

On arriving at Papatupu we were received by about eighty Natives with anything but a friendly demonstration, Taumata, Te Kuru, and Te Oeo being the most determinedly obstructive. The *korero* lasted several days, and at last ended with the up-river Natives leaving the whare in a body and refusing to say or hear any more, and they next morning left Papatupu and went up the river seven miles to their principal place—Te Papa. On the following day we followed them up, and, on arriving within a couple of miles, sent our messenger (Raukawa) to them. This man, Raukawa, being an up-river Native, was considered a seceder and a spy; so they decided to shoot him then and there. A considerable time, however, elapsed before a man could be found to undertake the deed: at last one volunteered, who seized a gun and went towards the door to effect his purpose; but time enough had elapsed to allow for reflection, and several stopped him. Our messenger returned early next morning and said he had come on our opponents busy making cartridges, but after a night's talk they had agreed to meet us. We accordingly went to Te Papa, found a white flag flying, and some twenty-five Natives armed, who fired over our heads twice; and, after two or three days' endeavouring to come to terms, they almost (to use my Native companion's words) forced us back at the muzzle of the gun, and I eventually returned to Wanganui and put myself in communication with the Native Minister and asked for a few troopers. Mr. Bryce thought it unwise to force our way, and directed me to go round to the north end of their district and endeavour to secure the friendship of Peehi Turoa; but, on returning to Ranana, I learned that the obstructionists had dispersed and gone to their planting, so I went on with my work and completed to Waimarino without any further stoppage. Here I found Peehi Turoa, although a rank Hauhau, after a little talk, not averse to the railway, and ready to help me. About this time I learned that Major Kemp, who was to have gone to Taumaranui by canoe before me, had gone down to Wanganui, summoned as a witness in a Court case: so I visited Topia Turoa, Matuahau, and Te Heuheu at their pas at Rotoaira, Tokaano, and Waihi, urging them to send men of influence to help me at Taumaranui. The former contented himself by sending a telegram to Mr. Bryce informing him that he would allow me to go on, but the latter sent two men with me. About this time two Maoris arrived from Tuhua saying that there were two powerful *aukatis* to stop my further progress, and, besides, a dozen mounted Hauhaus patrolling and waiting for us, averring that they were sure to be hung for Moffatt's murder and one or two more would not alter the case. This news so alarmed the Taupo Natives that it was with the utmost difficulty at last I got the promised two to go with us, but on getting within a few miles of Taumaranui they refused to go further, and returned. I had still some other Natives with me, two of whom were of those who engaged determinedly in the armed opposition at Manganui-a-te-Ao: one of these went before me, and at every slight noise he started back on my toes, fearing the mounted patrol. I may here say the Wanganui River above Taumaranui is open for seven or eight miles, with five Maori settlements; and Watarupurupu, the furthest open land up the river, where I first came out of the bush from Waimarino, is the scene of a celebrated fight between the Patutokotoko (who gave me so much trouble in the Manganui-a-te-Ao) and the Ngati-manipoto. The old pa of the Patutokotoko is on a flat-topped isolated hill, with open land all round, except towards Piopotea, in which direction the forest stretches to Waimarino. Dotted over the flat below the pa for a mile or more are short posts stuck in the ground; some are rotted and fallen: these mark the spots where the fallen in battle lay or were buried. Turangatahi and Tuhiora were the chiefs of the Patutokotoko, and their descendants speak with pride of having beaten back their border enemies.

To resume: We reached Taumaranui without obstruction, but were received sullenly, without a word of welcome. So, as it was raining, we pitched our tents in the pa, and waited several hours; after which Ngatai and some others arrived and welcomed us, saying he would protect us here, but we could get no further as the country was stopped. After a couple of days, in reply to my letters, about a dozen men of the *aukatis* came down, but after a long talk refused permission to go further or even send a messenger through their country. They said Wahanui had stopped the country for a long time: some of these had been waiting watching the district for the last six months. So I had no choice but to return by Tokaano and go round the west side of Taupo to Kihikihi, some 150 miles. This I did, and saw Rewi and Wahanui, who informed me that Mr. Bryce was coming in a week's time, and that I must wait till then, when it would be settled satisfactorily. This I did, and in the meantime Wahanui sent and brought all the men who had stopped me out to Kihikihi, including the principal in Moffatt's murder. The meeting which took place was satisfactory in its result, and I have since completed the exploration; and the last words of Rewi (Manga) were, "Tell Mr. Bryce to hasten on the railway: I am an old man now, and I should like to ride in the railway before I die."

JOHN ROCHFORD.

No. 2.

MR. ROCHFORD TO THE ENGINEER-IN-CHIEF.

Sir,—

11th September, 1884.

I have the honour to inform you that I have completed the actual survey of the central route for proposed main trunk line of railway, North Island, and I herewith forward complete sets of plans and further report on the line. The line has been surveyed and levels taken throughout, as well as a great number of cross sections. The survey shows the line to be a highly favourable one, both as to small primary cost in construction and the country it will open out. The estimated cost is £6,093 per mile, without the cost of the land or fencing, but includes a road alongside for the whole length of line for purposes of railway construction. As much information has been given as was possible in the limited time allowed for the survey. There are some few miles on which only the grade line and plan can be shown, but in all cases the possibility of connecting different elevations and their grades is proved. The line was surveyed by four different parties, and each two parties were working towards each other, consequently the section lines could not