

Herekino Village Settlement with the Mangonuiowae, giving a very direct line for the settlers in Herekino to the upper waters of the Hokianga Harbour.

*Mangonuiowae—Whangape.*—This road opens up a considerable area of Crown lands, and it is the continuation of this line that opens up the Awaroa North Block. During the year about three-quarters of a mile of bridle-track was made, and several bridges and culverts erected.

*Kohukohu—Takahue—Herd's Point.*—This is a portion of the road which opens up the Mangonuiowae Valley, a considerable extent of excellent Crown land. During the year about four miles has been widened and improved.

*Herd's Point—Takahue.*—About one mile and three-quarters of bridle-track going over the dividing-range has been widened from 4 ft. to 7 ft., and the rest of the road maintained. This is the main road connecting the Mongonui and Hokianga Counties, and is constructed as a cart-road at both ends up to the bases of the dividing-range.

*Kohukohu—Rakautapu Road.*—Connects the Township of Kohukohu with the Herd's Point—Takahue Road at Rakautapu. During the year about two miles and a half of bridle-track was widened into a dray-road and improved throughout. Two miles yet remain that require widening.

*Kohukohu—Motukaraka.*—This is a road from Kohukohu along the harbour to Motukaraka Village Settlement. It has been formed into a bridle-track nearly all the way, but this year only repairs have been effected.

*Okaihau—Victoria Valley.*—This road, which will ultimately become the Great North Road, traverses three counties, going as it does through the centre of the Island. It will be the most direct road to the north. During the year half a mile of bridle-track was made, several bridges, and the road maintained throughout. I am not pushing the line northward, as the land through which it passes is still in the hands of Natives, and the line will only enhance its value.

*Punakitere Station Road.*—During the year about a quarter of a mile of cart-road has been formed and the roads and bridges throughout the settlement repaired. Further works are necessary to make them safe for winter traffic.

*Waimamaku—Pakanae.*—This will be the main outlet for the Waimamaku Valley settlers to the Opononi Wharf, Hokianga Harbour. About a quarter of a mile of dray-road has been constructed and several bridges and culverts erected during the past year. The settlers are most anxious for the completion of this line, as they propose erecting a cheese-factory, but are deterred from so doing on account of the present bad road to the wharf.

*Waimamaku.*—This is one of the most thriving settlements in the north, but owing to the slippery nature of the country they are the worst roads to maintain. This year's grant has been expended in metalling and improvements.

*Waimamaku Settlement Roads to Head of and Waimamaku Settlement.*—These roads give access to the Waimamaku Valley through the settlement, being really a continuation of the Pakanae—Waimamaku Road. During the year about a mile and a half of road was constructed into a cart-road, and about seven miles improved and maintained. One large slip at the top end of the settlement destroyed the road, and has put the department to considerable expense.

*Waimamaku—Punakitere.*—This is a bridle-road that runs through the Waimamaku Valley, connecting the Waimamaku Settlement with the Auckland Special Settlement and Opanake—Hokianga Road. It opens up a considerable area of Crown land of good quality, which would be readily taken up but that the roads are almost impassable during winter. This year's vote has been expended in metalling, 4 ft. wide, about three-quarters of a mile, widening parts of the road, and in general repairs. Though much has been done to improve the road, a great deal more is yet required to let settlement progress.

*Waipoua Survey District, Block VII.*—About two miles and three-quarters of bridle-track has been constructed to give access to sections lately surveyed in above-named block.

*Marlborough Association.*—Half a mile of dray-road has been constructed, and the rest of the road running east and west through the settlement has been maintained. This settlement is situated on the Opanake—Hokianga Road, midway between Opanake and Taheke.

*Auckland Special Settlement—Mangakahia.*—This road was laid out in conjunction with those to give access to the Waimatanui Block, and about half a mile was made at the Auckland Special Settlement end.

*Hukerenui—Whakapara.*—Most of this grant has been expended in metal and repairs to bridges and culverts. The construction of the railway-line will not permit (on account of the drains they have made) of the road being straightened a distance of about 40 chains, and on this year's estimates I am asking for a sum for that purpose.

*Hukerenui, Block II.—Whakapara Railway-station.*—Through the Whangarei County Council this grant has been expended in making a road connecting the bridge over the Waiotu River at Hutchinsson's with the Great North Road.

*Hukerenui—Waiotu.*—About two miles and a quarter of dray-roads was made, through the Whangarei County Council, connecting Hukerenui Village Settlement with the present terminus of the railway and the road leading up the Waiotu Valley.

*Hukerenui, Blocks X. and XI.*—To give better access to settlers in Block X., and a connection with the Jordan Road, about one mile and a half of dray-road has been constructed out of this grant, the work being undertaken by the Whangarei County Council under my supervision.

*Hikurangi—Jordan Road.*—This road gives access to the Jordan settlers, and makes a connection with the Ramarama Valley Road, the Hikurangi Settlement, and railway-station. The Whangarei County have made some embankments over the flats, and metalled some near the bridge over the Wairua River towards Hikurangi, and have considerably improved the road throughout.

*Jordan—Hukerenui Station.*—This road is a continuation of that through Hukerenui, Blocks X. and XI. Works have been carried out through the Whangarei County Council, and consist of the construction of a mile and a half of dray-road.