

At Waikowhewhe 2517 cubic yards clay side cutting, 977 cubic yards of stone embankment, 342 cubic yards of rock side cutting.

Bridge 26 x 14, 4 stringers, 2 sills, totara timber hewn by Native Contingent and carted 17 miles. In the month of December, 1871, it was found necessary to have a packing track cut through the bush to Ahikereru in order to take supplies in for men on expeditions, 480 chains of bush track were cut, and 40 chains of side cutting.

The total number of chains of road work done by the Native Contingent from the 1st of January, 1871, to the 31st of May, 1872, was 830, and the number of cubic yards removed 27,381. Timber for planking Titinara Bridge, and three bridge culverts, was cut by members of the Native Contingent, and carted from Fort Galatea, a distance of 32 miles.

The following road work was done by the Native Contingent from the 1st of June, 1872, to the 31st of May, 1873:—

TE TEKO AND OTEKIRI ROAD.

The road having been completed across the Titinara Swamp, the men were put to work on the other side to continue the road to Tarawera River. At Titinara, light swamp embankment, 10,315 cubic yards, 91 chains formation; at Motukiwi, formation 76½ chains light fern land, embankment 4,081 cubic yards, swamp and heavy manuka and flax land; at Okameke, 1,397 cubic yards embankment, swamp, fascined with manuka (fascines drawn by bullock dray) 21 chains formation, high manuka land; at Otikiri, 175 cubic yards embankment, swamp land, heavy manuka and flax; Te Tiko, 9½ chains formation, grass land.

TE TEKO AND FORT GALATEA ROAD.

At Ohui, 1,064 cubic yards of clay, block cutting, side cutting clay, 4,920 cubic yards, embankment 1,026 cubic yards; formation 79 chains, fern land; at Fort Alfred, side cutting, 3,328 cubic yards, granite rock and clay, and 2,129 cubic yards, side cutting clay, formation 34 chains, fern land; at Te Tiko, 124 chains formation, fern land, with light scrub; at Kaiwaka, 85 chains formation, light fern land, side cutting, 2,008 cubic yards, clay; Pahekeheke, block cutting, 37 cubic yards; at Fort Galatea, formation 105 chains, light fern and grass land, side cutting, 2,854 cubic yards, pumice, and 726 cubic yards clay; at Te Umuhika embankment, 528 cubic yards stone, for approach to bridge; at Ohui, a dray road 10 feet wide has been made through 49 chains of bush to the sawpit, timber and roots cleared away; Te Tiko and Whakatane, 12 chains of formation through heavy ti-tree and fern was made on this road (but the work was stopped in consequence of the opposition of the Natives).

At Te Umuhika, a bridge has been made across the Waikamih Stream, 27 x 14, 4 stringers heart of rimu, 12 x 9, 4 piles heart of puriri, 12 x 12, and 2 sills, 12 x 9, fastened to stringers and piles with 20-inch iron bolts. The material for this bridge (except the planking, which was sawn by Native Contingent and carted 36 miles) was supplied by the Public Works Department, the labor only being done by members of the Native Contingent.

The total number of chains of cart road completed by the men of the force from the 1st of June, 1872, to the 31st May, 1873, is 925, and 12 chains of bridle track; the number of cubic yards of earth removed is 34,588.

In conclusion, I beg to state that during the months of January, February, and March, very little road work was done, in consequence of the men being employed at other work, viz., building redoubt, fencing and clearing Government paddock, and other camp duties. I would also call to your attention the amount of heavy work done by the men in forming the Te Tiko and Otekiri Road, nearly the whole of which was swamp work of so bad a nature that it would have been impossible for Europeans to have done the same work; the men worked for months in water from two to four feet deep, throwing up the mud from the sides to form the embankment.

Two applications from the men for extra pay when employed on works of this nature have at different times been forwarded by me, and I would strongly recommend that some encouragement be given them in recognition of the services performed. I may mention that the men are aware that the Armed Constabulary get extra pay for road work, and that they have on several occasions complained of their not being allowed the same.

There being no person appointed to estimate the value of work performed, I have put the lowest value possible on it, and would suggest that in future a scale of prices of cuttings, &c., be furnished to me by the resident Engineer of the district.

I have, &c.,

Major Roberts, Commanding District Tauranga.

GEORGE PREECE, Captain,
Commanding Native Contingent.