

*Hokianga Heads—Ohaewai—Rawene.*—The Hokianga County have during the year repaired two bridges damaged by floods, and improved about one mile and a quarter of the road between Rawene and Ohaewai. The road between Rawene and Hokianga Heads ought to be resurveyed before money is expended on it.

*Okaihu—Victoria Valley.*—This road traverses three counties, and is about forty miles in length, and ought to be considered the Great North Road, as it is the most direct route from Kawakawa to Awanui, and goes through the centre of the Island. It is available for wheel-traffic between Okaihu and Rangiahua, but from Rangiahua to Mangamuka it is only available for horse-traffic, and from Mangamuka to the Takahue Block it has not yet been formed, the traffic going north *via* the Mangamuka—Fern Flat Road. During the year little beyond repairs has been done. I would strongly recommend that this road be formed, for, as stated, it will be the most direct road to Awanui, besides opening up some valuable Crown lands.

*Whangaroa County Roads.*—The expenditure of the vote is being carried out by the Whangaroa County Council, and is mostly being spent in improving the road between Kaeo and Whangaroa and the roads in the Totara Riding, and the Great North Road through the county.

*Kaeo—Waimate.*—A portion of the Great North Road. The money voted this year is being expended by the Whangaroa County Council in metalling and improving the road.

*Waipu North.*—The grant is being expended by the Whangarei County Council in metalling and generally improving the road.

*Grahamstown.*—Nothing has yet been expended of this vote.

*Whangarei Foot-bridge.*—Nothing has yet been done.

*Parua Bay.*—Works carried out with the vote are being done by the Whangarei County Council, and consist of constructing about one mile of road and general improvements.

*Marsden Point Wharf.*—The work done consisted of the replacing of old piles eaten through by the *Toredo*, and the redecking of a considerable portion of the wharf, and it was carried out under the supervision of the Whangarei County Council.

*Parua—Tahoke.*—Works were completed last year. About a mile and a quarter of bridle-track has been constructed by the Whangarei County Council.

*Maungakaramea.*—The vote has been given to the Whangarei County Council to expend, but as yet nothing has been done.

*Whangarei Bridge, £1 for £1.*—The construction of the swing bridge is being carried out by the Whangarei County Council, but the plans and specifications were prepared by this office. The approaches to the bridge have been made some time, and the work of constructing the bridge is now in hand.

*Waipu Cove.*—The vote was practically expended last year by the Whangarei County Council in improving the road and erecting one bridge.

*Kaitara.*—The vote has been expended by the Whangarei County Council in generally improving the road into the Kaitara Settlement. The work was let in four contracts, and consisted chiefly in making drains, culverts, and erecting two small bridges.

*Te Kopuru—Tikiuni.*—This is a portion of the main road connecting the township on the west bank of the Wairoa River. About half a mile of dray-road was constructed and another half mile improved by the Hobson County Council.

*Arapohue.*—The road is from the Mititai landing to the Arapohue Settlement. The settlers have done a considerable amount of work on it at their own cost. Under the Hobson County Council 53 chains of the road have been metalled, and another 10 chains have still to be done.

*Dargaville—Aratapu.*—Nothing has been done this year to the road, though an authority for £50 has been granted to the Hobson County Council.

*Mititai—Tokatoka.*—The grant for this road has been expended by the Hobson County Council in metalling 48 chains of dray-road.

*Tokatoka Post-office.*—This is a road between the wharf and the Tokatoka Post-office, of a length of about four miles and a half. The work done during the year consists of metalling about 9 chains, the construction of all the required culverts, an embankment, and a quarter of a mile of formation. To make this road passable for vehicles at least another £150 will be required.

*Matakohi—Tokatoka.*—This is the main road through the Otamatea County. During the year the balance of last year's vote was expended in improving that portion of the road already formed. There still remains a considerable portion of this road to be constructed, and I have recommended in this year's estimates that a further sum be granted for the purpose.

*Valley Road—Paparua.*—This road has been widened, and in places formed; total length, about two miles. Several culverts have been erected, and the road throughout, though narrow, is now available for cart-traffic. I have asked for a further small amount this year to redeck and repair some of the bridges.

*Kaukapakapa—Port Albert.*—The vote is being expended by the Rodney County Council. Up to date very little has been done beyond repairs.

*Awhitu Road and Wharf.*—Tenders for improvement to and safety of this wharf have been accepted on plans prepared by this office. The work is being carried out by the Awhitu Road Board, under my supervision.

*Humua Railway-station.*—The vote is to be expended by the department in the construction of a deviation laid out by Mr. Burd, Assistant Road Surveyor, and in selecting and grading a more direct route from the end of the deviation to the railway-station.

*Wairangi to Railway-station.*—The vote has been expended by the Whangamarino Road Board in improving three miles of dray-road.

*Rangariri to Railway-station.*—The Whangamarino Board have metalled one mile of road with scoria, the scoria being delivered from Auckland by train.