

the formation of the new road between Little Omaha and Pakiri now being made by the Rodney County Council.

*Warkworth-Kaipara Flat and Tauhoa.*—The Rodney County Council is spending this vote in a big cutting and filling near Mr. Phillips's farm, and in the erection of a bridge over the Komowera Stream, and two stone culverts.

*Kaukapakapa-Port Albert.*—27 chains of metalling was made on this road, near the Gloriot Post-office, by the Rodney County Council.

*Henderson.*—The Waitemata County Council are expending this grant in metalling with scoria the road through Henderson.

*Henderson-Swanson, Metalling.*—The most of this grant was used to pay for freight and carting of 1,000 cubic yards of metal, which was spread by the Waitemata County Council near Swanson, and through the Swanson Settlement.

*Huia-West Coast.*—The Waitemata County Council have formed and metalled about three-quarters of a mile of road with scoria, and constructed a bridge of 73 ft. in length. This road gives access to the Manukau Harbour Endowment, and is much used by tourists on account of the beautiful views obtainable.

*Kauri Forest Track-Waitakerei.*—About two miles and a quarter of bridle-track have been constructed through the State forest reserve, which has been much appreciated by sightseers. The work was carried out by the Waitemata County Council.

*Kumeu (Main Road)-Rewiti.*—The Waitemata County Council have formed two and a half miles of this road.

*North Shore-Waiwera (Main Road).*—The whole of this road has been put in order for a distance of twenty-eight miles. I have redecked some of the bridges and otherwise repaired them, and am now metalling and widening about half a mile of road at Okura, Wade, and Orewa. A considerable length of the road still requires to be metalled, and the bridges, like most of those on the Great North Road, will in a few years have practically to be rebuilt.

*Rewiti-Parkhurst.*—A mile and a quarter of this road was constructed and a portion of it metalled through the Te Pua Block, near Helensville South. The work was carried out by the Waitemata County Council.

*Swanson-West Coast* is a road much used by sightseers from Auckland. The Waitemata County Council have laid off several deviations, and have constructed about a mile and a half of the road, and improved another mile and a half.

*Waiwera Springs.*—The most of this grant was expended in metalling the hill overlooking the Waiwera Hot Springs Hotel, which is a portion of the Great North Road. The metal obtainable near Waiwera is a sandstone, and is rather soft, so I laid 9 in. of it, and 3 in. of shingle on top of that. The shingle is of a hard nature, and was obtained from Rangitoto Island.

*Wainui-Kaukapakapa.*—Two miles and a quarter of this road have been constructed by the Waitemata County Council, giving settlers better access to the present terminus of the Helensville Railway-line.

*Rangitoto Mountain (£1 for £1).*—The Rangitoto Domain Board have made an excellent track, of 1 mile 50 chains in length, from the wharf to the top of Rangitoto. This track is now much used by visitors, as the view from the top of the hill is not easily surpassed.

*Awhitu Road and Wharf.*—A mile and a half of road leading to the wharf has been constructed out of this grant by the Awhitu Road Board.

*Hunua-Ararimu.*—A mile and three-quarters of deviations was laid out and surveyed, and 69 chains were constructed. Compensation for portions of deviations not yet being settled, I am delaying further expenditure.

*Hunua Railway-station.*—A new line of road has been surveyed, and the Hunua Road Board are endeavouring to settle claim for compensation. The major portion of this line cannot be formed till such settlement is arrived at.

*Otahuhu-Bombay (Main Road).*—I have put the whole road between Manurewa Railway-station and Bombay in order, by rounding up the metal, cleaning out water-tables and culverts, &c. Where metal was nearly worn through I renewed it, and redecked part of the different bridges where the planks were either very rotten or broken.

*Otau.*—Seven miles and three-quarters of bridle-track have been made this year, giving access to various sections. There is still some ten miles of road that ought to be constructed, and the main road through the block ought to be widened into a dray-road.

*Otau Block-Ness Valley.*—A mile and a half of this road, which gives access to the Otau Block, has been widened into a dray-road.

*Wairoa River-Otau.*—About six miles and a half of a road have been made, giving to settlers on the north-west side of the Otau Block access to the Clivedon Township.

*Waiuku-Pukekohe.*—The Waiuku Road Board have metalled about three-quarters of a mile of this road.

*Awaroa, Block XI.*—A mile and a half of bridle-track has been constructed. This road connects the settlers in the Awaroa No. 2 Block with the Main Tuakau-Raglan Road and with the boat-landing at the Maire.

*Huntly-Kahuruhuru.*—This road has been improved throughout, and about a mile of the road across the swamp has been raised by fillings. Several bridges and culverts have been repaired and renewed.

*Lawson's Hill.*—This is a portion of the road connecting the Tuakau-Raglan Road with settlers in Block VI., Awaroa and West Coast. 52 chains of very steep side-cutting along the face of what is known as Lawson's Hill were constructed.

*Main Road-West Coast Road.*—This is a continuation of the Lawson's Hill Road. The work done is about three-quarters of a mile of heavy side-cutting and metalling, some very boggy portions of which were impassable during winter. Works are still being carried out, and there are yet some five miles to construct before a connection can be made with the roads formed in Block VI.