

STATEMENT showing the AMOUNTS paid to LOCAL BODIES in Auckland District during the Twelve Months ended the 30th June, 1890, as Thirds of Perpetual-lease and Deferred-payment Lands, and as Fourths of Small Grazing-runs.

	£	s.	d.
Awhitu Road Board	6	0	7
Bay of Islands County	21	9	7
Gordon Special Settlement	71	3	0
Hobson County	12	15	9
Hokianga County	38	10	9
Hunua Road Board	1	15	5
Karaka Road Board	2	1	5
Komokoriki Road Board	5	3	3
Mercer Road Board	0	19	0
Matakohe Road Board	4	9	3
Mangonui County	6	17	6
Matakana West Road Board	7	18	6
Onewhero Road Board	138	11	6
Opotiki Road Board	79	19	6
Otonga East Road Board	2	8	11
Omaha Road Board	7	14	10
Ohinemuri County	16	1	6
Opapeke Road Board	1	15	5
Otamatea Road Board	6	5	11
Pirongia Road Board	3	7	4
Puhi Road Board	1	10	6
Parna Road Board	2	18	11
Pukekohe East Road Board	20	12	1
Pokeno Road Board	6	14	2
Raglan County	55	12	2
Rodney County (including Lower Mahurangi and Tauhoa)	29	19	4
Tauranga County	51	18	7
Tauhoa Road Board	5	6	11
Te Puke Road Board	72	9	10
Victoria Valley Road Board	1	17	9
Whangarei County	142	0	1
Waitoa Road Board	78	11	1
Waitemata County	58	12	3
Waipipi Road Board	13	1	10
Whareora Road Board	1	8	6
Whakatane	10	3	2
	£988	6	1

#### HAWKE'S BAY.

*Waiomatatini to Hicks Bay.*—The formation of this road was started immediately after commencement of survey in March last. £300 was voted for the purpose, out of which £112 19s. 6d. has been expended in forming 4.25 miles of bridle-track 6ft. wide, including all necessary bridges and culverts, with a width of 33ft. cleared in the forest portions. The object in opening this line is to give access to Crown lands in the Waiapu Valley, and to afford better communication between the places mentioned above.

*Tologa to Mangatokerau.*—A continuation of this road has been graded from Run No. 44 to its junction with the Ormond-Waiapu inland road, a distance of about  $7\frac{1}{2}$  miles, and a contract has been let for forming that length into a bridle-track for the purpose (*inter alia*) of giving access to the Tauwhareparae Block, containing some 50,000 acres, and vested in the Gisborne Harbour Board. The cost to date has been £167 14s. 6d.

*Tologa to Arikihī.*—This line has now been completed as a bridle-track to its junction with the Ormond-Waiapu Road, enabling travellers and stock to pass from the coast to any of the inland settlements. The total cost is £540 2s. 3d.

*Ormond to Waiapu.*—Five miles and three-quarters of this line have been formed as a bridle-track to its junction with the Tologa-Arikihī Road, at a cost of £150 13s.

*Gisborne to Opotiki.*—The vote taken for this road has not been more than sufficient to cover cost of maintenance. This much has been fairly effected at a cost of £446. Since November last the whole length down to Opotiki has been under my charge.

*Wairoa to Rotokakarangu.*—The Wairoa County Council received a subsidy of £200 for widening a portion of the bridle-track for the purpose of cart-traffic, and I inspected the work shortly after sending in my last report. Several appeals have been made for further subsidies, but it is understood that there is no money available for the purpose.

*North Makaretu (Makaroro Road).*—It was proposed to continue the formation of this road into the block which was thrown open for selection some nine months ago, but, as there has not hitherto