

been constructed, and the road maintained throughout. There are yet some stone culverts to be made at the north end, where suitable timber is not to be obtained, and where stone is plentiful. To make the road available for wheel traffic all the year round it is absolutely necessary to metal some parts. At present I have in these places only metalled with 6 in. spawls a track in the centre 4 ft. wide for horse traffic.

*Te Kopuru Wharf (£1 for £1).*—The wharf, 58 ft. in length, has been made by the Hobson County Council.

*Te Kopuru-Tikinui.*—This is a portion of the main road connecting the township on the west bank of the Wairoa River. The Hobson County Council have constructed and metalled about half a mile of the road.

*Kaiwaka-Waipu Gorge (Main Road).*—A considerable amount of work has been and is being done on this portion of the main road. It has been repaired generally throughout. Between Maungaturoto and Waipu the whole of the bridges in the gorge have been repaired, several of the dangerous corners cut away, and a mile of the road near Maungaturoto re-formed and metalled. There are some bridges which will at an early date require to be practically rebuilt and a considerable length of road yet to be metalled. The road through the Waipu Gorge is too narrow; it is quite impossible for two carts to pass each other except in a few places. From Maungaturoto to Hakuru the worst places have been repaired, and the old metalled portions rounded up, and, where required, renewed.

*Kaiwaka-Mangawai.*—The Otamatea County Council have expended this grant in metalling 51 chains of the road near Kaiwaka.

*Mareketu.*—This road gives access to a number of sections taken up near the Mongonui River. During the year I constructed one bridge of 30 ft. span, and about a mile of road.

*Paparoa-Maungaturoto.*—The balance of this vote was spent in making approaches to two bridges. I propose with this year's authority to regrade the portion of the road between McHardy's Bridge and Maungaturoto.

*Pahi-Waikiekie* is the main road connecting Pahi with Whangarei. The Otamatea County Council have spent this grant in the widening of a mile of the road with the exception of a small cutting and filling required at the bridge over the Mongonui River. The road may be considered good throughout.

*Raupo Wharf* was erected for the purpose of giving landing facility to the settlers in the Tokatoka Swamp, and when the roads in the neighbourhood are completed it will be much used by other settlers in the district. The wharf is a very substantial structure of 216 ft. in length, and has a depth of about 10 ft. of water at low tide at the end of tee.

*Topini-Maungaturoto* is a portion of the Great North Road. The grant was given for the special purpose of renewing two small bridges which were last summer destroyed by fire. This has been done. This expenditure has been carried out in conjunction with that of Hakuru-Waikiekie.

*Valley Road-Paparoa.*—The balance of last year's grant was spent in doing about 6 chains of road. This year's grant will be for the purpose of constructing two bridges.

*Hoteo-Waiwhiu.*—This gives access to settlers in the Pakiri Block. The unexpended balance of last year's grant was spent in the removal of slips.

*Makarau Railway-station.*—The vote is for the purpose of improving the road from Clinkard's Bridge to the railway-station. Works have been and are being carried out by the Waitemata County Council, and consist in constructing a mile and three-quarters of road.

*Makarau Bridge, West Coast.*—Tenders were called for repairs to this bridge, and accepted. The contractor begins work at an early date.

*Matakana Ranges.*—Three miles of engineering survey were made, and six miles of bridle-track constructed, the work being carried out by a gang of local settlers. The road is required to give access to settlers in the Pakiri Block, and for opening up further Crown lands.

*Port Albert-Wellsford Junction.*—The worst places along this line of road are being metalled, as far as can be done with the money authorised for expenditure.

*Pukoi-Warkworth* is a portion of the Great North Road, and the vote is being expended in repairs to the Turntable Hill.

*Pakiri-Omaha (Warkworth-Pakiri).*—The Rodney County Council are expending a portion of this grant in constructing 25 chains of road and putting in six pipe-culverts.

*Tauhoa, Blocks X. and XI.*—The road gives access to a considerable number of settlers, and is the main road between Kaipara Flats and Glorit. Five miles of engineering survey, one mile of dray-road, and one mile and three-quarters of bridle-track were constructed, the work being done by local settlers.

*Tauhoa.*—About a quarter of a mile of what is known as the West Coast Road, near Tauhoa, was metalled with this grant, the work being done by the Rodney County Council.

*Waiwera-Kaiwaka (Main Road).*—Most of the bridges between these two places have been repaired, and a considerable length was re-formed and metalled. The wooden culverts in many cases have been replaced by pipes, and the road has been maintained throughout. I am now rebuilding one of the bridges near Warkworth, and am taking up the stones which were laid as metal in former times by the county, and having the same broken and relaid. There is still a considerable length of road not metalled, and which in winter becomes very much cut up.

*Warkworth-Kaipara Flats.*—Little work has yet been done, and that chiefly repairs. I propose spending the balance of the vote in metalling a portion which the county are now forming, and which consists of a big cutting and filling.

*Warkworth-Wellsford.*—This is a portion of the Great North Road, and carries a considerable amount of the traffic from the West Coast. The vote is being spent, in conjunction with the Waiwera-Hakuru vote, in metalling about a quarter of a mile of road.

*Warkworth Main Road to Block VII., Pakiri.*—This grant will be expended in continuing