

November 11: In company with the local surveyor, Mr. Edie, we drove to Beaumont and up the east bank of the Clutha to Miller's Flat, examining the conditions both going and returning.

November 12: Took the early train returning from Lawrence to Dunedin, where we spent the balance of the day looking up maps and information.

November 13: Took the Otago Central train at Dunedin, intending to stop off at Middlemarch to examine the Deep Stream; however, it commenced raining just as we started and kept it up all day. We did not stop at Middlemarch on account of the rain, but continued to Ida Valley, and from thence by coach to Ophir that evening. It continued raining all that night and nearly all the forenoon of the 14th; however, we struck out on horseback towards noon to examine the Manuherikia. Our luggage we sent ahead by trap to Chatto Creek, where we were to meet it. We rode over the steep hills and along the gorge the greater part of the distance. Picking up our trap at the creek and sending our horses back to Ophir, we drove on to Clyde.

November 15: In the afternoon drove from Clyde to Cromwell.

November 16: Wishing to cover extra territory, we took a private conveyance and drove up the east side of the Clutha to Hawea Flat, and thence to Pembroke.

November 17: Rode on horseback from Pembroke to the outlet of Lake Hawea and examined the south end of the lake, taking aneroid-readings at various times along the banks of the lake, and at all the low places in the moraine. It commenced raining early in the day and kept it up almost constantly, until, returning, we had reached the hotel at Pembroke.

November 18: It stormed so incessantly that we were unable to do any outdoor work, so we sat by the fire and wrote up our notes.

November 19: Had the steamer on Lake Wanaka take us up to the narrows between the lakes where, taking our aneroids, we climbed over the pass to Hawea, taking readings as we went along and observing the local conditions. This day was an excellent one for noting rain-conditions. We had wondered what the rainfall would be in the mountains above where any records are kept. This time we were in sight of the high mountains all day, and saw a number of rainstorms in progress—in many cases, as many as three or four, each many miles from its neighbour; and while these storms were raging on the mountain-tops there was very little rain falling on the low ground.

November 20: Took a private conveyance from Pembroke to Queenstown.

The morning of the 21st November we spent in searching the Queenstown offices for information, and in the afternoon drove to the outlet of the lake, across the lower Shotover crossing, and up the east side of the river till we reached the Arrowtown Road by which we returned to Queenstown. At the bridge over the gorge of the Shotover we took barometer-readings, also along the road into Queenstown.

November 22: Drove over the road up the Shotover to Skipper's and back.

November 23: Took the boat to Kingston and the train from Kingston to Lumsden and Mossburn, from whence we proceeded by private conveyance to Lake Te Anau.

November 24: Spent the day examining the south end of the lake. In the forenoon crossed in a small boat to reach the east side of the outlet, and in the afternoon walked from the hotel along the east and south banks of the lake to the outlet.

November 25: Took the steamer to the Middle Ford of the lake and, landing, walked to Lake Hankinson. The small boat on this lake was not available, so we could not get past it or explore further. Returning to the hotel we had an early dinner, and drove to Manapouri that evening.

November 26: Took the steamer on Manapouri and visited the upper end of the lake, where we landed and walked up to the Spey Burn; returning, we visited the inlet of the river from Lake Te Anau.

November 27: Took a private conveyance from Manapouri to Blackmount, where we arrived at about noon, and after lunch walked to Sunnyside Station.

November 28: Walked to the Monowai River, which we examined from its junction with the Waiau to the lake, and, returning, reached Sunnyside late that afternoon.

November 29: Walked from Sunnyside to Blackmount where we arrived at about noon.

November 30: Took the mail-trap from Blackmount to Otautau *via* Clifden.

December 1: At Otautau we took the train for Invercargill and Dunedin where we stopped over till the 3rd, on the morning of which we took the express to Christchurch; a stop overnight here, and thence to Springfield, where we took the coach to Bealey and Otira, arriving at our destination on the forenoon of the 5th December. That afternoon we took a trap and drove back up the gorge almost to the pass, examining existing conditions.

December 6: Rode on horseback up the bed of the Rolleston as far as it was possible, then tying our horses we went on foot till we reached a massive barrier. Storms were gathering so we hastened to return. We were not quick enough, however, and had to finish our ride in a drenching rain.

December 7: Took the train from Otira to Greymouth where, in order to consult with local engineers and surveyors and to get information and data, we stopped until the afternoon of the 8th, when we departed for Reefton.

December 9: At Reefton we took a covered trap for Buller Gorge and Motupiko. It was storming the greater part of the day, but we reached Inangahua Junction early, and leaving our luggage drove down the gorge towards Westport as far as Hawk's Craig. It stormed almost incessantly, so that it was difficult to see the country or take any observations, so we returned to Inangahua Junction for the night.

December 10: Starting early we drove up the Buller River taking observations, and reached Longford by evening.

December 11: Drove from Langford through to Motupiko where we caught the evening train to Belgrove. Here we were met by a trap which took us on to Foxhill, our stopping-place for the night.