

Eao Valley. This line was not examined because time was short, and, having found a practicable route, I did not consider it advisable to waste time and money in trying to improve the line already obtained, as it could be done to better advantage while running the trial line.

From 61 to 74 miles an alternative line was explored as shown on plan, which is not an improvement, as it runs out of the direction, and lengthens the line, and is no saving in cost.

A line was also explored from 77 miles up the Ohura Valley, across a very low saddle, to join Mr. Rochfort's line in the Ongaruhe Valley. The grades would be easy to the saddle, from thence a drop of 200ft. occurs, which would require a 1 in 50 grade. At 87 miles this alternative line enters the pumice-stone country, which extends the remainder of the distance, viz., to 123 miles, where the line, as described, would join Mr. Rochfort's, at a distance of 25 miles from Te Awamutu. The construction-works required would be moderate over a considerable length of the line, but very costly over other portions, the formation averaging probably a little over £4,000, and this with rails, rolling-stock, stations, &c., added, would amount to a total of about £7,000 per mile, not including cost of land.

I have, &c.,

R. W. HOLMES,  
Resident Engineer.

The Engineer-in-Chief, Wellington.