

To summarize, then, the expenditure contracted for and proposed, and which it is estimated will open a dray and coach road from Napier to Taupo, it will stand as follows :—

	£	s.	d.
Contracts Nos. 1 to 6, Kaiwhaka cutting to Mohaka River	1,800	0	0
Mohaka River, two and a half miles towards Haroto (proposed to call for tenders for)	450	0	0
Thence to Te Haroto by Constabulary.			
From Te Haroto to the Wainone Stockade, five and a half miles, Rawiri's party ...	1,400	0	0
From the Wainone towards Tarawera, three miles (tenders to be called for) ...	1,000	0	0
Thence to Tarawera by Constabulary, three-quarters of a mile, nearly finished.			
From Tarawera to the Nunnery, about two and a half miles, by Constabulary.			
Thence towards Runanga, about five miles, part of which done, and on which Hamuera's party are engaged	1,150	0	0
From thence to Runanga by Constabulary.			
From Runanga to Tapuaeharuru, done by Poihipi, under contract, distance about thirty-four miles	450	0	0
Bridges over Rangitaiki and Waipunga, finished	400	0	0
Second Bridge over Waipunga	240	0	0
Incidental Road Expenditure	500	0	0
Supervision and Contingencies	250	0	0
Total	£7,640	0	0

Perhaps if you would authorize me to incur an expenditure of £1,000 in addition to the £7,000 already sanctioned, it would allow for any unforeseen difficulty or under estimate. Considering the importance of the work, and the country through which the road goes, I think the opening a dray and coach road for such a sum is more than could have been expected.

Mr. Bold has just started for Taupo, to prepare specifications of the portions of the road for which contracts have to be called for ; and, on receiving your authority, I shall lose no time in pushing forward the works. Shortly after the Napier to Taupo road works were started, I asked your sanction to push on a road connecting Tapuaeharuru with the Bay of Plenty, and received your authority to do so. Since then, the road from Taupo as far as Niho o te Kiore has been contracted for, part of it is finished, and the remainder is rapidly approaching completion.

I have had a great deal of trouble and anxiety respecting this part of the works, in consequence of repeated attempts by the Waikato king party to stop them. I have, however, steadily supported the Natives employed, and, having been fortunate enough to engage the Ngatiraukawa on the portion of the work about which there was the greatest Native difficulty, it is, through their influence, being pushed to a completion, and will soon be finished. I had commenced negotiating for the continuance of the line from Niho o te Kiore to Rotorua, but fortunately Mr. Commissioner Clarke has now returned to the Bay of Plenty, and I have been glad to turn that part of the work over to him, having already almost more to do than I can get through. Timber is being prepared for a bridge over the Waikato at Niho o te Kiore, and I purpose to build the bridge at the point most convenient for the use of the road to Rotorua and Tauranga, and at the same time so that it will be available for the road to Cambridge by the Patetere Plains when that road can be opened.

In connection with the section of the road commencing at Tapuaeharuru, I should like to receive your authority for bridging the Waikato near the point where it leaves Taupo Lake, and which is necessary to complete the road for dray communication.

In concluding this report I cannot speak too highly of the zeal and practical ability displayed by Mr. Bold, the officer who has charge of these works, and whose correct eye and knowledge of what was requisite for carrying a road through a most difficult country, has enabled a comparatively small expenditure to go so far.

I have, &c.,
J. D. ORMOND.

The Hon. the Minister for Public Works, Wellington.

Enclosure in No. 37.

Mr. BOLD to His Honor J. D. ORMOND.

SIR,—

Napier, 8th March, 1871.

I have the honor to submit the following report on the progress of the road works on those sections in course of formation by Native contract labour.

Rawiri Kahia and Party.

This contract commences at the edge of the bush near Te Haroto, and terminates at the Wainone Creek (at foot of Turangakumu). The distance is about five and a half miles, and the work involved is principally "side cutting," and a little cutting through slate rock. The whole section has been undertaken by Rawiri for the lump sum of £1,000, which is, judging from the contracts recently concluded (near Napier), a very fair price.

The road is to be formed 16 feet wide, and the sum includes the necessary ditches, drains, and culverts, also small bridges up to 20 feet span. Three and a half miles is through the bush lately cleared by this party, and the remaining portion is a siding descending Turangakumu.

When Rawiri's section shall be completed, the heaviest work between Tarawera and Mohaka may be considered as accomplished.

The curves, grades, and slopes are marked off as the work proceeds. About forty Natives are at present engaged, and reinforcements are shortly expected which will increase the number to sixty men.