

Other Works besides Roads.—33 chains of willow-planting along town belt, Newcastle. Whatawhata punt removed from Newcastle, repaired and replaced. Plans of Newcastle wharf prepared. Wharf at Waikato Heads repaired and inspected. Telegraph Office and Court House, Hamilton, inspected for Colonial Architect.

BAY OF PLENTY.

(A. C. TURNER in charge.)

Tauranga to Taupo.—Works as below described have been executed during the last year, viz. :—39 chains of metalling, 13 chains fascining, 1,556 cubic yards of earthwork, 369 cubic yards of rock-cutting to reduce angles in side cuttings, 56½ chains corduroyed with fern-trees and covered with six inches of earth, 31 culverts in side cuttings, and other minor improvements.

This road was in good order until the winter rains set in. Since then the part which lies in the Mangorewa forest has been in a bad state, and will always be so in the winter, unless it be metalled, which will be an expensive operation, or unless the bush be cut wider say one chain extra on each side of the central chain, which would have a very beneficial effect.

Ohinemutu Branch Road.—Ten chains of this have been formed; one plain bridge 40 feet long has been completed over the Uuhina River, and one 6 feet over the Ngawha Creek; also two culverts, 18 inches and 12 inches, have been put in.

Tauranga and Katikati.—During the last twelve months improvements have been made on this road involving removal of 4,470 cubic yards of earth—viz., 1,060 by Armed Constabulary, 2,500 by Ngaiterangi natives by contract, and 910 by European contract. Six additional culverts have been built, also a wooden partition wall 40 feet long at foot of embankment west of Wainui bridge. The Wairoa bridge, in progress last year, has been completed, 425 feet in twelve spans, also a small bridge over the Wairoa mill-race. The second division of this road, Aongatete to Katikati, is 16 miles long, and a portion of it is now under construction—viz., forming embankments over the worst swamps and surveys and estimates have been made of the whole, so that the remainder of the work can be proceeded with at any time. The road at present is in very fair order.

Maketu and Rotorua.—On this road 10 culverts have been erected in the long side cutting at Waimakaretu, 450 cubic yards of earthwork moved in easing grades, and landslip on above cuttings removed 467 cubic yards. This line of road is in bad order throughout, owing to the disinclination of the Natives to work except at absurdly high prices, and their tribal feuds.

Rotorua and Tapapa Horse Road.—Survey of this, suspended in 1873, has not yet been completed, as Natives are still in opposition.

Horohero and Te Whetu Horse Road.—No work has been done on this road during last year, and portions are still incomplete, although much used by travellers.

Galatea and Ahikereru Horse Road.—The survey of this is now being proceeded with, the Urewera Natives having withdrawn their opposition.

Matata and Te Teko Road.—Section 2, 4½ miles, has been widened from 8 to 12 feet to correspond with Section 1, 10½ miles, to fit it for cart traffic, and the whole is now in good order.

Opotiki and Otara Road.—This road, completed in 1873, has been handed over to the local Highway Board to maintain.

Matata and Whakatane Horse Road.—The deviation described in last year's report as being necessary is still untouched, owing to the exorbitant demands of the Natives.

Opotiki and Ohiva Road.—Now being widened into a dray road. 1,700 cubic yards of earth have been excavated for embankment between the Waioeka bridges; 116 cubic yards of ditching and widening; and the two Waioeka bridges in progress last year have been completed, 370 feet in length. This line is in good order, and is much used in conveying goods from Ohiva Harbour to Opotiki.

Ohiva and Waimana Horse Road.—The swampy place reported last year as being bad is still untouched, as the Natives will not do the work. The rest of the road is in good order.

Tauranga and Tapapa Road.—No work has been done during last year; the section of 8½ miles already formed is in good order.

Tauranga and Judea Road.—This is now being maintained by the Highway Board, who are improving the grades on the north side of the Kopurereroa swamp. It is in good order.

Opotiki and Waioeka Road, Five Miles.—On this, 24 chains of formation have been executed, 38 feet wide; earthwork, 781 cubic yards; and one box culvert erected by Armed Constabulary stationed at Opotiki. Total completed, 2 miles 61 chains, including 70 feet of truss and plain bridging. This part is in good order.

Whakatane and Ohape Horse Road.—One bridge, erected on this line some years ago by the military, became dangerous through decay of inferior timber. It has been replaced by another bridge built of heart of kauri, the work being done by Armed Constabulary stationed at Whakatane, who have also maintained the road.

Matapihi and Maketu.—Road generally in good repair.

Ohineroa Horse Road.—Projected over the ranges toward the Thames. No work has yet been done on this road, the Natives still maintaining their opposition.

Te Teko and Galatea Road.—Thirty-one and a half miles. During the year two miles have been properly formed, making the total length of improvements about twelve miles formed and graded, 18 feet wide, and 19½ miles roughly executed, including 89½ feet of plain bridging.

Earthwork 4,707 cubic yards, and 132 chains of formation, were executed by the Native Armed Constabulary, under Captain Preece.

This line is now being continued towards Taupo, under the name of

Galatea and Opepe Road, forty miles. This is being formed in such places only as are necessary. The work was begun in April by the Ngatimanu Natives, who have formed 4 miles 73½ chains, including 2,180 cubic yards of earth-work. This is in good order.

Whakatane and Te Teko Road.—This is being altered from a horse road into a dray road, but only 51 chains have been executed during past year, making 10 miles 10 chains, formed 20 feet wide; earth-