

Cedar Pass

Ascend it, there being so many rocky ledges & rocks, but if necessary a  
 graded track could be taken from the Cret., landing on the river 3 or 4  
 miles below the saddle, from thence to the sea the route is good. The saddle  
 on the top is comparatively flat & grassed & is flanked by 2 sloping peaks  
 some 6000 ft. high. As far as I could see the route down from the east-  
 side is good & if a horse could be got within <sup>some</sup> 2 miles of the saddle there could  
 be no difficulty in a road this way. The steepest part of the route would  
 be about 6000 ft. down the Humboldt, but the stream is so large & foggy  
 & the ground would be so bad that if you could reach it head on the  
 Cedar saddle, I am sure Okun is the proper route.

Topsy Pass

So called after my dog who was the first to get to the top, it is flanked by  
 the approaches to it from the Okun are good, but the route is of no value  
 as the Maori saddle on which it is at least better & leads into  
 the same place, Blue River & feeds the Mackara.

Maori Pass

This pass leads from the Okun into the Blue River & is without exception  
 the most wonderful depression in all the divide. It is a long long  
 narrow nearly flat ridge with the North 5700 & the Clithero (CLITHERO?)  
 6000 ft. at either end. The ridge is so narrow that the road along  
 the top is only a few inches wide in places & it is undoubtedly the best-  
 example of the Raga back in the country. On the Okun side it is  
 almost sheer down in a slope covered with the top with stunted  
 scrub and a few inches high. While on the Blue River side it is almost  
 as steep, but the slope is smooth rock. In making a rough  
 calculation when on the saddle in 1883 I estimated that a  
 tunnel 1500 ft. below the ridge would cut this in 500 ft. & at the time  
 I thought it would make a good railway route, but have since modified  
 my view. The route up the Okun & the cut this the fog presents  
 no great difficulties, but the route down the Blue River is so  
 rugged & there is little to be done but to <sup>construct, for the</sup> ~~construct~~ a railway. So a practical  
 route can be had, the Maori & Topsy's passes might be put on one side for a  
 time at least. The Haaro pass the best line to the ranges - is too heavy to follow  
 with other at present.

p. 5 Topsy Pass sketch from the North Spur.

p. 10 sketch Maori pass from W. side  
 " Maori saddle looking down from the North