

and fair slopes; follows up Mokau to Mapiu, three miles and a half through open land, pastoral. From Mapiu, for another five miles the line continues up the Mokau Valley through pastoral country; small patches of bush, with swamps, on the lower ground. For another eight miles to the Mokau Station, on main trunk line, it is still near Mokau Stream, through pastoral country of not good quality, swamps near streams, and pumice in soil. The land back from river, where there is forest, is of much better quality.

Amount of land that line would open up (being a coast-line to Awakino, the land would be all on one side): Taking from Uruti, as the Waitara line is common to both there, there will be—Uruti to Tongaporutu, 96,000 acres would be tapped by the roads coming down the Mimi and Tongaporutu Valleys; one-fifth would be agricultural, remainder pastoral of good quality, excepting narrow strips of black-birch land. From Tongaporutu to Mokau there are 60,000 acres, available by the roads coming down Mohakatino and Mokau. With the exception of a few thousand acres near Tongaporutu, Rattenbury's 3,000 acres at Kawau, and Jones's lease at Mokau, the land is in the hands of Natives; 10,000 acres in this length would be agricultural, the remainder good and fair pastoral. From Mokau to Awakino, 7,000 acres would be tapped. From Awakino to Mahoenui, on the north side are 22,000 acres of small grazing-runs, in a high state of improvement, which would be tapped by the railway, and also the 36,000 acres of the balance of the Awakino Block, occupied and also well improved; all first-class pastoral country. On the south side extending to the Mokau River are 22,000 acres first-class pastoral, with occasional patches of agricultural land, which would also drain into the railway; 4,000 acres only of this portion is in the hands of the Crown. From Mahoenui to Mokau, 20,000 acres on north side, first-class pastoral, with patches of agricultural. The Crown have Mahoenui Block of 6,624 acres, and in the Puketiti Block the Natives have parted with many of their interests, the land being occupied and improved by the new holders; limestone formation. South side, about 10,000 acres of good pastoral land would come into railway. From Mokau over the ridge past Mokau-iti on to Mokau again, on the north side 45,000 acres would be made accessible to the railway-line; possibly more of the Kinohaku Block would diverge the same way; good pastoral country, with agricultural in places. On south side 45,000 acres would be opened; pastoral, with some agricultural. The Umukaimata and other blocks of Crown land make 38,000 acres within this area. The next length up to within seven miles of the Mokau Station, on Main Trunk Railway: On north side there are 25,000 acres of pastoral country, 9,000 acres of which is Crown land, the remainder is still in the hands of the Natives; on the south side of the line, together with the valleys of Mokau-iti and Mapui, 50,000 acres would be opened up by the railway; good pastoral country. The Crown has one small block (Kahuwera) in this portion. The remainder of the land to the Main Trunk Line, I think would be opened out by that line, so I have not considered it. As regards timber on this line: On Mimi, the Tongaporutu, Mohakatino, Mokau, and Awakino Valleys, considerable quantities of good pine would be available. In the Mokau country coal and limestone would be a great source of revenue. The roading of the country on the whole route could be done at a moderate cost. With the exception of the part with pumice, where it would require a large area to get sufficient good patches for a sheep-farm, the pastoral land is all good sheep country, capable of carrying large numbers of sheep. An average of one and a half sheep to the acre would be well within the mark; in places three or four could easily be managed. Everywhere good homestead-sites can be found that would enable any part of the land to be occupied. The agricultural portions could be available for general settlement in smaller areas where dairying, &c., would be carried on. Large pieces of Native land have been acquired, but there appears to be a tendency on the Natives' part not to dispose of the frontage on the likely main roads. Judging from previous experience, this is likely to retard settlement later on.

I have, &c.,

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P.S.—Since writing the above there has been 21,618 acres more land acquired from Natives on the Awakino line.—H. M. S. 2/8/99.