

*Galatea to Ahikereru.*—About eighteen miles, in the direction of Waikaremoana. It was expected that arrangements could have been made for the execution of this work during the year by Native labour, but the negotiations have not been successful.

*Maketu and Whakatane Horse Road by the Coast.*—Thirty-four miles. The work on this road since last report has consisted of the erection of a plain horse-bridge over the Otamarakau, and two similar bridges from the mainland to the island opposite Whakatane, respectively 69 feet and 340 feet long. The approaches to the two latter were formed by the Armed Constabulary stationed at Whakatane. Other work is required, but the Natives demand too high a price for it.

*Matata and Te Teko Horse Road.*—Up to June, 1872, about 10½ miles, comprising the first section to Otakiri, were nearly completed. Since then the road has been formed over 7 chains of heavy swamp near Otakiri, and a plain bridge 27 feet long erected over the Umuhika River. The whole of this section is now formed 8 feet wide, with gradients sufficiently easy to admit of its expansion into a dray-road at some future time.

Of the second section, Otakiri to Te Teko, four and a half miles, the work left unfinished last year has been completed, viz., about three and a quarter miles, and a landing formed on both sides of the Terawera River for the ferry-boat. 48½ chains of this year's work lie across a very bad swamp and through dense manuka scrub, and since this was formed it has been found necessary to raise it by fresh fascines, the subsidence being so great. This has been done by the Native Contingent under Captain Preece, and the road is now in good order.

*Opotiki and Otara Dray Road.*—Five miles. The widening and other improvements on this road were about half completed in June, 1872; since then the work has been finished, with two additional culverts near the Town Belt, and the whole is now in excellent condition.

*Opotiki and Ohiwa Horse Road along the Coast.*—Eleven miles; of this about one and a quarter miles from the Waioeka River, opposite the town of Opotiki, to Hunter's Creek, have been formed during the last year by the Armed Constabulary, 8 feet wide, including one 6 feet culvert. Since its formation it has been used by the settlers as a dray road in conveying goods from Ohiwa Harbour, and has been much cut up. This points to the necessity of widening and otherwise improving it.

*Ohiwa and Waimana Horse Road.*—Eight and a half miles. This road leads from the head of the Ohiwa Harbour to the Waimana Valley as far as the confiscated boundary. The work has been contracted for by the Urewera Natives, and is all but completed.

*Tauranga and Tapapa Horse Road.*—Thirty miles, including nine miles of forest. Eight miles have been formed in such places as were necessary since June, 1872, including one 12-foot culvert and one 6-foot bridge; and the Omanawa dray-bridge, 110 feet long, near the end of the completed work, is in course of construction, and when completed the road to it will be fit for dray traffic, and will form part of the projected line of road to Cambridge.

*Opotiki and Poverty Bay Horse Road.*—About seventy-five miles long. The formation of this work has been let by contract to Mr. L. Simpson, who has completed about eight miles at the Opotiki end, and about twenty-five miles at the other, making thirty-three in all. The contractor is under agreement to use Native labour on this work, but has great difficulty in keeping the Natives to their work, especially at the northern end, and his progress has not therefore been so great as could be desired. The country is very much broken and mountainous, and two-thirds of the road is through dense forest.

*Tauranga and Judea Road.*—Three-quarters of a mile. Was reported last year as being completed, and has been found to be of the greatest service to the settlers on the Otumoetai Block. It forms part of the roads already described, to Cambridge and to the Thames, which branch from it at Judea. It is now kept in repair by the local Road Board.

*Matapihi and Maketu Dray Road,* by the coast; reported last year as being in good order, in which it still remains.

*Opotiki and Waioeka Dray Road.*—Five miles. Ninety-five chains of this were reported as being formed last year; the remainder is now in progress by the Armed Constabulary, and one mile and sixty-six chains are completed, as also a truss bridge 38 feet long over a branch of the Waioeka. This promises to be a good road, and will be of great service to the Waioeka settlers.

*Whakatane and Ohape Horse Road.*—Three and three-quarter miles have been kept in repair by the Armed Constabulary stationed at Whakatane.

*Ohineroa Horse Road.*—Fifteen miles. No work has been done on this, as the Natives have not come to any agreement.

*Te Teko and Galatea Dray Road.*—Thirty-one and a half miles, reported last year as being opened for dray traffic. Since then easier grades have been laid off in the worst places, and are now being reduced by the Native Contingent under Captain Preece. Nearly nine miles up to Fort Clarke have been thus altered.

*Whakatane and Te Teko Horse Road.*—Thirteen miles. Endeavours were made to arrange with the Natives for the construction of this road, but without success, their demands being in excess of the value of the work, and it was therefore commenced by the Native Contingent. To this, however the Natives objected, and the work has since been stopped.

*Horo Horo and Te Whetu Horse Road.*—This is about seventeen miles in length, and branches from the Tauranga and Taupo road, about half-way between Lake Rotorua and the Atiamuri Bridge, running westerly into the Patetere country. The whole of the work has been