

through the Komata Block, and is now under construction. When it is finished, there will be a summer coach road from the Thames through Te Aroha, Hamilton, and Whatawhata to Raglan.

It is of importance to complete the drainage of Te Aroha Block, and to continue to improve the coastal main line of road from Tauranga to Opotiki and East Cape; also, to follow up the construction of the important line from Cambridge to Rotorua, which, when available for wheeled traffic, will complete a coach road from Wellington to Auckland. Another important section, between Cambridge and Taupo—which will form part of a future main line from Waikato to Hawke's Bay—should not be lost sight of. Sums varying in amount will be asked for these works, as will also a moderate amount to improve a set of roads in the Bay of Plenty, branching inland from the coastal main road. These are, from Matata (Richmond) to Te Teko, and from Whakatane to Te Teko, and its continuation to Galatea, on the edge of the Kaingaroa Plains.

The importance of opening the extensive East Coast District has received much consideration. The road-line from Opotiki to Gisborne has been under construction during the past year; it is very desirable to complete it, and so establish communication between the Bay of Plenty and Poverty Bay. Branching from this road, an inland line has been explored and surveyed to the Valley of Waiaapu. Another road is to connect Gisborne with the Waimata Blocks; and that from Gisborne to Wairoa, with branches to Crown lands, requires forming, so as to afford the opportunity of settling a country which, for the present, may be said to be hermetically sealed from settlement.

Coming to Hawke's Bay, it is proposed to open a road from Wairoa to some considerable areas of Crown lands on the Mohaka, and to assist in the opening of the Puketitiri Bush by a road, the local bodies co-operating. The road-lines through Crown lands, begun in the Seventy-Mile Bush, are to be extended from several points according to demands of settlement.

The Sheep Quarantine Reserve of 59,000 acres, in the south-east corner of Hawke's Bay, being no longer required for that purpose, is to be laid out preparatory to settlement.

In the Taranaki Provincial District, the great success of recent sales is an encouragement to the further opening out of the fertile lands still remaining for disposal there. With this view, road-clearings will continue to be made through the forest lands in the West Coast District.

Coming down the West Coast, to the Wellington Provincial District, and taking the railway line as a base, it is proposed to run cross roads inland from several points to Crown lands. With this view, roads are projected from Waverley to Moumahaki, Wanganui to Tokomaru, and a line to Murimotu (an inland line, originating at Marton); another extending the Kimbolton Road from the borders of the Feilding Settlement through the Waitapu and Otamakapua Blocks; and a line opening out the Pohangina and Fitzherbert Blocks.

The only other works projected on the West Coast of this Island are a line connecting Crown lands now under survey, with Otaki; and the completion of the bridle-track connecting Waikanae with Mungaroa—Upper Hutt.

In another part of the Wellington District are branch lines, connecting the country between the Hutt and Porirua with the railway-stations; and, in the County of Wairarapa West, cross roads from the Masterton—Woodville coach road to extensive areas of Crown lands in the Pahiatua, Mangaone, Rangitumau, and Mauriceville Blocks.

The northern and western districts of the Middle Island being but scantily provided with railway communication, have a fair claim to a reasonable amount of expenditure on the construction of main lines of road and necessary bridges. Our proposals are framed accordingly. Commencing at Cook Strait, there are three arterial lines of communication which require opening up or completing: (1.) The road along the East Coast from Blenheim, by Kaikoura and the Greenhills, to the Waiau Township. (2.) A road through the middle of the Island, from Nelson, by the Upper Wairau, Acheron, and Upper Clarence, to the Hammer Plains; and (3.) From Nelson, by the Hope and Buller Valleys to Westport and Greymouth. Another important line is the main road from Blenheim, Picton, and Havelock, by the Pelorus and Rai Valleys, to Nelson, which will render available a considerable tract of valuable timber land in the Rai Valley.