

## REPORTS ON THE TRAMWAY SYSTEM AT THE THAMES, ETC.

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### No. 1.

His Honor T. B. GILLIES to the Hon. W. GISBORNE.

SIR,—

Wellington, July, 1872.

I have the honor to transmit herewith copies of Reports on the Tramway System at the Thames and Coromandel, by the respective District Engineers, which probably may be useful and interesting to the Government as well as to the House.

I have, &c.,

THOMAS B. GILLIES,

Superintendent of Auckland.

The Hon. the Colonial Secretary, Wellington.

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### No. 2.

Mr. J. SHEEHAN to Mr. R. MILLETT.

SIR,—

Superintendent's Office, Auckland, 21st May, 1872.

I have the honor to state that the Government, being dissatisfied with the manner in which the tramways on the Thames Gold Fields have been managed during the last two or three years, have determined to take such steps, if possible, as will insure their being worked more economically, and and with less trouble to the Government for the future. Before deciding on the nature and extent of the changes necessary to effect this desirable object, the Government desire to have all the information available upon the whole question of tramways construction and management on the Thames Gold Fields. With this object in view, you will be good enough to prepare, without delay, a report showing—

1. The number, position, and extent of the several tramways.
2. Their cost, showing prime cost, and amounts since expended in extensions and repairs in each case.
3. Total receipts from each up to end of last quarter from first working.
4. Total expenditure on each during same period, for extensions, repairs, and working expenses.
5. Statement showing the manner in which they have been worked by Government, and by holders under lease; specifying the periods during which each system was in force, and comparative statement of receipts and expenditure under either system.
6. Amounts paid or allowed by the Government to lessees, as compensation or otherwise, including amounts written off because of inability to pay. Specify individuals and amounts in each case.
7. Approximate estimate of amount of work done by each tramway during the several half-years it has been in operation, for the purpose of ascertaining whether the work is increasing or decreasing, and also showing the nature and quantities of the several articles carried. This return cannot be anything but an approximation, but you will please endeavour to make as close an estimate as possible.
8. The periods at which the several tramways now under lease will come into the hands of Government.

In addition to furnishing the foregoing returns, you will be good enough to report specially on the question of the best method of dealing with the tramways for the future, taking into consideration—(1.) Whether the tramways can be regarded as having been successfully managed under the present leasing system. (2.) If considered a failure, the cause of failure. (3.) Whether any modification of the leasing system might be introduced by which more regular and economical working might be obtained. (4.) Whether the Government could work the tramways at a cheaper rate than private individuals; and, if so, what would be the probable cost per annum of tramways now in work. (5.) Whether you would recommend the adoption of this latter course.

And you will further oblige the Government by furnishing them with any other facts or suggestions relating to the matters under inquiry which may not come properly under any of the above heads.

I have, &c.,

J. SHEEHAN,

Gold Fields Secretary.

The District Engineer, Grahamstown.

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### No. 3.

Mr. R. MILLETT to Mr. J. SHEEHAN.

SIR,—

Engineer's Office, Grahamstown, 28th June, 1872.

In accordance with your instructions, contained in letter No. 1598-7, 725, 21st May, 1872, I have the honor to report that, in the years 1868 and 1869, certain representations having been made to the Government regarding the great want of tramway accommodation on the Thames Gold Field, surveys were ordered, tenders called for, and works undertaken by Government, in order to meet the requirements of the field.

On the 17th June, 1869, the first tramway—the Moanataiari—was opened for traffic, and, strange to say, with all the reported thousands of tons to be brought down to the machines, for some time only a few claim-owners availed themselves of the accommodation; in fact, for the first three months only 733 tons of quartz were sent down.