

being opened within a definite time. Other dray roads, reported last year as being in course of completion, are now open—as for instance, the lines from Tauranga to Maketu, Maketu to Rotorua, Opotiki to Otara, Opotiki to Waioweka, representing a distance of about 64 miles. There are also roads opened by the Native Contingent and Armed Constabulary—namely, Te Teko to Galatea 30 miles, from Galatea southwards  $2\frac{1}{2}$  miles, and Te Teko to Otakiri, in progress,  $4\frac{1}{4}$  miles—the whole representing a total of 165 miles of dray road opened and 28 in progress. Of horse roads in this district, 87 miles have been opened and  $11\frac{1}{4}$  are in progress, besides  $4\frac{1}{4}$  opened by the Native Contingent and Armed Constabulary. The chief of these is from Tauranga towards Kati Kati, a distance of about 20 miles, just completed, including dray bridges over several large streams.

A horse road from Tauranga to Tapapa (30 miles) has been surveyed, and will shortly be let by contract; also a dray road has been surveyed between Ohiwa and Waimana,  $8\frac{1}{2}$  miles, and the work is ready to be let. Also, surveys and explorations have been made for several lines of road, viz., one from Opotiki to Poverty Bay, a distance of about 75 miles, to be opened as a horse road, at a cost of £3,080, and to be completed in six months.

Arrangements are in progress for the opening of roads between Rotorua and Tapapa, about 29 miles; between Galatea and Ahikereru, about 18 miles; and between Whakatane and Te Teko, 13 miles. Also, branching from the Kati Kati Road, a horse road to Ohineroa, about 15 miles. These various works the Government are desirous to push on; but situate as many of them are in purely Native districts, in some of which the inhabitants were very recently hostile to us, care has to be taken not to unduly press them forward.

#### NAPIER TO TAUPO.

The main road between these places is 90 miles long, and is open for traffic, with the exception of about 4 miles between Tarawera and Runanga, and arrangements are concluded for the completion of this section, so that the line will shortly be opened from end to end.

Already coaches run from Napier to Taupo twice a week. The first stage from Napier to Tarawera, 50 miles by coach; then by horse to Runanga, about 10 miles, and the remainder by coach to Tapuaeharuru, at the northern end of Lake Taupo.

#### POVERTY BAY AND HICKS' BAY.

Arrangements have been made for opening a horse road between these places, at an authorized cost of £4,000, the distance being about 112 miles. Native labour will be employed under careful supervision, and in small contracts, to suit the Natives resident along the line. This road will connect the various Ngatiporou settlements along the East Coast with Poverty Bay, and will be of great assistance to that loyal tribe which has on so many occasions rendered useful service.

#### WAIROA AND POVERTY BAY.

Dray roads are being opened in Wairoa and Poverty Bay districts of a total length of 29 miles, viz., from Wairoa to Opoiti, 13 miles; this connects the Military Settlements on the Wairoa River with Wairoa. In the Poverty Bay district, from Gisborne to Ormond, 12 miles; and Mahakarakā to Arai, 4 miles are contracted for, and will greatly assist the settlement of this advancing district.

On the bridle track from Wairoa to Poverty Bay, by coast, a distance of about 40 miles, it is proposed to make some improvements. The inland route between these places has been well examined, and a very much improved line selected, shortening the distance and securing a safer road, which will open a considerable pastoral district.

From Te Kapu, a Military Station near Wairoa, it is proposed to open a bridle road to Waikaremoana, a distance of about 24 miles. The line has been examined with care, and the cost of the proposed work is estimated at £1,000. Native labour will be employed on this line, which will be valuable for political purposes;—the Constabulary now occupying a post on Waikaremoana Lake will assist in this work.