

The work is to be completed on the 10th June, and the first mile of twenty posts to be erected on the 1st May. It is therefore absolutely necessary that some one should be sent to the spot to mark off the line and to inspect the posts as early as possible. Will you please issue instructions to this effect?

The price per post, supplied, delivered, and erected, is £2, a very reasonable price considering the nature of the country over which the line will be carried, and that 400 of the posts will have to be shipped from the neighbourhood of the Thames.

I expect the contract will be signed on the 8th instant, perhaps sooner.

I have, &c.,
ALFRED SHEATH,
District Inspector.

No. 25.

Mr. C. LEMON to Mr. BLAKE.

(Telegram.)

10th April, 1871.

CAN you furnish me, from memory, the substance of your report *re* investigation of Tauranga Harbour, as regards carrying wire to Kati Kati, spanning both entrances, what you suggested?

C. LEMON, G.M.

No. 26.

Mr. BLAKE to Mr. C. LEMON.

SIR,—

Kaupokonui, 21st April, 1870.

Re Tauranga to Kati-Kati. The line I recommended ran along south side of Tauranga Harbour as far as Te Puna Township, or point running out towards the Island of Motohoa, on to Matakana Island, running along Matakana and recrossing on to the mainland at Kati Kati, or crossing from Te Puna Point across the sandbank thrown up by the meeting of the tides from Tauranga and Kati Kati entrances. There will be some expense incurred by these three crossings, but I considered at the time it would not be so expensive as carrying line all the way by the mainland. There is no trade at present requiring the crossings of Motohoa being high. The Maoris also threatened to prevent line going along the mainland. I spoke to Captain Heale on the subject, and he agreed with me respecting the route. I would suggest that the crossings of harbour at Motohoa Island, and also Kati Kati crossing, be carefully examined and measured as to height of poles required, and also the span of the wire. It was not practicable to examine the line very accurately when I was there, on account of threatening attitude of Natives. The line might be carried across the harbour by Otaemaitai, just above the old Mission Settlement, and without crossing on to Matakana Island, at once; but the wire would require to be at least 100 feet high at centre of span. The deep water is not very wide at this place, but there are no high banks to start from, and I think at Motohoa and Te Puna banks would be at least safe. I was informed that the road from Tauranga to Kati Kati was more than thirty miles, on account of the inlets running so far up towards the bush.

C. Lemon, Esq., G.M., Wellington.

I have, &c.,
WALTER BLAKE.

No. 27.

Mr. C. LEMON to the Hon. D. McLEAN.

(Telegram.)

Wellington, 11th April, 1871.

Re contract from Tauranga to Kati Kati.—The Hon. Mr. Sewell has requested me to draw your attention to the fact that Mr. Blake reported on the practicability of taking the line across Tauranga harbour, and not round the harbour, as he gathers from a telegram sent me by Mr. Sheath, wherein he says you have contracted with McKenzie for thirty miles. Mr. Blake's report on this matter is E. T. 70-1418, attached to E. T. 70-1787, papers relative to Mr. E. V. Dixon's claim for compensation, which papers you have with you, as I learn from the Defence Office. My object now in addressing you is respectfully to ask you to reconsider this matter, and if possible to get contractor to alter the line of route, as not only a saving in money will be effected, but the future maintenance of the line, and its quicker repair, in case of breakdown, will be much facilitated.

Mr. Blake, as far as I can recollect, reported most favourably on the route by the island which forms the harbour of Tauranga. Will you therefore be good enough to see his report, and, if you then feel satisfied, do what you can to alter present contract if possible? I shall send up to Tauranga by return steamer sufficient line material to build thirty miles, in case you cannot alter line.

Hon. D. McLean, Auckland.

C. LEMON,
General Manager.

No. 28.

Mr. C. LEMON to Mr. SHEATH.

(Telegram.)

Wellington, 12th April, 1871.

Re extension of line to Kati Kati, see my telegram to Hon. Mr. McLean. Am sending material by "Ashley" next trip to Tauranga. Also person to superintend erection and lay off line. Was it your suggestion to take line round route indicated? From all I can gather, the country is very rough, and it will be a most expensive line to maintain, and delays in repairs will be long.

C. LEMON,
General Manager.