

Besides the tourist traffic, there is a growing traffic in connection with the settlement of the lands adjoining the river on both sides. The opening-up of roads abutting at suitable places on the river is necessary to allow of this, and evidently much attention is being given by the Government to this matter.

Of these roads, there are the following already located and partly under construction or constructed (as yet they are chiefly horse-tracks, or what are commonly called 6 ft. tracks) :—

Approximate Distance from Wanganui by River, in Miles.	Roads.	Position near Rapids given on Map of River published in Parliamentary Paper C.—15, 1908.	Formation generally as a Horse-track or 6 ft. Track unless otherwise mentioned.
<i>On Left Bank of River.</i>			
142	Tunakotikoti ..	Rapid No. 8 ..	This not yet formed.
138	Makokomiko ..	„ No. 20 ..	Formed inland to railway-line.
137	Hikamutu ..	„ No. 22 ..	Formed nearly through.
132	Te Maire ..	„ No. 35 ..	Formed 5 or 6 miles in from river.
121	Kokakonui ..	„ No. 72 ..	Formed some miles in from river.
117	Kokakoriki ..	„ Nos. 80–81 ..	Formed through to near Raurimu, on railway-line.
110½	Mangaohutu ..	„ No. 97 ..	Formed for some miles in from river.
108½	Te Rata ..	„ No. 104 ..	Above Retaruke Junction, formed 3 or 4 miles in from river.
108	Retaruke Valley	Retaruke Junction ..	Formed, except some 3 miles of a gap. This is the principal line inland to railway.
67½	Arawhata ..	Rapid No. 186 ..	Not yet formed. This is located to the River Trust Endowment Block of 10,000 acres, which is now occupied.
55	Pipiriki–Ohakune	Pipiriki ..	A main dray-road to Raetihi and railway-line.
49	Otaranoho ..	Hiruharama ..	Jerusalem. Dray-road about 4 miles in from river.
40	Matahiwi–Ohotu	Rapid No. 212 ..	Formed into Ohotu, and joins Parapara–Raetihi Road.
26½	Pitangi ..	Near No. 229 ..	Formed about 4½ miles inland from river.
..	River Bank ..	On left bank of river, from near Rapid No. 236 upwards	This connects with the old road system near Upokongaro, and is formed, with some gaps, to about 30 miles from Wanganui.
<i>On Right Bank of River.</i>			
128	Te Aukopae ..	Near No. 52 ..	This goes inland to the settlements on the Ohura Valley, and is in use.
85	Tangarakau–Whangamomona	Tangarakau River Junction	Goes inland to the Whangamomona Settlements. This is formed as a dray-road for some miles from Whangamomona, and the remainder of the length is nearly completed as a horse-track to the Wanganui River.
45	A road-line from about opposite Ranana	Opposite Ranana ..	This goes into the upper part of the Ahu Ahu Settlements, and is not yet formed.
33	Ahu Ahu ..	Near Rapid No. 220	This is formed about 14 miles inland from the river.
14	Kauarapaoa ..	Near Raorikia ..	Formed in some miles from river.

The importance of continuing the location and forming of roads inland from the river-banks is very evident, viewing the Wanganui River as a main highway direct into the interior, and requiring these branch roads for settlement interests.

It is not superfluous to refer to the question of the preservation of the bush scenery along this tourist route. Last year I reported in detail on the existing state of the bush scenery along the whole river course in the River Trust district between Raorikia and Taumarunui (parliamentary paper C.—15, 1908). On the present trip I observed recent bush-burnings in both the upper and the lower river which have occurred since that report was made. This is likely to go on in an increasing ratio wherever the river-banks have not been secured as a public domain.

JOHN T. STEWART.

Approximate Cost of Paper.—Preparation not given; printing (1,550 copies, £2 7s. 6d.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1909.