet a country fit for traffic unless the sun and wind can get at it to dry it. I have also maintained about two miles of road formed previously.

*Mangakahia, Blocks XI., XII., XV., and XVI.*—Seven miles and a quarter of road available for wheel traffic has been made through this block, connecting the Wairua and Mangakahia Bridges, and thence through the best land in the block towards the Kirikopini-Dargaville Road. With the exception of two at the far end of the line, all the sections abutting on this road have been taken up.

*Waipu, Blocks VI. and VII.*—The road giving access to this block is from the Waipu Settlement. Seven miles and a half of new line was laid out, also deviations from existing tracks and through the block. Nine miles of road was formed, and six miles and three-quarters of old road improved.

*Tokatoka Swamp, No. 2 Block.*—This vote has been spent in conjunction with the Tokatoka Swamp drainage, road, and tramway. During the year ten miles and a quarter of drains was formed, the excavated material being used in forming roads. All the drains in the swamp have been cleared out and maintained. The railway-line has been maintained, and has been in constant use. 2,900,000 ft. of balk timber has been hauled from private sections. There is a considerable quantity of sleepers on the ground, and sufficient rails to lay four miles of line on hand. Two miles and a quarter of formation is ready for the extension of the line which will be shortly required, the kahikatea bush, containing 97,000,000 ft., having been sold. To cut this up a mill and wharf will be erected near Bascomb's Creek. Nine artesian wells have been sunk in the swamp. Three of these were sunk by the department, one of which, at the south end, gives a flow of 15,000 gallons per day of good water slightly impregnated with iron. I am pushing works now to complete the drain round the swamp, so as to allow of no water getting on to the swamp beyond the actual rainfall. One flood-gate has been erected, and the others maintained in good order. I have laid out the drains for No. 2 Block, and works on some of them are now being proceeded with.

*Maropiu (Block III., Kaihu) Block.*—About half a mile of road was formed, and the road previously formed maintained. This road gives access from Maropiu Railway-station to sections lately taken up in Block III., Kaihu.

*Maungaru Block.*—The construction of roads through this block is now in hand. During the year about half a mile of bridle-track was made, giving access to the road through the Avoca Settlement.

*Mangakahia, Block XIII.; Maungaru, Block I.*—This expenditure was also made for the purpose of opening up the Maungaru Block, and connecting the roads with the ones through the Avoca Settlement. During the year about three-quarters of a mile was constructed.

*Mareikura No. 1 Block.*—About two miles and three-quarters of bridle-track is now being constructed to give access to the settlers in this block, connecting them with the Dargaville-Tangiteoria Road.

*Opuatia No. 1 Block.*—The main road for this block is from the Tuakau-Raglan Road, and is twelve miles and a half long, through heavy bush all the way. Four miles is through Native land. From the Tuakau-Raglan Road for a distance of one mile towards the block is available for wheel traffic. The next mile is formed, but the bridges have not been erected, and two miles and three-quarters is unformed; the balance is untouched, except as a pack-track.

*Opuatia No. 2.*—Most of this is open country, and roads are not so urgently needed as in Blocks I. and III. The road from Bregmen's Landing to Tuakau passes through the block, and works will shortly be undertaken to improve it.

*Opuatia No. 3 Block* adjoins Block I., Opuatia. Half a mile of road has been formed in worst places to connect it with the track through No. 1 Block. The best outlet for this block