

the whole distance being through forest. It is proposed to connect these places with a road, but the arrangements with the Natives necessary for this purpose have not yet been concluded.

Galatea to Ahikereru—another proposed line of road—is in the same position as the last described; about two-thirds of it will be through bush, the whole distance being about eighteen miles, in the direction of Lake Waikare-Moana, which is about fifty-three miles from Fort Galatea.

Whakatane and Te Teko Horse Road.—Thirteen miles through flat, swampy, open country. This is another line of road as to which arrangements are in progress with the Natives, but have not yet been concluded.

Ohiwa and Waimana Horse Road.—Eight and a half miles. This road has been surveyed, with gradients suitable for a dray road, and the work will at once be offered to Natives at Ohiwa; the country is open, but the first four miles very broken.

Tauranga to Tapapa.—About thirty miles, of which eight and three-quarter miles have been surveyed to the crossing of the Wairoa; this portion is about to be let out and will be formed 10 feet wide, where absolutely necessary. Tenders are now invited for building the Omanaroa pile bridge, 66 feet long, and wide enough for drays. As far as the Wairoa, this road lies through open country.

Opotiki and Poverty Bay Horse Road.—Estimated length, seventy-five miles. This was explored by Mr. A. C. Turner in November last, and specially reported on, but no steps have yet been taken to form the road. It is one on which Native labour might be employed with advantage, and could be worked from both ends. The country is not very favourable for good road-making.

Ohineroa Horse Road.—Branching off the Tauranga and Kati Kati Road at Terereatuakahia. Distance about fifteen miles, principally through forest. The arrangements with the Natives as to opening this road are not yet completed.

Work executed by Militia and Armed Constabulary during the past year, under Captain Preece, Native Contingent.

Te Teko to Galatea.—About thirty miles formed, 14 feet wide. On this line the country is very broken about two miles south of Te Teko, and thence to Fort Clarke, seven miles, the gradients are steep on the several side cuttings, which were originally formed by the field force under Colonel Whitmore in 1869.

Between Fort Clarke and Galatea the road has been much improved, and a quantity of work done, including four bridges, of a total length of 89½ feet, roughly but substantially built of heart of totara. Bullock drays can now travel between Te Teko and Galatea. From Te Teko to Otakiri, northwards towards Matata, a distance of about four and a quarter miles, a dray road is in progress, and one mile and a quarter is already completed, 55 chains of which is heavy embankment over a deep swamp. The work also includes four bridges, of a total length of 60½ feet. It is expected that the whole will be completed in about a month.

Southwards of Galatea, towards Opepe, east of Lake Taupo, the dray road is in progress as far as Wai-irobia, two and a half miles, and timber is being prepared to build a bridge (about 30 feet) over this stream, from which, to a point three miles beyond Arawhata, a distance of twenty-seven miles, it is estimated that a serviceable road could be made for about £500, which would be of great service in improving the internal communication of the country.

The work on the above described roads was prosecuted under many difficulties, principally those connected with obtaining an adequate supply of provisions and material, coupled with constant opposition from the Natives. Under Captain Mair, Native Contingent, the Militia have formed a road from Kaiteiriria to Tarawera Road, on the south side of Rotokakahi, a distance of three miles, 8 feet wide, in side cutting, the whole way; it is of great service in getting up stores; also, one mile and a quarter of similar road between Kaiteiriria and Ohoki.

Sundry works have been executed by the Armed Constabulary during the present year, viz.:—

At Tauranga, 31 chains of formation in the Cameron Road, and other works to the extent of 27 chains in the town, all 30 feet wide.

At Opotiki the streets have been formed 55 feet wide for 27 chains, also 9 chains of foot path 12 feet wide, gravelled, one culvert 90 feet long, opened and refitted, three small bridges and two culverts built, two bridges and one culvert repaired.

At Whakatane the road to Ohape, three and a quarter miles, has been kept in repair.

NAPIER TO TAUPO—TAUPO TO NIHI-O-TE-KIORE.

(E. H. BOLD in charge.)

Section 1.—Napier to Taupo.—The total length of this road is ninety miles, measuring from the Western Spit, Napier, to Tapuaeharuru on Lake Taupo. A length of four miles only between Tarawera and Runanga requires to be opened to enable vehicles to travel the whole distance from Napier to Taupo.

Subdivisions.—The first fourteen miles from Napier to Kaiwhaka is maintained by the Provincial Government, and is in a fair state of repair for traffic.

Kaiwhaka to Mohaka.—Sixteen miles: On this portion five contracts, covering eight miles of ground, have lately been completed, consisting mostly of deep side and block cuttings in clay and soft rock, the erection of small bridges, culverts, and box drains. The new cuttings have been formed 14 feet in the solid, giving a roadway at least 20 feet wide. The remaining eleven miles are in a very passable state for ordinary traffic, but on the new portions metalling will be required for about two and a half miles between Pohui and Mohaka, for which purpose gravel is easily obtainable a short distance from the road. The total length of bridging on this section is 92 feet, the principal bridges being respectively 40 feet, 20 feet, 15 feet, and 15 feet. The total