

Atiamuri that Mr. Hay and I stopped overnight, sending our saddle-horses back by the Maori guide.

October 16: Secured a trap to take us back to Wairakei in the forenoon, and in the afternoon visited the Aratiatia Rapids again. A rainstorm, however, interfered with our work to some extent.

October 17: Examined some of the geysers at Wairakei, and then took coach to the Spa and Taupo. At the Spa we had the guide show us the effect of submerging a geyser. This we were very anxious to see on account of some of the work if carried out flooding a number of them. We reached Taupo a little before noon, and boarded the steamer at once for Tokaanu. It was late when we arrived, but we took advantage of the remaining daylight to climb a near-by hill for a view of the surrounding country.

October 18: We drove to Lake Rotoaira, noting conditions and getting barometer-readings going and returning.

October 19: Took the regular coach from Tokaanu to Waiuru, and on the 20th from Waiuru to Mangaweka. At Taihape we were met by Mr. Cook, the resident engineer, who accompanied us to Mangaweka. A few miles out from Taihape we left the coach and walked down the river over the new railroad-work to Mangaweka. We noted especially some locations on the Rangitikei where it is proposed to develop the water-power.

The morning of the 21st we took a private trap, drove down the river to examine it in several places, and then drove to Hunterville, where we took train for Woodville.

October 22: Took a trap at Woodville and drove through the Manawatu Gorge, examining it carefully both going and returning; also drove some distance past the lower end of the gorge. That afternoon we took the train at Woodville for Wellington, where we arrived late that evening.

We were busied in Wellington till the evening of the 26th, when we took the steamship "Mararoa" for Lyttelton and Christchurch.

Arrived at Christchurch on the forenoon of the 27th, and after spending some hours looking up information in regard to local streams, took the train to Sheffield that afternoon in company with Mr. Dobson.

On the morning of the 28th we visited the Waimakariri Gorge at the railroad-bridge, and in the afternoon went to Springfield and up the railroad to Broken River, examining the Waimakariri that far. Returning to Springfield that evening, we made arrangements to get away early on the morning of the 29th by special conveyance to Lake Coleridge and the Rakaia. We did not get started as early as planned; however, we visited the lake and the river, taking aneroid-readings at several places. Besides observing the Rakaia near the lake, we visited it at the gorge where the wagon-bridge crosses it. Continuing, we reached Coalgate late that night.

October 30: Took the early train to Christchurch where we spent the balance of the day. Here we were joined by Mr. Wilson, who was to accompany us till we should reach Oamaru.

October 31: Took the morning express from Christchurch to Timaru, and from thence to Fairlie by local train.

November 2: In the forenoon Messrs. Hay, Wilson, and myself were driven to the gorge of the Opihi, and spent all the forenoon considering that proposition; in the afternoon drove to Tekapo, taking aneroid-readings all along our route. After dinner made a trip on foot down along the banks of the Tekapo River.

November 3: Drove to and past Balmoral Station some miles, and putting saddles on our horses rode across country a number of miles, examining the district over which a survey of a canal was being made to take water from Lake Tekapo to Lake Pukaki. Deciding to go clear down to the banks of Lake Pukaki, we consumed the whole day, so returning were quite late in reaching the hotel at Lake Tekapo.

November 4: Drove from Tekapo to Pukaki and arrived early enough to climb the high hills back of the Government hotel, where we got an excellent view of the region.

November 5: Drove to Ben Ohau Station in the forenoon; after lunch saddled our horses and rode *via* the Ohau River bridge to Lake Ohau.

November 6: Started out early on horseback and rode across the Ohau River bridge down the west side of the river to its junction with the Waitaki, and thence along the Waitaki to the Goose Neck. The last half-mile the hills were so steep that we left our horses with a rabbit, whom we had impressed as a guide, and proceeded on foot to the top of the ridge, where we got an excellent view of the river for a long distance farther. It was growing late, so we hastened to retrace our steps, stopping long enough to drink a "billy o' tea," which some workmen along the road had promised us, and never was tea more welcome. We had hardly travelled over thirty miles, and had twenty more to go before we could get our dinners. As the sun was setting that evening we had a rare view of Mount Cook. Never shall I forget it. We were in the shadow of the clouds; a rift, however, let through a flood of light upon the distant majestic mountain, snow-covered, illuminating it, while all the other peaks were in shadow. Then in the next half-hour there were variations of light and shadow which were beyond man to describe. The time, the surroundings, the distance, our isolation—all affected us, and, though at first we expressed our wonder by exclamation, as the magnificence of it grew on us we became silent, gazing with admiration inexpressible.

November 7: Left Ben Ohau Station and drove to Ben More Station for lunch, thence *via* Omarama to Otimatata.

November 8: Walked from Otimatata up the Waitaki to the confluence of the Ahuriri, climbing some very high hills, taking aneroid-readings and searching for trig-stations. Returning to Otimatata we drove to Kurow that evening.

November 9: Took the early train from Kurow to Oamaru and Dunedin.

November 10: Spent the forenoon at Dunedin looking up information, and in the afternoon took the train to Lawrence.