

*Opua-Waimate Road.*—A considerable number of large slips occurred on this line near the Opua end. These have been removed, and the road has been maintained throughout. The authority unexpended will be spent in cutting off some sharp turns and widening portions throughout.

*Okaihau-Kerikeri.*—About a mile of this road was constructed and improved with the grant by the Bay of Islands County Council. Nearly all the heavy traffic from Okaihau is taken on this road, Kerikeri being a place at which the smaller steamers can deliver cargo.

*Ramarama Valley.*—This road is now, though rather narrow, available for wheel traffic throughout—that is, from Towai to Hikurangi. I am with the small balance of vote yet unexpended having some of the temporary culverts and bridges renewed.

*Utakura Road Deviation.*—Two deviations were laid out, the first from the bottom of the hill to the top end of the Utakura Valley, the other from the top of the hill, near where present line begins to descend, and terminating well down the valley near the Utakura Bridge. As reported last year, the settlers would come to no agreement as to which route they would have constructed, and I have therefore referred the matter to the Bay of Islands and Hokianga County Councils, asking them to have the question settled, when I shall proceed with the work without further delay.

*Kaikohe-Taheke.*—The Hokianga County Council have expended this grant chiefly in metalling between the Punakitere Post-office and the county boundary.

*Auckland Special Settlement, Mangakahia.*—An engineering and magnetic survey of a line from the Auckland Special Settlement—or, rather, Opanake-Hokianga Road—to the Mangakahia River, connecting with the Dargaville-Kaikohe Road, or better known as the Korikopuni-Kaikohe Road, has been made a length of about twenty-four miles, opening up the Waimatanui Block of about 20,000 acres of Crown land.

*Hokianga County Roads.*—The Hokianga County Council have expended this grant in reconstructing and metalling about a mile of the Taheke-Rawene Road.

*Herd's Point-Takahue Road* is the main road connecting Hokianga and Mongonui Counties, and it opens up a very considerable area of Crown land of fair quality. It is now formed into a cart-road for a distance of about twenty-five miles from Herd's Point to the foot of the dividing-range. The rest is still only a bridle-track, which, however, has been improved, and in places widened. The road throughout has been maintained, and is in good order.

*Herekino.*—Most of the roads in and about the Herekino Village Settlement have been improved with this year's grant.

*Kohukohu-Motukaraka Road,* connecting Kohukohu Wharf with the Motukaraka Village Settlement and the Herd's Point-Takahue Road, has been formed throughout 8 ft. wide, a length of about four miles. This year's grant has been expended in the repairs to bridges and the maintenance of the road throughout.

*Marlborough Association.*—This settlement is situated on both sides of the Opanake-Hokianga Road. The expenditure of this year's grant has been made on the road running east and west through the settlement, the one running east being the line which will be the present main outlet from the Waimatanui Block.

*Manganuiwae Road* is a continuation of the branch line from the Herd's Point-Takahue Road to give access to the settlers in the south portion of the Manganuiwae Block. The vote is being expended in further opening up the block by bridle-tracks.

*Manganuiwae-Whangape.*—A bridle-track has been constructed into Blocks III. and IV., Whangape Survey District, for a distance of seven miles. The line starts from the Herd's Point-Takahue Road, about twelve miles north of Herd's Point, and gives access to several settlers who have taken up land in the Manganuiwae Block. It opens up a large area of Crown land, and will, when continued, be one of the main outlets towards Hokianga Harbour from the Awaroa Block lands purchased by the Government. With the money available this year I have maintained the road.

*Okaihau-Horeke.*—The Hokianga County Council have expended this grant in metalling a portion, and in general repairs to 47 chains of this road.

*Okaihau-Victoria Valley.*—This road traverses three counties, and ought to be considered the main north road, as it is the most direct route between Kawakawa and Awanui, and goes through the centre of the Island. It is available for wheel traffic between Okaihau and Rangiahua, and from there to Mangamuka as a bridle-track, of which I have widened and improved portions. From Mangamuka to Victoria Valley no work has been done, the land through which it would pass being still Native land. Close to the Victoria Valley the road has been made into a cart-road, giving access to the Takahue Block. During the year the road has been improved and maintained.

*Punakitere Settlement Road and Punakitere Endowment.*—This year's vote has been, and is being, expended in improving the road through this settlement, and the work was so divided as to give all the settlers in need of employment work. One bridge was erected and about half a mile of road metalled, besides other improvements.

*Taheke-Otaua.*—This is a line running due south from Taheke, giving access to several sections in Block V., Punakitere Survey District. During the year a mile of road was graded and about a quarter of a mile of dray-road constructed.

*Waimamaku.*—This is one of the best settlements in the Hokianga district, and one in which the roads are the worst to maintain. This year's grant was expended in erecting a bridge over the Waimamaku River of 66 ft. span, and in metalling and general maintenance.

*Waimamaku-Pakanāe Road* will be the main outlet for the Waimamaku Settlement to the Opononi Wharf, Hokianga Harbour, and if it were completed and portions metalled would much enhance the value of the lands in the settlement. There were a considerable number of slips on the line this year, and consequently the maintenance was very costly. About a mile and a half was widened and improved and eight miles maintained.