

*Mangapiko-Maire* is a portion of the Raglan-Tuakau Road, which runs through the centre of the Raglan County. About three-quarters of a mile was with this grant constructed into a dray-road.

*Matakataka Cutting*.—The Raglan County Council expended this grant in widening the road along the side of the Matakataka Hill. It is still, however, a very boggy and dangerous road in winter.

*Tuakau-Opuatia-Kahurukuru*.—This is the main road through the Raglan County. During the year three miles were constructed into a dray-road, and a mile and a half was improved by widening and metalling. The whole road—a distance of about forty-five miles—was maintained. There yet remain four bridges to be erected and about four miles and a half of road to construct. To keep the road available for winter traffic some further metalling must be done.

*Waingarō-Ngaruawahia*.—The vote has been expended in widening and metalling, but the road is still too narrow in places to be safe for wheel traffic. There is since the erection of the Waipa Bridge a considerable traffic on this line, especially cattle-driving. It is the only buggy-road to the Waingarō Hot Springs, which is becoming a favourite resort.

*Blocks X. and XI., Rangiriri*.—The line opens up a considerable quantity of Crown land, and gives better access to the Huntly settlers. The road being high, and traversing good ground, it is always good, and is easily maintained. A further quarter of a mile was constructed near the Puriri.

*Kimihia-Huntly*.—The Huntly Road Board expended their grant in the construction of about two miles of bridle-track.

*OhiNEWAI-Matahura*.—About a mile of road was constructed from the Ohinewai Railway-station towards Matahura, the work being carried out by the Huntly Road Board.

*Village Settlements*.—Very little work has been done in these settlements during the past year. One mile of bridle-track was improved, to give better access to settlers in the Fern Flat Village.

*Waikoura Bridge*.—The Whangaroa County at first intended to repair this bridge, but have agreed to erect a new one on a site close to the present one, which will be more economical than to repair the present bridge.

*Hokianga Bridge* is a bridge over a small tidal stream giving access from the Rawene-Hokianga Road to some sections in Block III., Hokianga Survey District. The work was done by the Hokianga County from plans prepared by Mr. Menzies.

*Wairua Bridge* is a bridge consisting of two spans of 25 ft. 6 in., and one span (laminated arch) of 100 ft. It is situated about one mile above the Wairua Falls, and is needed to give access to the lands lately thrown open in the Mangakahia and Mangaru Survey Districts.

*Mangakahia Bridge* is now being erected, and consists of six spans of 40 ft. and one span (laminated arch) of 200 ft. The Mangakahia River floods very rapidly, and rises about 40 ft. There is a considerable quantity of timber felled and sent down the river to the mills on the Wairoa River, consequently it was dangerous to have a pier in the middle of the river. The bridge is needed to give access to Crown lands lately thrown open in the Mangakahia and Mangaru Survey Districts.

*Whangarei Bridge*.—The approaches to the Whangarei Swing Bridge, erected last year by the Whangarei County Council, were this year constructed out of this grant by the same body.

*Waipu Bridge*.—The bridge and the road leading to it were repaired by the Whangarei County Council.

*Matakana Bridge*.—This is a very substantial bridge, with concrete abutments of 34 ft. span. It was erected by the Rodney County Council, and about a quarter of a mile of road leading from it was constructed.

*Makarau Bridge*.—This bridge, situated on the West Coast Road, was very much damaged by floating timber during recent floods. Tenders for its repair have been accepted.

*Upper Makarau Bridge*.—Tenders for the erection of this bridge have been accepted; it consists of two 16 ft. and one 65 ft. span.

*Puhoi Bridge*.—A bridge of a total length of 58 ft. was constructed by the Rodney County Council on the road through the Puhoi Settlement towards the West Coast.

*Tuakau Bridge*.—Preliminary borings are now being made to ascertain the nature of the bed of the river at proposed site.

*Waipa Bridge* has been erected close to where the punt was situated at Ngaruawahia. It consists of three spans of 40 ft. each and three spans of 120 ft. each, and cost £1,970. It has proved a great boon to the settlers on the west side of the river.

*Katui Improved-farm Settlement*.—The road connecting this settlement with the Mangatu and the Opanake-Hokianga Road is now being constructed.

*Tokatoka Swamp*.—This marsh, miscalled "swamp," consists of about 11,000 acres, nearly all of which, when reclaimed, will be of excellent quality. During the year nearly three miles of road and drain and two miles and a quarter of drain were constructed, the spoil earth being thrown out so as to form temporary bridle-roads. All the completed drains were cleaned out and improved, and the flood-gates, where required, attended to. The railway-construction was carried on to near the boundary of the Crown land on which the kahikatea is growing. The line already laid has been, and is now, in use for haulage of timber from private sections adjacent to the line, and a total sum, so far, of £156 has been received. Pending settlement of how the Crown timber is to be disposed of no more railway-line will be laid. I have a considerable quantity of sleepers which the Railway Department would not take, and which I obtained at a reasonable figure from the contractors. They were stacked on the line; and also the iron rails for another four miles, so that no delay will take place should the line be required, the formation for which has been and is now proceeding. Two artesian wells have been sunk—one in the Raupo Township, giving about 40,000 gallons a day; the other at the north end of the swamp, the flow from which is not so great. I intend sinking another at the south end of the swamp. There are still 6,000 acres of this marsh to be drained. The wharf is at the township, and has been completed, and the steamer calls there regularly.

*Akaaka Swamp*.—The Akaaka Drainage Board have constructed another 20 chains of the eastern drain with this year's grant.