

finished during the last twelve months with the exception of some rock in the side-cuttings, and the road is now used by travellers from Cambridge to Rotorua.

Rotorua and Tarawera Dray Road.—About seven and three-quarter miles long. The survey of this was finished in March, and two miles of the formation let to Natives by contract; another mile of heavy side-cutting will be made by the Militia under Captain Mair, and the remainder will be let by contract to other natives. Two bridges will be required of 18 ft. and 20 ft. respectively, and will be completed along with the rest of the work, which when completed, will allow traffic for wheeled vehicles to Tarawera Lake, and be convenient to travellers visiting the Rotomahana Springs.

Opotiki Table Land Road, about two and three-quarter miles in length, was surveyed in April last; it leads from the town of Opotiki eastward across the Otara River, ascending the table-land on the east side of the river. One section of one and a quarter mile is under contract, and the second will shortly be let by tender, including formation in such parts only as really require it. Although a short road it will open a fine block of land, hitherto inaccessible for drays.

Cambridge and Taupo Road.—Atiamuri to Cambridge, approximate length fifty-five miles. This line was explored in September, 1872, and reported on in October. A better route than that ordinarily travelled was observed, of which about eight miles immediately north of Atiamuri were the most difficult, the rest of the distance being more favourable for road making. An approximate estimate of the cost of opening this route for drays is as follows, namely:—

| | | | | | | |
|---------------------------------|----|----|----|------------|---|---|
| Eight miles, @ £120 a mile | .. | .. | .. | £960 | 0 | 0 |
| Forty-seven miles, @ £80 a mile | .. | .. | .. | 3,760 | 0 | 0 |
| Three bridges, about 90 feet | .. | .. | .. | 360 | 0 | 0 |
| Culverts, &c. | .. | .. | .. | 200 | 0 | 0 |
| | | | | £5,280 0 0 | | |

The work has not been proceeded with as the Natives to whom it would have been given objected to the necessary survey being made until a price was agreed upon for construction, and the matter remains thus for the present.

NAPIER TO TAUPO—TAUPO TO ATIAMURI (WAIKATO), ALSO WAIROA AND POVERTY BAY AND EAST COAST DISTRICTS.

(E. H. BOLD in charge.)

Road, Napier to Taupo.—*Section 1, Taradale to Pohui.*—Twenty-three miles *via* Glengarry. By this route it is intended to connect the Hawke's Bay Provincial Road with the Taupo Main Trunk Road, which it will join at Rangimaipapa Hill, about two miles south of Pohui, avoiding the Harbour Crossing and the numerous fords of the Petane River. The survey of this road is so far in progress that tenders may shortly be called for its construction.

Subdivision, Napier to Kaiwhaka.—Twelve miles. This is maintained by the Provincial Government, but will be cut out of the main line when the route *via* Taradale and Glengarry is opened.

Kaiwhaka to Mohaka.—Sixteen miles. This has been maintained and improved during last year, employing from three to six men according to state of weather. It is intended to metal two and a half miles near Titiokura and Pohui, where the ground is very soft; and good limestone metal has been found for the purpose at the Titiokura Saddle, a moderate distance from the road. On this section improvements are required at the Mohaka River, consisting of the widening of the road and the erection of 6 chains of parapet fence.

Mohaka to Tarawera, Lower Waipunga Bridge.—Sixteen miles. On this section, during the last year several contracts have been completed, as well as work by the Armed Constabulary, such as culverts and bridges, and rockwork, which before were a bar to through traffic. The road has also been generally improved and widened at the sharp turns, but more work in this direction is required, *viz.* a mile and a half of metalling, and about half a mile of road-widening, from 12 feet to 20 feet, mostly on the sharp curves.

Tarawera to Runanga.—Nine miles, between the Lower and Upper Waipunga Bridges. The work has been very heavy on this section, consisting chiefly of deep cuttings in rugged and broken country covered with bush, and though yet incomplete the road has been opened for traffic. The work in hand consists of widening 50 chains of road from 10 to 18 feet; and that required to place it in a fair state for present traffic comprises about 20 chains of metalling and 800 yards of rock excavation.

Runanga to Tapuaeharuru, Taupo Lake.—Thirty-eight miles. About fifteen miles of this have been permanently formed by parties of Armed Constabulary from Runanga, Opepe, and Taupo posts—the two latter having executed about thirteen miles of this distance. The works in progress are the formation of 120 chains of road, to avoid the Tohuawaka Hill, with all necessary culverts and small bridges; also the supply of timber for culverts and box drains for eighteen miles of road at the Taupo end. Further works are needed over about seven miles, between Rongo Te Ahu (near Runanga) and Opepe, consisting of light formation, with the necessary works for drainage, proposed to be executed by Native labour or parties of Armed Constabulary.