The disadvantage of this line is in the limit to the extension of the wharf accommodation which it presents, while at the same time the expenditure for that purpose will not assist to preserve the channel and improve the outlet of the river.

To connect with Greymouth with this line would require an additional expenditure for the lower bridge, while, at the same time, the same harbour improvements would ultimately be required, as in the former case, and would increase the cost of the works by this route.

We have, &c.,

JOHN BLACKETT. J. HECTOR.

The Hon. the Colonial Secretary, Wellington.

MEMORANDUM OF PAPERS HEREWITH.

- A. Report and Estimate for North Line.
- В. South
- C. Memorandum of traffic up the Grey River, beyond the Coal Gorge, (Dobson).
- D. Memorandum of Statistics, &c., of Greymouth, (O'Connor and Borough Council).
- E. Report by the Marine Engineer and Surveyor on Port Curtis, 1868.

PLANS.

No. 1. Showing changes in Grey River, between the Gorge and the sea.

No. 2. in body of report. Sketch showing formation of coast between the Grey and Point Elizabeth.

No. 3. Plan and section of North Line, Brunner to Cobden.

Nos. 4-5. Plan and section of South Line, and enlarged plan of part of line. Canterbury Mine to Greymouth.

Nos. 6-7. Plan and section of the Upper Gorge Bridge site. No. 8. Sections of the Lower Gorge Bridge sites.

The information contained in these 8 plans is embodied in the 3 plans attached hereto.

Enclosure 1 in No. 17. Mr. Dobson to Mr. Blackett.

Engineer's Office, Cobden, 31st May, 1871. SIR,-I have the honor to submit for your consideration, the enclosed approximate estimate of the cost of constructing a railway from the Brunner mine to Cobden, together with the cost of a wharf 12 chains long, and half a mile of sidings. The plans required to illustrate the estimate, will be forwarded

to you in a day or so. The sharpest curve in the proposed line will be of three chains radius, and the steepest gradient a

rise of 1 in 70, for half a mile, going towards the mine.

I have, &c.,

John Blackett, Esq.,

A. DUDLEY DOBSON,

Provincial Engineer. Colonial Engineer. P.S.—The enclosed estimate has been examined, and considered correct, by Mr O'Connor.

Sub-Enclosure 1 to Enclosure in No. ESTIMATE OF PROPOSED RAILWAY—BRUNNERTON TO Rock cutting near Cobden, 25 chains=7720 cubic yards, at 4s. per yard Embankment near Saw Mill Terrace, 25 chains=12,100 yards, at 3s. per yd.	Cobden.	đ	21,544 1 ,815	0	0
Side Cutting—			2,010	Ŭ	•
Saw Mill to Bacon's, 40 chains=20,520 yards, less 12,100 taken for					
embankment=8,420 yards, at 1s. 6d	631 10	0 (
Bacon's to overflow, 60 chains=16,500 yards, less 5,500 already made	004,40	Ū			
=11,000 yards at 3s	1,650	0			
Alongside overflow, 35 chains=3,465 yards, at 1s. 6d. per yard	259 17				
Taylor's Terrace, 40 chains—3,960, less 880 taken for ballast=3,080	~00 L1	·			
yards, at 2s. 6d.	385 (0 (
Taylor's to Mine, 30 chains=5,133 yards at 2s. 6d. per yard	641 19				
raylor is to arrado, ou observe of justice to the post justice to			3,568	0	0
Level formation, 2 miles, 65 chains, two disches and formation, at £3 per			-,	_	-
chain			675	0	0
Bush felling, 3 miles at £2 per chain	•••		480	Õ	Õ
Ballasting, 6 ,, ,, ,,	•••		960	0	ō
Sleepers, 4 miles, 2000 per mile, at 3s. each	1,200 (0 (•	-
, 2 ,, ,, at 2s. 6d. each	500 C	0			
,, ,, ,, ,, ,,			1,700	0	0
Permanent way, 6 miles, at £1,300 per mile, laid complete	•••		7,800	Ŏ	0
Bridges—	•••		,,	-	•
Coal Creek, 150 feet, at £3 per foot	450 (0 (
Approaches	100 (0			
Overflow, 10 feet at £3 per foot	30 (0			
1st Creek, 20 ,, ,, ,,	60 (0			
Fiji, 20 ,, ,, ,,	* 60 (0			
Sulky, 40 ,, ,, ,,	120 (0			
Approaches	40 (0 0			
TAKAT TO THE TAKE THE			860	0	0
					يبند
Carried forward	•••	£	19,402	0	0