

## Enclosure 1 in No. 107.

Copy of a Letter from Mr. BOLD to His Honor J. D. ORMOND.

SIR,—

Napier, 11th January, 1870.

I have the honor to submit for your information the accompanying sketch map of the country between Kopitonui in the Waipunga Valley, and Moturoa at commencement of Taupo plain. The country referred to was explored by me with a view to ascertain its practicability for the construction of a permanent road, and also as to whether any advantages were to be secured over the present track should it be adopted.

My exploration commenced at the Taupo end, and the track (an old native one) travelled over is indicated on the sketch by a black dotted line.

The longitudinal barometric section on the margin of sketch shows the relative elevations and depressions along the black dotted line before referred to. After due examination of both routes (that is to say of present track and native track on right bank of Waipunga) I am of opinion that the native track is best adapted for a permanent dray road.

The red line shows the approximate position and direction a contour line would take on a gradient with inclination in the ratio of 1 in 16 or 17.

The earthwork required will be heavy side cutting, with a probability of rock, and will extend continuously for at least six miles; about  $1\frac{1}{2}$  miles of bush, as near as I can estimate from flying trip, will require clearing.

The only stream crossed is the Pareranui, but as it is headed it offers no obstacle. The remaining streams are on the plain, and approach cuttings constitute all works necessary to make them passable.

According to your directions, I have initiated on behalf of the Defence Department the necessary steps for opening communication by means of a bridle track on right bank of Waipunga.

The track rises and diverges from the present track at the patch of bush named Oruakaka, about 1 mile nearer Tarawera than Kopitonui.

The last named stream will be headed. By the winding of the road in thus heading streams and preserving an uniform gradient, may increase length to seven miles.

In the absence of an actual survey and measurements it is impossible to determine what the cost of construction will be.

To avoid crossing Waipunga and the steep hills on present track, it is, I think, worth while to proceed with bridle track in meantime; the construction of bridle track cannot be exactly determined, but it may cost £600 to £700, if no rock or like obstacle intervenes. To follow the present track with a dray road would be far more expensive and longer in distance than the route along which the bridle track is now in course of construction.

Accompanying this report I forward a large map of the telegraph line at your request, in order that it may be copied. When this is done I have to ask that the original may be forwarded to the General Manager of the Telegraph Department.

On this map the line of telegraph from Napier to Tarawera is indicated by a black firm line, the extent and positions of the road formation (bridle track) made by a road-party according to your instructions. The first cutting commences on summit of Te Purupuru hill, and terminates near the base of Turangakumu; others marked are at Waipunga, double crossing (at horseshoe bend) at Stony, or Dudu Creek, and some near Tarawera. The approximate total length of cutting between Te Purupuru and Tarawera is three miles.

Some portions of the road have been seriously damaged by the late unusually heavy rains. This damage has since been repaired. Injury to the road like this must always be expected in pumice country, particularly on inclines, and can only be remedied by expensive measures.

The proposed deviation between Te Haroto and Te Purupuru is shewn on the telegraph map by dotted line in yellow.

The line courses over a leading ridge, and is not only much easier to construct, but some three-quarters to one mile shorter in distance.

The Constabulary have recently been employed upon it, but owing to want of proper supervision have effected little.

A bridle track opened along this line would be of immense advantage to transport service, and save the necessity of travelling over the track by Waiparati, at present in an execrable condition.

The natives lately residing at Te Haroto were anxious for this portion of work.

Road-work contracted for by natives across plains has been delayed on account of transport not being able to take necessary tools from Te Haroto. This, however, was remedied by myself on my recent return to Napier; the works could not well have been proceeded with earlier in any case, as the natives were engaged in military operations at Oruanui until 22nd December, 1869. I trust on my return to find that some progress has been made.

His Honor J. D. Ormond,  
General Government Agent,  
Hawke's Bay.

I have, &c.,  
EDWARD H. BOLD,  
Telegraph Surveyor.

## Enclosure 2 in No. 107.

Copy of a Letter from Mr. ROSS to His Honor J. D. ORMOND.

SIR,—

Engineer's Office,

Napier, 25th November, 1869.

In accordance with your instructions, I have laid out the road from Galbraith's house, Pohue, to the Church Crossing, Mohaka.

The distance from Galbraith's house to the Titiokura saddle is 300 chains, or three miles and three-quarters. Of this distance 52 chains passes through the Pohue Bush, and is heavily timbered; the