

have found a very great drawback to the progress of my work. My party have also suffered considerably from sickness, owing, I should think, to the exceptionally wet season we have had during my residence here.

The Township of Granville West, situated near Paga Point, or, I should say, between Paga Hill and Goldie Law, and extending from the Port Moresby Beach to Ila Beach, comprises about fifty acres of land. There are, including the beach roads, seven streets, the inner ones being 2 chains wide, the beach frontages averaging about 3 chains. The blocks are all cut up into quarter-acre allotments and classed in sections according to Queensland Regulations—namely, Sections I. to VI.—and contain 107 lots, numbered as per plan. All corners, &c., are marked with hardwood pegs, and numbers cut on sides, and mostly trenched with good stone trenches indicating direction of lines. When the ground would allow trenches are cut in the soil. The most part of the town consists of rough flint boulders, excepting in the Gap, where the soil is a blue clay. I should think a gang of coolies would soon make a good clearance of these boulders, which, if placed on the main roads and broken up, would serve well for metal, but would require good blinding. Water is at present scarce, but I feel satisfied that with suitable appliances there would be no great difficulty in obtaining a good well. The most suitable way of connecting the two townships, in my opinion, will be by a road running along the beach, skirting Goldie Law on the northern side, by quarrying out that hill along the foot. The road at the back, along Ila Beach and across the Gap, would, I think, cut up considerably with any heavy traffic, and is much longer, and its approach to the Gap would require considerable amount of metal before it could be much used.

The Township of Granville East lies about 80 chains north-easterly from Granville West, and is, so far, cut up into eight sections. The outside roads are 2 chains, the inner ones being 1 chain. The allotments are quarter-acre and are marked with hard pegs, the ground being mostly of a blue-clay character; the trenches are cut in the soil. Here there are only two sections—Nos. III. and IV.—cut up into allotments. The others can easily be done with the chain should they be required and no surveyor here. The two-chain road named Lawes Street, on the western boundary of the town, will be the main thoroughfare until such time as a road can be made facing the beach as surveyed through the mangroves, where there is a firm bottom, and will eventually make a first-class road, but at a considerable expense. This town is well supplied with water, there being beautiful springs at the north-eastern corner, where I have surveyed a considerable road-deviation which takes in the springs and allows a good roadway on either side of them. The hills on this side are mostly of limestone formation, whilst at Granville West they are mostly flintstone. Granville East to the northward is bounded by the reserve for public purposes, botanic gardens, &c., and for the latter I consider an admirable site is chosen. This public reserve extends northerly for about 31 chains, and average depth about 16 chains. It comes down to the beach traverse on the western side, and is bounded on the eastern side by a two-chain road skirting the hills at the back of Government bungalow, connecting the north-east corner of Granville East with the Laloki Road. This road also bounds the native reserve on the eastern side, which lies immediately north of the public reserve and runs in that direction for 27 chains, where the Laloki Road, which separates it from the mission block, joins the beach traverse; the two-chain road bounding it on the east joins the Laloki Road 10 chains 35 links from this point easterly. The native village immediately faces it to seaward. In the south-eastern corner of the block there are also some valuable springs. Northerly from here is the mission block, which takes in all their dwellings, huts, and church, situated on a good rise and facing the coast traverse. For 21 chains north-westerly and westerly from this point it leaves the hill and runs along the coast traverse for 17 chains 50 links, thence easterly for about 20 chains to a bend in the Laloki Road. About 20 chains from its intersection with the beach traverse the most part of this land is of a swampy nature, and covered with long reeds and jungles. It would, I think, if cleared, be suitable for the growth of rice. This block contains an area of rather more than thirty-one acres. At 8 chains from this junction with the Laloki Road easterly is a one-chain road running in a north-north-westerly direction for 13 chains about to the cemetery, which contains three acres of land; it is also approached by a road skirting the hills to the northward of the mission.

The timber on all this portion contained in these surveys is a stunted bastard gum of no use. There are a few acacia, likewise useless. The grass is spear-grass, and is very abundant. The Laloki Road is run to the Gap, when it reaches the hills; I considered it unnecessary to offset it on the hillside, as they are useless for anything but for road purposes; and it will, I think, be many years before the full width of 2 chains will be required on the hillsides. There will be considerable cutting necessary to make this road owing to the steep side of the hills, but the grade is very little, and when made will be found to be an easy approach. I have always avoided doing more damage to bananas or garden fences than actually necessary for the work, and in every case have avoided cutting down cocoanuts and sago palms, &c.

I have laid out townships, roads, &c., as nearly as possible according to instructions received from either yourself or Mr. Douglas. In some cases I have deviated a little where, in my opinion, there has been a more suitable course.

The difference in length of the two roads connecting the two townships from centre of Granville West to junction with main road is round Goldie Law to northward about 90 chains, round Ila Beach about 120 chains.

Plans of the two townships and a general plan of the whole survey completed I forward herewith, which I trust will meet with satisfaction.

My field-book, which will take in the road to junction of the Goldie and Laloki, together with plans, and report on same, I will send in as soon as possible after its completion.

I have, &c.,

WALTER R. CUTHBERTSON,
Surveyor.

To the Deputy-Commissioner, Port Moresby.