

to make many more excursions by the summit route, and learnt to enjoy more and more the beauty of the views to be seen at almost every turn.

Then the question of access to different parts of the Port Hills arose, and this led to an examination of the old maps. From these it was discovered that the road reserve which led from Dyer's Pass to Hoon Hay Valley was, in many places, at an impossible grade. So the owners of the land through which that road passed were approached, in order to secure their consent to such necessary deviations as would provide a better grade. Further study of the old maps showed that along a considerable part of the way no reserve for a road had been set aside, and thus the idea originated of forming a continuous path right from Godley Head to Gebbie's Pass, which would ultimately be widened so as to become available for driving.

On going into the matter in detail in order to see how far existing road reserves could be taken advantage of, if the Summit Road were to materialize, it was found that there was a gap at the Sumner end, between Mount Pleasant and Evans' Pass, and another between Hoon Hay Valley and Cooper's Knob. The following owners and trustees of the land to be acquired, when approached, at once fell in with the proposal, consenting that the road should be carried through their properties: Messrs. J. Cracroft Wilson, A. R. V. Morten, R. M. D. Morten, A. Loe, R. Allan and Langdale, the Hon. R. Heaton Rhodes and Mesdames J. Cracroft Wilson, Gray and Allan.

In concluding this brief introduction, reference must be made to the valuable work performed by Messrs. G. H. M. McClure, A. G. Allom and E. deC. Drury, who surveyed different parts of the road, and to the various Commissioners of Crown Lands and officers of the Survey Department, who rendered much willing assistance. Much sympathetic help has also been rendered by the Hon. E. C. J. Stevens, Mr. H. P. Hill, Mr. Henry Cotterill, Major H. S. E. Hobday, Mr. G. H. N. Helmore, and Mr. E. J. Ross. To Mr. Walter Robinson the public are indebted for the very fine Panoramic Profile of the hills visible from a point on the Summit Road—where the road turns eastward on Sugar Loaf Spur. As the result of much labour, Mr. Edgar Lovell-Smith has produced a very instructive Relief Map of the Port Hills. To Mr. S. F. Webb and to Mr. Charles Beken the thanks of the public are due for the pretty and instructive views of the hills.

H. G. ELL,

Christchurch, March 10th, 1914.



THE SUMMIT ROAD.

AN ATTEMPT TO DESCRIBE IT.

By B. E. BAUGHAN.



RISING suddenly up from a corner of the Canterbury Plains, the Port Hills rear for miles along the sky their tawny, semi-circular rampart of rocky and jagged crests, and send down into the flat a succession of long, tawny spurs, enclosing long, tawny-green valleys. Their fantastic sky-line suggests at once a volcanic origin; and they are, in fact, really the outlying spurs of Banks Peninsula, that odd, volcanic excrescence upon the east coast of the South Island of New Zealand. The height of them reaches sometimes an altitude of nearly two thousand feet; it is never less than one thousand; and close to their summits all the way, truncating only some of the higher peaks, overlooking now the Harbour, now the Plains, runs the smooth and easy track known as the Summit Road. It leads from the lighthouse at Godley Head to Cooper's Knob—a distance of