

*Manua-Otuke.*—This is a road for the purpose of giving better access to the Maungatapere settlers. The deviation referred to in my last year's report has been metalled for about another 30 chains by the Whangarei County Council, who had the expenditure of the vote for 1895.

*Marsden Point-Kaimanuka and Finlayson's Road.*—The vote is being expended by the Whangarei County Council in repairs to bridges, enlarging the ditches, &c.

*Whareora-Taheke-Pataua.*—Nothing has been done this year.

*Ngunguru Ferry.*—Nothing has been done this year.

*Tokatoka-Mangapai.*—The road is now available for horse-traffic throughout, though some of it is yet unformed. During the year improvements were made near Tokatoka.

*Drever's-Otonga East.*—Three contracts have been let by the Whangarei County Council for formation of about half a mile of road and metalling 18 chains. The works are now in operation.

*Otonga East-Whananaki.*—Six contracts have been let by the Whangarei County Council, who have the expenditure of this vote. The works are now in hand, and consist chiefly of reformation and repairs.

*Dargaville-Tangiteroria.*—This is at present the only road connecting Dargaville with Whangarei. The expenditure of the vote is under the control of the Hobson County Council, who have work in hand for formation.

*Opanaki-Hokianganga.*—This road, which connects Hokianga with the termination of the railway from Dargaville, opens up a considerable amount of Crown lands of very fair quality. The road is now formed throughout; but to make this road available for wheel-traffic it must be metalled, especially on top of the dividing-range. The nature of the soil is such that it becomes a quagmire after very little traffic, and there is now a considerable traffic on it. Owing to the scarcity of timber at the north end, all the culverts had to be built of stone, of which there is abundance on the ground. At the south end the timber is plentiful and the stone scarce, which will make metalling expensive. I have, where stone was available at the north end, metalled a track 4 ft. wide; in the worst places at the south end ballasted with a rubbly rock. During the year four miles and three-quarters have been formed 14 ft. wide, and the road maintained throughout.

*Opanaki-Mongonui Bluff.*—The Hobson County Council metalled about 30 chains near the Opanaki Railway-station.

*Tangihua.*—Nothing has been done.

*Tangihua No. 2.*—During the year 46 chains of dray-road have been constructed and three miles maintained.

*Pahi-Waikiekie or Paparoa-Waikiekie.*—A portion of the main road connecting the Otamatea County with Whangarei. During the year the road near the Mongonui River was formed, and a contract is now in hand for further works. There is still about three miles to widen so as to make the road available for wheel-traffic throughout. The grant this year has been handed to the Otamatea County Council, but as yet nothing has been done with it.

*Pahi-Maungaturoto.*—A deviation was laid off, and altogether four miles and a half graded—from Maungaturoto towards Pahi. The earth formation was constructed, and some pipe culverts were put in. Another £100 is required to complete the road and make it available for horse-traffic.

*Paparoa-Maungaturoto.*—A deviation was laid off last year, and during this year it has been constructed, the Otamatea County having acquired the necessary lands. Another £150 is required for constructing bridges and metalling some soft places, and when this is done there will be a fair road from Paparoa to within two or three miles of Maungaturoto.

*Braigh, Jordan's, and Matakohe Roads.*—Nothing has been done.

*Tokatoka Swamp.*—The works done have made 5,000 acres of marsh land available for settlement, and improved another 6,000 acres. The reclamation was made by forming an embankment 3 ft. high along the banks of the Wairoa River, erecting floodgates at the mouths of the various creeks, and constructing large catchwater-drains to prevent the water from the surrounding high lands from spreading over the marsh. As there is no fresh water available on the swamp, I have asked for a further grant to construct an artesian well, and also a wharf to give the settlers better access to the land. I have also recommended that a sum of £3,000 should be granted for the construction of a tram-line, as there is a considerable quantity of kahikatea and kauri timber on the swamp, and a royalty charged for haulage of this timber to the river will give Government a handsome return for the outlay.

*Hukatere.*—Pending settlement of compensation, nothing has been done.

*Mareretu.*—The portion of the road from Paparoa to the junction with the Waikiekie Road has been widened and made available for wheel-traffic. During the year about three miles has been formed, to a width of 14 ft.

*Matakohe-Mongonui.*—Nothing has been done beyond a rough exploration of the country.

*Paparoa.*—Most of the vote has been expended in erecting a wharf at Bredon's, on the Otamatea River, and in repairing the bridge and earth cutting on the Pahi-Paparoa Road. The balance will be spent in making a rough road to the wharf.

*Pahi Wharf and Road.*—The Otamatea County are expending the vote in metalling a portion of the Pahi-Maungaturoto Road.

*Block XII., Paparoa.*—Nothing has been done yet.

*Warkworth Main Road (Block VII., Pakiri).*—Nothing has yet been done. The vote is for the purpose of giving access to Crown lands in Block XIII., Pakiri.

*Kaipara Flats-Tauhoa.*—With the money authorised the road is being widened and made available for wheel-traffic as far as possible.

*Warkworth-Tauhoa.*—The Rodney County Council are carrying out this work, which consists of metalling and constructing culverts.