

station at Parawai. I have not seen it myself, but have heard from those who have, and who are qualified judges, that it is well and truly built, and would not disgrace either a European architect to design or a European carpenter to build. It has been built entirely by the Maoris, even the plans and specifications being drawn by them. The making of the plans and the labour of building have been under the superintendence of Hori Matene, a young Native of Te Kirikiri, and Hoani Nahe, of Omaha, near Te Puriri (formerly member for the Western Maori Electoral District), and from all accounts the work is very creditable to them.

During the month of December the old chief Tukukino, of Komata, obstructed the survey of the Hikutaia-Paeroa Railway at a place where it crossed his land and went through his cultivations. The work was stopped for a time. I went to see him about it, and, after a long talk, got him to remove his objection and obstruction, the conditions being that there is to be a small flag-station at Komata for the benefit of himself and the people of his settlement when they want to use the railway for the purposes of travelling or sending their produce either to Paeroa or the Thames. They also asked to have the work of formation of the portion at or near to Komata given to them when the time for making the line arrives. I reported fully to you upon this matter when I returned from seeing Tukukino.

The Ngatihako Tribe have since also stopped the same railway-survey where it crosses their land called Te Rae-o-te-Papa (about three miles south of Paeroa). These people, as you are aware, have always been obstructive to public works and surveys. I had a meeting with them at their settlement on the Waihou River, and it was plain from what was said that they were only carrying out their old policy of trying to see if they could block the work. But they are only prepared to obstruct up to a certain point, and that point is reached whenever the Government makes up its mind and takes steps to punish them for their obstruction. So soon as they see themselves in danger of getting into trouble, then they will withdraw their opposition, and console themselves with the fact that they did all they could to stop the work short of coming to blows or putting themselves in the position to be punished by the law. I may state that in their case (unlike that of Tukukino) the land claimed by them, over which it is proposed to survey the line, is waste land covered with fern and tea-tree, is not fenced in, and is only used as an open run for cattle, pigs, and horses. There are no houses upon it. I also reported fully upon this matter to you when I returned from visiting the Ngatihako.

The deaths during the past year of Natives of importance in the Hauraki District have been those of Mokena Hori and Te Karauna Hori, of Te Aroha, and Rapata te Arakai, of Ohinemuri. The former belonged to the Ngatirahiri Tribe, and was principally known to Europeans through the great interest he took, and the assistance he rendered to Government, in connection with the opening of Te Aroha Goldfield. Te Karauna Hori was by birth and standing the principal man of the Ngatirahiri Tribe; but his love for intoxicating drink, to which he eventually fell a victim, caused him to be looked up to with less respect than he otherwise would have been, and consequently other and younger men, of perhaps less rank, but with more intelligence and better morals, had taken his place for some years before he died. Rapata te Arakai was the principal chief of Te Uriwha hapu of the Ngatitamatera Tribe. He had been a Government pensioner for a number of years, and was in receipt of a pension of £50 a year at the time of his death. It was mainly through his assistance that the Ohinemuri lands were thrown open for gold-mining in 1875. He had been ailing for some time, but his death was shockingly sudden and unexpected. He was at the Thames, attending a sitting of the Native Land Court, and was about to return to Ohinemuri for the purpose of taking back the body of a woman of his tribe who had died at the Thames during the sitting of the Court. The deceased woman's body had been conveyed on board the steamer that was to take it from Shortland to Ohinemuri, and Rapata was in the act of walking across the street to where the steamer was lying at the wharf, when he fell down apparently dead. He was carried on board the steamer, and every attention paid to him, but it was found that life was extinct.

The only public work of importance that has been carried out in the Thames District during the past year has been the formation of the railway from Kopu to Hikutaia; but I am not aware that the Natives have taken much part in the work—they prefer the more independent life of gum-digging, at which some of them earn very good wages.

I have, &c.,

G. T. WILKINSON,

Government Native Agent, Waikato, Thames, and Auckland.

The Under-Secretary, Native Department, Wellington.

No. 6.

Mr. H. W. BRABANT, R.M., Tauranga, to the UNDER-SECRETARY, Native Department.

SIR,—

Tauranga, Bay of Plenty, 4th May, 1886.

In reply to your circular asking me to report on the state of the Natives in my district, I have the honour to do so as follows:—

1. Tauranga District.

During the past year there has been but little sickness or mortality amongst the Natives of this district, and they have, as usual, been supplied with medical attendance and drugs when