

Turakina, is undoubtedly the best for a permanent road. Every native who was able to give *bona fide* information on the subject, said, "Go down Turakina until you come to Mangapapa (which I have shown on map), and from thence cross to the junction of the Mangawhero and Wangaehu." Mr. Hogg has omitted to mention in his report that in one place he came on to this native track, which had been traversed by some one not very long ago.

On the other hand, I considered that, if the requirements of the country had been such (or even yet may be such) as to render immediate access to Taupo from the West Coast necessary, a comparatively small sum of money would be sufficient to affect that object by opening the Rangitikei line.

A body of Constabulary, mounted or on foot, might by this route be quickly located in the district.

I have omitted to state that, when I was in that part of the country, surveyors from Napier, under Mr. Tiffen's direction, were exploring for road purposes our return tracts by Southern spurs of the Kaimanawa, crossing the Aoranga at camp of 10th November to the North of Mr. Birch's woolshed. This road, from Napier, would fall into that by Turakina, at camp of 27th October.

I have, &c.,

GEORGE F. SWAINSON,  
Surveyor.

The Under Secretary for Defence, Wellington.

#### No. 61.

Copy of a Letter from Mr. WOON to Mr. COOPER.

SIR,—I have the honor, in the absence of Mr. Buller, R.M., to forward herewith the accompanying report from Mr. H. C. Field.

I have, &c.,

The Under Secretary for Defence, Wellington.

R. W. WOON.

#### Enclosure in No. 61.

Copy of a Letter from Mr. FIELD to Mr. BULLER.

SIR,—

Mangawhero, 25th March, 1870.

On my return here I was glad to find that the natives had finished the work I had marked out for them on Friday evening, and on Saturday were putting in drains at some places on the Kaiwaka flat, which I had pointed out to Mr. Pilmer as spots where water lay in winter. The necessity for marking off more work at once prevented my having time to burn off and examine the ground sufficiently, and thus caused me to take a somewhat longer and worse road than I need have done. It would in fact have been better to have taken the pack-road across the river twice more to save labour and distance, though no doubt the ultimate cart road would follow our present line, which crosses two streams with rather deep channels (the Wetaweta and Otutapu), and makes a circuit of about half a mile to avoid the river.

We had very heavy rain all day on Thursday, and some of the natives have been away for several days at some meeting at Parikino, but we have completed the line to the Wetaweta, and are to-day cutting the descent to it.

I have, &c.,

H. C. FIELD,

W. Buller, Esq., R.M., Wanganui.

Engineer in charge of the Mangawhero-Taupo Road Party.

#### No. 62.

Copy of a Letter from Mr. COOPER to Mr. FIELD.

SIR,—

Colonial Defence Office,

Wellington, 6th April, 1870.

By direction of the Hon. Mr. Gisborne, I do myself the honor to acknowledge the receipt of your letter of the 25th ult., addressed to W. Buller, Esq., R.M.

I have, &c.,

H. C. Field, Esq.,

Engineer in charge of the  
Mangawhero-Taupo Road, Wanganui.

G. S. COOPER,  
Acting Under Secretary.

#### No. 63.

Copy of a Telegram from Mr. COOPER to Mr. H. C. FIELD, Wanganui.

Government Buildings,

Wellington, 5th April, 1870.

WANTED statement of what lines of road are in progress—length made on each—expenditure to date in round numbers if not exact. Telegraph reply.

G. S. COOPER.

#### No. 64.

Copy of a Telegram from Mr. FIELD to Mr. COOPER.

Wanganui,

5th April, 1870.

Only road in my charge Mangawhero-Taupo packhorse road, from Wanganui to Taupo Plains. Total length, about 50 miles, of which 30 now passable; has cost, from 17th January to end of March, about £360, including superintendence.

H. C. FIELD.