

are three or four thousand acres of good land fit for settlement. This latter will be made accessible by either line, as it is close to the junction of the proposed routes. The remaining portion to Taumararui is fully described in the report on the Mimi line, so that it will be unnecessary to repeat it here. It commences at the sentence, "The next seven miles runs through an intensely rugged country," &c.

#### COAST LINE, MOKAU TO TE KUITI.

There is one other route to the central railway-line—that is, along the coast past Mokau to Awakino, forty-one miles from Waitara—twenty-seven miles of which would have to be made, but five miles only very heavy work—that is, all hill, with grades from 1 in 12 to 1 in 20. The establishment of ferries at Tongaporutu, Mohakatino, and Mokau would obviate the necessity of bridging these rivers, which would be a very heavy item.

*Awakino to Totoro.*—From Awakino to the coast the line would run over the range Taumata-maere for ten miles, five of which would be heavy work. This is all forest; but the next five, to Totoro, on the Mokau, is in the open, and would be comparatively easily formed. There will be only two bridges of any consequence.

*Totoro to Te Kuiti.*—From Totoro to the central line at Te Kuiti is thirty miles, open, and at this end first-rate limestone country. The road on this length would be easily made, there being no serious obstacle the whole length.

*Length of Road.*—Waitara to Awakino, 41 miles; Awakino to Totoro, 15 miles; Totoro to Te Kuiti, 30 miles; total, 86 miles.

Along this route about 60,000 acres of Crown land would be made available: but a very small proportion of it could be utilized for settlement purposes, as the general character of it is rough.

I have not made an estimate of this line, but should you require it I can give one. In conclusion I may state that I believe my estimates on either the Stratford or Mimi lines would not be exceeded, as the prices used for the felling, clearing, earthwork, and bridging have been the full rates.

I have, &c.,

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