

cheap road formation along it. The difficulties, however, are said to exist between Orakeikorako and the Paeroa Range, where the track is described as intersecting alternately broken spurs and swamps. These objections may possibly, on inspection, be found less than are now represented.

Among the advantages possessed by the route *via* Niho o te Kiore may be mentioned the generally easy character of the country for road construction, the narrow channel in the Waikato River (at Otimuri),—eminently adapted as a site for an inexpensive bridge, span being only 30 to 35 feet,—and also the fact that this is the most direct line for the extension to Taupo of the Tauranga Road, *via* west side of Rotorua.

In deciding on which line the contemplated expenditure will be most judiciously incurred, it should be remembered that much of the work performed in the mere opening of dray communication will become inutile whenever the construction of a permanent road is decided upon. Regard should also be given to the important requirements of telegraph maintenance, and to the fact that dray communication is open, or on the point of being opened, to Kaiteriria, bringing to narrow limits the distance requiring improvements.

The road from west side of Rotorua could easily be made passable to the nearest point of Kaiteriria Road.

In conclusion, I would respectfully recommend that before any operations are initiated in the district beyond Tapuaeharuru, the Natives be convened and met by an officer of the Native Department, in order to arrange matters in connection with carrying on of works amicably, and to the preclusion of disagreements and stoppages like those of recent occurrence at Orakeikorako.

I have, &c.,

EDWARD H. BOLD,  
Telegraph Surveyor.

His Honor J. D. Ormond, Napier.

### No. 31.

His Honor J. D. ORMOND to the Hon. Mr. McLEAN.

(Telegram.)

18th October, 1870.

POIHIPI is back from Whakamaru. He reports favourably of feeling of Ngatiraukawa. A number of them, and also of West Taupo Natives, are to assemble at Tapuaeharuru on the 22nd instant, to talk about roads, &c. Mr. Locke and Mr. Bold start to-morrow to attend the meeting, and Mr. Hamlin remains at Tapuaeharuru until it is over. Mr. Bold accompanies Mr. Locke to mark out road work between Taupo and Kaiteriria, as I understand Natives are anxious to commence work at once. Mr. Hamlin informs me that the different Natives along the line, including Orakeikorako Natives, will readily undertake the work if let, as I propose, in lots of a few miles. I purpose giving a lump sum for each piece let. Reference will be made before arrangements are concluded. You have already advised me all this is in accordance with your wishes.

ORMOND.

### No. 32.

His Honor J. D. ORMOND to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Napier, 30th November, 1870.

I regret that I am unable to report by this opportunity upon the progress of public works in this district, but in the absence of Mr. Bold, the officer under whose charge most of these works are, it is necessarily impossible for me to do so. I expect Mr. Bold back in a few days, and will not fail to supply you with full information after his return. The only new work that has been contracted for which I have not yet reported is the bridle track from Muriwai, at Poverty Bay, to the Mahia. An arrangement has been made with the Natives to open this line for a sum of £400, and a definite agreement has been concluded with them. Mr. Bousfield, surveyor, has been engaged to lay out this road and superintend it, for which he is to receive £50. I will forward a copy of the agreement with the Natives so soon as it reaches me. There is a good deal of bush cutting on this line, and I think the sum arranged for is very moderate considering the work that has to be done.

Mr. Bold has lately been laying out the dray road between Taupo and Rotorua. The first eleven miles of this road, commencing at Tapuaeharuru and extending to Tuparahaki, is let to Poihipi and Hohepa's people, and the work is progressing well. I am sorry to say I heard yesterday from Mr. Bold that he had failed to arrange with the Rotorua Natives for the portion of the road between Rotorua and Niho o te Kiore. The Natives express a wish for road work, but desire to be employed by the day. I think it better to let the work stand for a little, and they will probably then be glad to accept the terms offered them. I have received offers from the Ngatiraukawa to undertake the part of the road between Tuparahaki and Niho o te Kiore, and have directed Mr. Bold to see them, and, if they agree to perform the work on reasonable terms, to lay it out and start them. This he is now doing. I hope these Natives may be arranged with, as this is the only portion of the line respecting which any difficulty was expected from the anti-road Natives. I shall report to you as soon as I hear further from Mr. Bold, after he has seen the Natives.

In all cases where contracts are entered into, Mr. Bold goes over the line with the contracting parties, and explains the work required; an agreement is then executed, and the work is left in charge of Mr. Maling, who remains to overlook the work. He is a surveyor, and was sergeant in the Corps of Guides; a good man, and one who understands Natives. He receives pay at the rate of 14s. per diem.

A sum of £500 was authorized for the improvement of the bridle track by Orakeikorako to Kaiteriria, but the Natives, the same who obstructed the telegraph so long, declined the work on the terms offered them, and nothing has yet been done to that road.