

*Opuā to Black Bridge Road (Bay of Islands County).*—Widening and realignment of this road was commenced as portion of a scheme for improved road access to the Port of Opuā. 75 ch. was formed 16 ft. wide, and 1 m. 22 ch. was widened to a similar width.

*Punakitere Valley Road (Bay of Islands County).*—This road gives access to a large area of only partly developed country and is also a connection from the Mangakahia Valley to the Moerewa Freezing-works. Of the authorized programme covering a length of 10 m. 39 ch., a distance of 2 m. 40 ch. has been metalled 9 ft. by 6 in. Four bridges totalling 165 lineal feet will be provided.

*Dargaville to Pukehuia Road (Hobson County).*—This road serves a group of settlers who became isolated as a result of the cessation of a cream-boat service. The 3 m. 40 ch. of formation completed last year has now been metalled 9 ft. by 6 in. Two bridges yet need to be erected to complete the whole work.

*Girls' High School Road (Hobson County).*—2 m. 25 ch. was widened to 16 ft. and metalled 9 ft. by 6 in. for the purpose of giving better access to several settlers, and also to provide a through route for cream-collection.

*Lusk's to Hoyle's Road (Hobson County).*—The formation of 1 m. 23 ch. completed during the previous year was metalled 9 ft. by 6 in. The construction of this road saves 11 m. carting to the Waitotira Station for the settlers. Also, a bridge 40 ft. long with a deck 8 ft. wide was erected in rolled-steel joists and mixed Australian hardwood.

*Omana Main Road (Hobson County).*—This is the main road of the Omana Valley, and was previously of tortuous alignment. In continuation of the programme commenced last year a further length of 3 m. was widened to 16 ft.

*Tikinui to Tangaihi Road (Hobson County).*—A further length of 1 m. 16 ch. was metalled 8 ft. by 6 in. This road serves the whole of the Pouto Peninsula, forming the southern extremity of the county, and the metal now extends almost 18 m. south of Dargaville.

*Wilson's Access Road (Hobson County).*—Metalling over a distance of 2 m. 41 ch. has been carried out to give all-weather access to a small-farms block near Dargaville.

*Mansbridge's Road (Hokianga County).*—This road, which serves a small-farms settlement, had previously been formed and partly metalled, but in view of the need for further improvements an additional length of 2 m. 16 ch. was surfaced to complete the whole road.

*Omapere to Waimamaku Road (Hokianga County).*—This road was previously an unmetalled road of very poor alignment. In continuation of earlier operations a further 34 ch. was formed 16 ft. wide, and the whole length of 1 m. 30 ch. was metalled 9 ft. by 6 in.

*Newton's Road (Hokianga County).*—A distance of 1 m. 35 ch. was metalled 8 ft. by 6 in. to provide metalled access to four settlers who had been in occupation of their holdings for many years.

*Ohuri Road (Hokianga County).*—The sandstone base metalling previously laid over a distance of 68 ch. was surfaced, and an additional 64 ch. of new metalling was carried out, thus providing four settlers with all-weather access to their properties.

*Waikerikeri Road (Hokianga County).*—This road, which gives access to a group of settlers who have previously contended with unsatisfactory roading conditions, was formed 14 ft. wide over a distance of 1 m. 30 ch.

*Waima Valley Road (Hokianga County).*—This road gives access to three European settlers and a large Native settlement. A length of 1 m. 30 ch. was formed 20 ft. wide and culverted, while a further distance of 1 m. 75 ch. was formed 16 ft. wide. The new work was considerably damaged by floods, but has since been repaired. Metalling completed during the period covers a distance of 2 m. 60 ch.

*Waioatemarama Road (Hokianga County).*—1 m. 58 ch. was metalled 7 ft. 6 in. wide to provide an all-weather access to eight settlers.

*Whirinaki to Taita Road (Hokianga County).*—Five settlers now have the benefit of an all-weather access as a result of metalling over a distance of 1 m. 40 ch. on this road.

*Awanui to Mangonui Road (Mangonui County).*—This important road gives a direct connection between two northern townships. It serves many settlers and has five branch roads leading to other settled areas. A distance of 7 m. 14 ch. has been formed 18 ft. wide to a modern standard of alignment and 6 m. 9 ch. of base-course metal has been placed. The new formation is now in use from Taipa to Awanui, and a general description of the work yet remaining to be completed is re-formation and metalling between Taipa and Mangonui, together with the construction of five bridges.

*Champion's Road (Mangonui County).*—This is a road which was formed a few years ago, and which has now been metalled over a distance of 1 m. 60 ch. to give all-weather access to three settlers.

*Church Road (Mangonui County).*—This route gives a cross connection between Kaitia and Kaingaroa and serves a large number of settlers. During the period under review a distance of 4 m. 10 ch. was re-formed to a width of 14 ft. and culverted.

*Kohumaru Road (Mangonui County).*—A distance of 2 m. 50 ch. was formed 14 ft. wide and 56 ch. metalled 8 ft. by 6 in. Corners were cut back to a width of 16 ft. over a length of 1 m. 60 ch., the whole work consisting of the re-formation of a section of the road to the standard of the remaining length.

*Parapara to Taumata Junction Road (Mangonui County).*—This road is a cross connection between the Awanui to Mangonui Road and the Kaingaroa to Fairburn's Road, and gives access to a large number of settlers. The authorized programme consists of formation and metalling throughout, and during the period under review a distance of 2 m. 64 ch. was formed 14 ft. wide and culverted.

*Riley's Road (Mangonui County).*—This road which serves three settlers and eventually will serve eight was formed 14 ft. wide for a length of 2 m. 75 ch. and metalled 8 ft. wide over a distance of 2 m. 13 ch.