

CORRESPONDENCE WITH AGENT-GENERAL, LONDON.

I.—MEMORANDA FOR THE AGENT-GENERAL.

NOTE.—*The merely formal Memoranda ordering railway plant have been omitted, but the whole of the material ordered and arrived has been, for convenience, scheduled and inserted at the end of this Paper.*

No. 1.

MEMORANDUM No. 122, 1872, for the AGENT-GENERAL, London.

REFERRING to several Memoranda that have been addressed to you from time to time in reference to the necessity for reducing the cost of passage and freight to all the ports in the Colony, I have now forwarded copy of a letter from the Chairman of the Otago Freight Association on the same subject. In doing so, I take the opportunity to repeat that while the Government does not wish to interfere with the discretion which must necessarily be left to you in matters of this kind, it appears to them very desirable to assist any well-considered plan which may be put in operation for securing to the colonists of New Zealand a reduction in the high rates of freight they have hitherto been obliged to pay.

J. D. ORMOND.

Public Works Office, Wellington, 24th October, 1872.

Enclosure in No. 1.

Mr. PROSSER to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Otago Freight Association, Dunedin, 25th September, 1872.

I have the honor to inform you that the merchants of Dunedin, who, in common with the merchants in the other Provinces of the Colony, for many years have been suffering from the monopoly of the carrying trade between England and this Colony enjoyed by Messrs. Shaw, Saville, and Co., have formed an association having for its objects the breaking down of that monopoly, and obtaining a reduction in the freights of goods shipped to this Colony.

The Otago Freight Association is not a trading undertaking, but a combination of merchants who have mutually agreed to employ such ships only whose owners shall undertake to despatch regularly and punctually to this port first-class vessels at such rate of freight as shall enable importers resident in this Province to compete with the increasing efforts of Australian merchants, who, being favoured with extremely low rates of freight to Melbourne and Sydney, are able to undersell the New Zealand merchants. By their articles of association, which have been signed by nearly all the merchants and importers in Dunedin, the members are bound under a heavy penalty to import their goods only by ships under engagement with this Association; and they have appointed the Manager of the New Zealand Loan and Mercantile Agency Company in London to be their agent, with instructions to enter into arrangements with shipowners for the despatch of all ships from London punctually at frequent intervals, full or not full, at such rates of freight as shall be agreed upon, but as nearly as possible the current rates from London to Melbourne.

The General Committee of the Association therefore solicit the co-operation of the Government to assist in breaking down the monopoly the mercantile community has so long suffered; and they have the honor to request that the Government will forward to the Agent-General such instructions as shall insure for the ships engaging with this Association his countenance and support, by preference being given to these ships for the conveyance of Government goods and passengers.

I have, &c.,

E. PROSSER,
Chairman of the General Committee.

No. 2.

MEMORANDUM No. 124, 1872, for the AGENT-GENERAL, London.

WITH reference to that portion of Memorandum No. 64, 1872, addressed to you on the 5th June, which relates to the importance of employing an efficient officer to supervise the whole of the shipping arrangements connected with your Agency, I have now to inform you that the Government are of

1—E. 3.

opinion that the time has arrived when those arrangements should be intrusted to an officer specially appointed thereto, and whose services should be exclusively devoted to the duties of his office.

J. D. ORMOND.

Public Works Office, Wellington, 28th October, 1872.

No. 3.

CABLEGRAM to the AGENT-GENERAL, London.

Wellington, 19th November, 1872.

DELAY arrival rails rolling stock creates greatest inconvenience. Pray ship with least possible delay.
Featherston, Westminster Chambers, London. WATERHOUSE.

No. 4.

MEMORANDUM No. 127, 1872, for the AGENT-GENERAL, London.

IN accordance with pledges given to the General Assembly, contracts have been entered into for the construction of railways in various parts of the Colony, the carrying out of which involves the delivery within reasonable time of the plant and permanent-way materials ordered in Memoranda Nos. 53, 1871, and (Auckland) 24, 1872, dated 25th November, 1871, and 23rd January, 1872. Great inconvenience and loss to the Colony is now accruing from want of portions of the above.

To enable the Government to keep faith with Parliament, it is indispensably necessary that no delay should take place in the shipment of all material ordered by the Government from England through the Agent-General, and that, as far as possible, such shipments should be made direct to the port for which the material is ordered.

The necessity for special charter, if necessary, was pointed out in Hon. Mr. Gisborne's Memorandum of the 21st December, 1871, No. 59, 1871, and in the enclosure from the Hon. the Resident Minister for the Middle Island; but under the present system of shipment, material is taken by ships virtually as ballast to any port convenient to the shipowner, in some cases to be transhipped at the ship's expense ("England," "William Prowse," and others), and in other cases to ports where no material has at present been ordered to be sent, and with no arrangement for transshipment, as per "Asterope" and "Chaudière" to Nelson. Probably, in this latter case, the rails are a portion of the material ordered for some other port, in respect to which the advice has not yet come to hand. It is presumed that they are a portion of the order for Picton and Blenheim and Canterbury railways enclosed in the Memorandum of 23rd January last.

The loss resulting from the system of indirect shipment will be at once evident when I mention, for instance, that although the "William Prowse" reached Nelson three months and a half ago, Messrs. Shaw, Saville, and Co.'s agents have so far only transhipped about 60 rails out of 600, while every pressure short of legal proceedings has been brought to bear upon them without success, the agents objecting to charter a vessel for conveying the whole, on the ground that the low freight at which the rails are brought from England will not allow of it. Meanwhile the works in Canterbury are delayed for the want of these rails. The loss incurred in this case through the delay in the delivery would have far more than covered the difference between the freight now paid and any extra freight consequent on the material being shipped direct.

In every case where material is shipped to ports other than that of the Province where it is intended to be used, contracts should be made in such terms as will insure the material being forwarded with quick despatch to its final port of destination over the ship's side, as recommended in my predecessor's Memorandum No. 123-72, or if landed then to be transhipped within a fortnight from the date of discharge from the English vessel. Freight to be distinctly made payable only on the landing of the material at its final port of delivery.

With reference to the orders for rolling stock (carriages and waggons, &c.), I note with regret that no advice is yet to hand of your having ordered them, and trust that the cablegram of this day's date may have been acted upon immediately on its receipt, as portions of some of the lines for which the stock is wanted are fast progressing towards completion.

It is absolutely necessary that the Government should be informed every month of what is being done by you with reference to all orders sent from the Colony. A return is requested to be furnished monthly similar to that dated 15th June, 1872, enclosed in your letter of the 26th of same month, with the addition of a column showing how and when the items enumerated in each order have been shipped to the Colony.

EDWARD RICHARDSON.

Public Works Office, Wellington, 19th November, 1872.

No. 5.

MEMORANDUM No. 130, 1872, for the AGENT-GENERAL, London.

MY attention has been drawn to the rates of freights paid by the Government to Messrs. Shaw, Saville, and Co., for rails and rolling stock, and on inquiry in various quarters I find that dead weight is brought out at lower rates than those the Government are paying, independently of the cost of transshipment caused by the necessity which has sometimes existed for sending these materials to ports other than those at which they are wanted for use, the rate for transshipment varying from 10s. to 20s. and even more per ton, coupled with the cost of extra insurance. I hope it is only necessary to draw the Agent-General's attention to this subject to insure in future better arrangements.

In my Memorandum No. 127, of the 19th November, I have already drawn your attention to the importance of direct shipments, and you will readily understand how much better it will be to pay an advanced rate in order to get the goods shipped to the port for which they are wanted.

My attention has also been directed to the question of rates of insurance. I find the ordinary rates paid for insurance of heavy goods is 25s., against 40s. paid by the Government. This one statement will be sufficient to induce you to give your best attention to the subject, with the view of insisting on better terms.

I have to request that future shipments of carriages and locomotives may be insured free of all average charges, so as to cover any damage which may accrue from any source, from the date of their shipment to that of their landing in the Colony.

EDWARD RICHARDSON.

Public Works Office, Wellington, 18th December, 1872.

No. 6.

MEMORANDUM No. 131, 1872, for the AGENT-GENERAL, London.

WITH reference to the statement of railway plant shipped and to be shipped contained in your letter of the 4th October, I desire to call attention to the practice hitherto in force as regards shipment of permanent way material, viz., that of shipping rails by themselves in certain ships, and the necessary fastenings in others; the result being that if anything goes wrong with any one ship, a large quantity of material to hand in the other ships is rendered useless in the Colony, at least for a considerable time. As this has already resulted in loss and great inconvenience. I shall be obliged by your arranging that all future shipments of rails are invariably accompanied by the necessary fastenings in order to make each shipment complete in itself, so that if a vessel is lost or meets with serious delay, all the materials that have been received may be at once made use of. In giving this direction, I have not overlooked the remarks as to fastenings in your letter of the 4th October above mentioned, and venture to express a hope that you have not in the meanwhile put a very large quantity of these fastenings in any one ship, as in the case of the "Agamemnon," which vessel, although sailing from London in March, has not yet arrived.

EDWARD RICHARDSON.

Public Works Office, Wellington, 18th December, 1872.

No. 7.

MEMORANDUM No. 132, 1872, for the AGENT-GENERAL, London.

SINCE writing to you on the 19th ultimo (Memorandum No. 127, 1872), the "Christian McAusland" and the "Palmerston" have arrived, with portions of rolling stock for the Dunedin and Clutha Railway, and advices have been received of further shipments in the "Zealandia," but as yet no advices are to hand of the shipment of any rolling stock for the Auckland and Mercer Railway, the works on which line are now being delayed in consequence. I would again strongly urge on you the necessity for much greater expedition in the execution of orders from the Colony, in order to enable the Government to keep faith with those contractors with whom contracts have been entered into by a preceding Government, in anticipation of receiving by this date the rolling stock and permanent way materials ordered in November, 1871, and January, 1872, of the shipment of a great portion of which the Government have as yet received no tidings.

I take this opportunity of drawing your attention to the omission of drawings in reference to the rolling stock already shipped, and request that the omission may be forwarded without delay, and that all future shipments of machinery and rolling stock which have to be fitted together in the Colony may be accompanied by detailed drawings.

EDWARD RICHARDSON.

Public Works Office, Wellington, 18th December, 1872.

No. 8.

MEMORANDUM No. 133, 1872, for the AGENT-GENERAL, London.

WITH reference to the question of shipment of railway material and other goods ordered for the public works of the Colony, I have been requested to intimate to you that a local company has been established in a very large scale in Canterbury, which proposes to charter vessels in the first place, and afterwards build their own, with the view of trading to the various ports of the Colony, and that the company will be in a position to commence operations in England in April or May next. Your attention was called in the Hon. Mr. Ormond's Memorandum No. 122, 1872, of 24th October, to a similar company established in Dunedin; and while (as therein stated) the Government does not wish to interfere with the discretion which must necessarily be left to you in matters of this kind, it appears to them very desirable to assist any well-considered plan which may be put in operation for securing to the Colonists of New Zealand a reduction in the high rates of freight they have hitherto been obliged to pay.

EDWARD RICHARDSON.

Public Works Office, Wellington, 19th December, 1872.

No. 9.

MEMORANDUM No. 135, 1872, for the AGENT-GENERAL, London.

ON the 12th instant, the Government received from you the following telegram:—

“London, 8th November. Colonial Secretary, Wellington.—Engineer advises race trough will speedily corrode; recommends wood; shall iron be ordered?—FEATHERSTON.”

And on the 16th the following reply was sent:—

“Featherston, Westminster Chambers, London.—Emigration contract not cancelled. Full information November mail. Send race trough as ordered.—WATERHOUSE.”

I trust that you have already put the order in hand, and that you will use the utmost expedition in shipping the material to its destination.

EDWARD RICHARDSON.

Public Works Office, Wellington, 19th December, 1872.

No. 10.

CABLEGRAM to the AGENT-GENERAL, London.

Melbourne, 4th January, 1873.

* * * Hasten all plant ordered. * * *

VOGEL.
REYNOLDS.

No. 11.

The Hon. Mr. WATERHOUSE to the AGENT-GENERAL, London.

Colonial Secretary's Office,
Wellington, 16th January, 1873.(No. 176.)
SIR,—

I enclose herewith the copy of a Memorandum by the Minister of Public Works upon the subject of the delay in shipment of material and rolling stock for railways in New Zealand.

The Cabinet have unanimously adopted the enclosed Minute, and I wish to draw your particular attention to the urgent necessity which exists for the shipment of these materials with the least possible delay.

I have, &c.,
G. M. WATERHOUSE,
(for the Hon. the Colonial Secretary.)

I. E. Featherston, Esq.,
Agent-General for New Zealand, London.

Enclosure in No. 11.

MEMORANDUM for the Hon. the PREMIER.

ON taking charge of the Public Works Department, one of the first duties which I undertook was to have an account prepared showing what amount of permanent way material and rolling stock was in the Colony, and what amount we had intimation of shipment from England. The result of this inquiry led me to suggest the sending home of the cablegram of 19th November, and Memorandum to Agent-General by mail of same date. During the past few days I have again gone into this subject carefully, with the following results:—

1. By the order sent home on the 25th November, 1871, 4,970 tons of rails and fastenings, together with a large amount of rolling stock, were ordered.
2. By order sent home on 10th January, 1872, 5,460 tons rails and fastenings, together with further large amount of rolling stock, were ordered.
3. 5,000 tons of rails and fastenings, with rolling stock, were ordered for Canterbury on 8th June, 1872.
4. 2,100 tons of rails and fastenings were ordered, with rolling stock, on 28th October, 1872, for Canterbury railways.
5. 3,500 tons of rails and fastenings, with rolling stock, were ordered for various lines on 28th October, 1872.

The above is exclusive of order for Dunedin and Clutha Railway plant, ordered earlier in the year 1871, the greater portion of which has been received.

Of the 1st and 2nd orders, 25th November, 1871, and 10th January, 1872, the following quantities have been received or are afloat according to latest advices:—2,795 tons rails, with their fastenings, and *none* of the rolling stock.

Of the 3rd order, 8th June, 1872, 800 tons rails and fastenings only have been received or advised.

From the above, it will be seen that there are at present orders in England for 17,435 tons rails, besides a very large quantity of rolling stock, of which we have no advices.

And in addition to the above, for the Canterbury Northern Railway, and the Nelson and Foxhill lines, there will be some 4,000 tons ordered by this or next outgoing mail.

At the present moment there are railway lines under Messrs. Brogden's contracts ready for the permanent way, which absolutely require more rails than we have on hand or are advised of the shipment of; and if the Agent-General fails to take notice of the request contained in Mr. Gisborne's Memorandum of 21st December, 1871, the cablegram herewith enclosed, and my memorandum of 19th November last, all of which point to the necessity for chartering ships to send out railway material, I can see nothing before the Government but a general stoppage of the works on the various railways throughout the

Colony. I feel it my duty, as head of this Department, to urge the Cabinet to send by first opportunity a cablegram to the Agent-General, pointing out again to him the great loss and injury to the Colony which the delay in sending forward the various materials ordered for the public works will cause, and insisting that, at whatever cost, vessels should be chartered to bring out these goods.

If three or four vessels were chartered, it would relieve the Department from the necessity of stopping the works generally, provided that better arrangements were made to insure keeping up the supplies in future.

EDWARD RICHARDSON.

Public Works Office, Wellington, 15th January, 1873.

No. 12.

MEMORANDUM No. 139, 1873, for the AGENT-GENERAL, London.

WITH reference to my Memorandum No. 120, 1872, of the 18th December, I beg to call your attention to the increased rates of freight which are being demanded for the transhipment of railway material, owing to the scarcity of suitable vessels. The lowest tender for the transhipment of the "Jessie Readman's" material from Wellington to Lyttelton was 20s. a ton, which, with expenses and insurance added, increases the cost to about 25s. a ton.

In your letter of the 24th September you state that the insurance effected by you in London on the material ex "Jessie Readman" and "Pleiades," covers all risk of transhipment from port of arrival to that of destination.

The enclosure containing the particulars states the material is intended for the Canterbury branch railways; but as it also states that the "Jessie Readman's" material is to be transhipped to Picton, there is doubt as to whether the insurance covers the risk to Picton or Lyttelton. In effecting an insurance here on the transhipment to Lyttelton it has been stipulated that the amount shall be returned if the insurance effected by you already covered it, and I shall be obliged by your reply, to enable me to recover if necessary.

EDWARD RICHARDSON.

Public Works Office, Wellington, 18th January, 1873.

No. 13.

CABLEGRAM to the AGENT-GENERAL, London.

Sydney, 3rd February, 1873.

GREAT loss occasioned by want of locomotives, rails, besides risk claims damages from contractors. Not single order since November, 1871, completely executed. You are absolutely instructed put all orders in hand immediately. Also, without depending on Shaw Saville, charter vessels deliver plant at ports as ordered. * * *

VOGEL.
REYNOLDS.

No. 14.

CABLEGRAM to the AGENT-GENERAL, London.

Sydney, 10th February, 1873.

* * * Also state have you followed instructions cablegram put all orders in hand, charter ships bring out plant. * * *

VOGEL.
REYNOLDS.

No. 15.

MEMORANDUM No. 3, 1873, for the AGENT-GENERAL, London.

THE Government received on the 23rd January your telegram—dated London, 10th January—as follows:—

"London, January 10th— * * * 135 miles rails despatched."

The only portion of this telegram to which I have to refer is that containing the statement that 135 miles of rails had been despatched by you; and as I am at a loss to know how this length is accounted for, I can only surmise that there must be some mistake in transmission.

Reckoning all the rails sent out for the completion of the Great Northern Railway of Canterbury, 7 miles; Selwyn to Rakaia, 10½ miles (both of which orders were sent in March, 1871); and the rails sent out for the Dunedin and Clutha line, 16½ miles, amounting together to 34 miles,—the whole of which were, for obvious reasons, intentionally omitted to be taken into account in my Memorandum to the Hon. the Premier of last month,—there have been received, to the latest date, advices of rails shipped from England as follows:—

70-lb rails	...	...	...	...	7 miles = 767 tons
56-lb "	...	...	...	...	12 " = 1,040 "
40-lb "	...	...	...	...	16½ " = 1,158 "

(Dunedin and Clutha)

40-lb rails	...	...	...	...	42½ miles=3,006 tons
			(General order)		
30-lb "	...	...	...	...	20 " = 970 "
25-lb "	...	...	...	...	3 " = 121 "
					= 7,062 "
Total	...	...	...	...	101 " = 7,062 "

Leaving 34 miles to be accounted for between the date of last advices, 12th December, and the date of the cablegram, 10th January.

EDWARD RICHARDSON.

Public Works Office, Wellington, 12th February, 1873.

No. 16.

MEMORANDUM No. 6, 1873, for the AGENT-GENERAL, London.

IN the enclosures to your letter of the 14th November, No. 527, I notice that on the advice of the Consulting Engineer, a specification has been prepared for sundry switches and crossings. You will be good enough, however, to note that this supply is not to interfere with the orders for points and crossings contained in my Memoranda No. 129, of 23rd November, and No. 138, of 17th January last, but that you will forward these orders complete, without reference to the supply now advised by you.

I trust there will be no delay in the shipment of the rolling stock advised, and of all the rolling stock ordered, as it is already much wanted; and request that you will cause to be sent by the earliest opportunity, in addition to the drawings already received, drawings of the locomotives you are about to ship.

Very serious inconvenience is being felt in consequence of not receiving the balance of the material for the Waitaki Bridge; and I wish to impress upon you the urgent necessity there is for completing the order of the 26th November, 1871, and in the meanwhile the Government wish you to advise them of its probable date of shipment.

EDWARD RICHARDSON.

Public Works Office, Wellington, 12th February, 1873.

No. 17.

MEMORANDUM No. 7, 1873, for the AGENT-GENERAL, London.

HEREWITH I forward full particulars and all necessary drawings for ironwork required by the Government for the following bridges, and beg to request that you will put the orders for this ironwork in hand at the earliest possible date, to be shipped immediately on completion to the ports of destination, as directed on the detached lists enclosed:—

- The Wairoa Bridge, 3 spans of 80 feet;
- The 88 Creek Bridge, 1 span of 80 feet;
- The Hutt Bridge, 12 spans of 80 feet; and
- The Manawatu Gorge Bridge, 1 span of 162 feet.

As the approaches, abutments, and piers of these bridges will all be put in hand very shortly, it is of the utmost importance that the leading dimensions should be strictly adhered to, so that there may be no difficulty in fixing the tops immediately on arrival.

You will be good enough to note that this order is a portion of the railway material intended to be purchased under the agreement entered into with Messrs. Brogden and Sons on the 10th August last, and referred to in Mr. Ormond's Memorandum of the 26th of same month.

EDWARD RICHARDSON.

P.S.—The locomotive for the Dunedin and Clutha Railway, mentioned in my Memorandum No. 136, of 21st December, is also intended to be purchased under the agreement with Messrs. Brogden and Sons.

Public Works Office, Wellington, 15th February, 1873.

No. 18.

The Hon. Mr. WATERHOUSE to the AGENT-GENERAL, London.

SIR,— Colonial Secretary's Office, Wellington, 12th February, 1873.

The Government regret to learn from telegrams which have appeared in the press, that you have been so seriously indisposed as to have been compelled to devolve upon Mr. Morrison the discharge of your duties.

I trust that ere this your health may have become thoroughly re-established, so that you are again able to assume charge of what I cannot but feel to be the arduous and responsible duties of your office.

The association of Mr. Morrison's name with that telegram leads the Government to infer that effect has not yet been given to their decision, as communicated to you in Memorandum No. 124, of 28th October, 1872, by the Minister for Public Works, and forwarded in Mr. Hall's letter No. 131, of 28th October last, that the shipping arrangements connected with the Agent-General's department should be intrusted to an officer specially appointed thereto, and whose services should be exclusively devoted to the duties of his office.

Should this inference be well founded, I have to instruct you to give effect to the resolution of the Cabinet with the least possible delay, the Government being decidedly of opinion that a gentleman of Mr. Morrison's mercantile standing and position in the City of London is altogether out of place as an

officer of your department, and that it is not possible for you to exercise over him that degree of control which in the opinion of the Government it is essential that you should exercise over all the officers of your department.

I trust that any occasion for making temporary arrangements for the discharge of the duties of your office may not again arise; but, should it unfortunately be otherwise, the Cabinet desire that Mr. Julyan should, if he consistently can do so, undertake the supervision of the office until the Colonial Government can be communicated with. Should this not be practicable, the Government desire that Mr. Ottywell be authorized temporarily to discharge the duties of the office during your illness or incapacity.

I have to request that you will communicate with Mr. Julyan, with a view to ascertaining whether it will be practicable for him to give effect to the wishes of the Government upon this point.

The Agent-General for New Zealand, London.

I have, &c.,

G. M. WATERHOUSE.

No. 19.

CABLEGRAM to the AGENT-GENERAL, London.

Sydney, 1st March, 1873.

“PALMERSTON” arrived. Orders executed, don't execute again. Don't understand what you call conflicting orders. Our instructions from Wellington cable you complete all orders unexecuted; charter freight ships bring plant to ports ordered. Hope you are despatching ships with plant. Telegraph shipments, also when balance material Waitaki Bridge leaves.

VOGEL.
REYNOLDS.

No. 20.

MEMORANDUM No. 10, 1873, for the AGENT-GENERAL, London.

ENCLOSED are copies of two cablegrams received from you, and dated respectively the 7th and (query 18th) February.

With reference to the one of the 7th February, you will probably have received a cablegram in reply from Hon. Mr. Vogel in Sydney, relative to your putting all orders at once in hand, as I find by your cablegram of the 18th that you state that nearly all the orders are in hand. The only point which now requires to be noticed is your reference to the three locomotives and the Waitaki Bridge material out of the “Palmerston.” With respect to these, you will have long since heard that the ship arrived safely at Port Chalmers, and I am glad to be able to inform you that the locomotives have been landed in good order. One is at work, having been transhipped to Auckland; another has been sent to Southland; while the third is kept for the Dunedin and Clutha Railway, and is being fitted up in Dunedin.

EDWARD RICHARDSON.

Public Works Office, Wellington, 14th March, 1873.

Enclosure 1 in No. 20.

The AGENT-GENERAL to Messrs. VOGEL and REYNOLDS, Sydney.

(Cablegram.)

London, 7th February.

CONTRACTORS won't be bound in penalties with strikes; they can complete within time. Full particulars existing contracts already sent. Instructions made absolute will be rigidly adhered to. All orders will be put in hand immediately, but Welsh ironmasters being prevented by strikes tendering, Government will have to pay increased rates. Instructions respecting ordering one hundred thousand worth of Brogden's commission plant conflicting your instructions order plant immediately. Wellington instructions execute order as early as state of market will permit. Which instructions am I to obey? Your instructions, by reason of absence of Welsh competitors, will probably entail loss of many thousands. Are three locomotives Waitaki cylinders sent in “Palmerston” to be order again? Where are locomotives promised in contract in April, and other rolling stock, to be first sent? Emigration regulations attended according instructions tenders for emigration ships for April invited immediately.

FEATHERSTON.

Enclosure 2 in No. 20.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

(Cablegram.)

London, 20th February, 1873.

* * * * * “Holt” sailed December with fifteen hundred tons rails Canterbury. Wellington ship chartered, first plant ready. All orders in hand except two specifications not ready. Strikes continue.

FEATHERSTON.

No. 21.

MEMORANDUM No. 11, 1872, for the AGENT-GENERAL, London.

In acknowledging the receipt of your letter of 9th January, I take the opportunity of expressing my great regret at finding you have been suffering so severely from illness; and while I am glad to learn

that you have in some measure recovered, I hope to hear of the perfect re-establishment of your health by next mail.

The letters which the Government have received from you during the past month by way of Suez and San Francisco, advising them of the various shipments of railway material you have made during the months of December and January, very considerably alter the position of this Department for the better; and should the vessels you mention make fair passages, the Government will be much relieved in reference to the various works now in hand.

I need not again refer to the inconvenience that has resulted from want of this material, except that I wish to point out that the order for rolling stock, &c., which was sent from here on 10th January, 1872, appears only to have been put in hand in August. Fully expecting that this order would have been executed at an earlier date, contracts were entered into which involved handing over a portion of the rolling stock to the contractors about the end of the year. It is the non-completion of this order which has occasioned so much anxiety and trouble. I am glad, however, to find that the Government can now calculate with tolerable certainty as to the date on which they will receive the balance of the order, and they will direct their course accordingly.

With reference to chartering vessels for carrying railway material, I would observe that while fully appreciating your remarks in the letter under reply, I nevertheless point out that, taking it for granted the "George A. Holt" arrives here safely, the cost of freight on her cargo will be considerably less than the cost of a large proportion of the railway plant which has already been transhipped here; the charge for the "G. A. Holt" being 35s. 6d. for two ports, whereas the ordinary rate paid for one port has been 35s., to which has been added 20s. to 25s. for cost of freight and insurance on the transshipment, making nearly 50s. in all per ton for rails and fastenings.

"If three or four vessels were chartered, it would relieve the Department from the necessity of stopping the works generally, provided that better arrangements were made to insure keeping up the supplies in future."

If you have observed the requests contained in my Memorandum to the Premier of the 15th January, quoted in the margin, and chartered three or four ships as was there suggested, it will so have relieved the pressing necessity here as to obviate further immediate special charters, as the ships which will be required to bring out the number of emigrants you have been instructed to send during the ensuing year ought to be able to bring out the material fast enough. At all events, if you keep the Government fully advised each month as to your shipments, you can again be instructed to resort to special charter should circumstances require it.

The Government have reason to believe that the competition for freight which is likely to take place during this year will enable you to effect shipments at much lower rates than those quoted by you.

Public Works Office, Wellington, 14th March, 1873.

EDWARD RICHARDSON.

No. 22.

MEMORANDUM No. 13, 1873, for the AGENT-GENERAL, London.

THE following is a copy of a cablegram, dated London, 28th February, received from you. I am glad to notice that the execution of the orders for railway material, and its shipment, were at that date well in hand.

Public Works Office, Wellington, 4th April, 1873.

EDWARD RICHARDSON.

Enclosure in No. 22.

The AGENT-GENERAL to Hon. COLONIAL SECRETARY.

(Cablegram.)

London, 28th February, 1873.

IN answer to advertisements for conveyance twelve hundred tons mails (rails) for Canterbury, only two tenders,—one 70s. ton, other 67s. 6d. Arranged subsequently 55s. Auckland locomotive rolling stock be sent March. All orders in hand, except plant to be ordered by Brogden. Troughs promised in April. * * * Despatching Officer appointed. * * *

FEATHERSTON.

No. 23.

MEMORANDUM No. 14, 1873, for the AGENT-GENERAL, London.

WITH reference to that portion of my Memorandum No. 127, 1872, of the 19th November, in which you are instructed that the "freight is to be distinctly made payable only on the landing of the material at its final point of delivery," I notice that you have partly anticipated this instruction in the case of the "G. A. Holt," one moiety only of the freight on that vessel's cargo being paid in London, and the other in the Colony. I hope shortly to hear that on all shipments the freight is made payable as directed in my Memorandum above quoted, and the Government thereby saved the cost of insuring the amount charged for freight, which, in the case of the "G. A. Holt" especially, amounts to a considerable sum.

In future advices of the amount insured on each shipment, be good enough to give the details, showing how the amount insured for is arrived at.

EDWARD RICHARDSON.

Public Works Office, Wellington, New Zealand, 4th April, 1873.

No. 24.

MEMORANDUM No. 15, 1873, for the AGENT-GENERAL, London.

ALTHOUGH my Memorandum No. 131, 1872, of the 18th December last, had not reached London when the latest advices from you were received, I again call your attention to the danger and additional risk

occasioned by sending out rails and fastenings in separate ships, and urge that, whenever possible, you should send out each shipment complete in itself.

I do so in consequence of noticing in your last advices that the "G. A. Holt" has upwards of twenty miles of rails on board without any fastenings, while the "Agra" has two miles of rails and twenty miles of fastenings. The "Oberon," "St. Andrew's Castle," and "Lutterworth" have each large quantities of fastenings for rails to arrive in other ships.

EDWARD RICHARDSON.

Public Works Office, Wellington, 4th April, 1873.

No. 25.

MEMORANDUM No. 56, 1873, for the AGENT-GENERAL, London.

I TRANSMIT herewith copy of a Memorandum to the Cabinet by the Hon. the Minister for Public Works, pointing out that it is absolutely necessary, in order to the proper carrying on of the works undertaken by the Government, that the full number of emigrants you have been instructed to send out should be despatched during the coming season. The Cabinet entirely coincide in the opinion expressed in this Memorandum; and I have to request that you will immediately inform the Government by cable and post what number approximately you expect to be able to despatch.

Immigration Office, Wellington, 4th April, 1873.

G. MAURICE O'ROKKE.

Enclosure in No. 25.

MEMORANDUM for CABINET.

In the Despatches to be sent home to the Agent-General by the outgoing mail, I think it is absolutely necessary that the Agent-General's attention should be specially directed to the present state of the labour market in New Zealand, and that he be informed that, with the full expectation that the number of emigrants which he has been instructed to send out will be forwarded during the coming season, the Government have entered into contracts which will provide employment for these immigrants, and that he be instructed by return mail to inform the Government whether he will be able to send out anything approaching the number asked for, as, if not, it will be necessary by the time the Agent-General's replies arrive to take steps, by retarding the works or otherwise, to prevent the serious disturbance of the labour market, which will inevitably occur in the Colony during next summer when the shearing and farming season comes round. The only thing which has kept the rates of labour from rising to rates ruinous to the various interests in the Colony during the season just ended, has been the shipment of so much labour by Messrs. Brogden; and as it appears that they have ceased sending men out (at all events for the present), it is all the more necessary for the due carrying out of the various public works that the emigrants ordered should be sent out, and imperatively necessary that the Government be reliably informed at the earliest possible date of the capability or otherwise of the Agent-General to comply with their instructions.

EDWARD RICHARDSON.

Public Works Office, Wellington, 1st April, 1873.

No. 26.

MEMORANDUM No. 28, 1873, for the AGENT-GENERAL, London.

ENCLOSED is an order for rails and rolling stock, to which I request your early attention.

Previous Memoranda have from time to time pointed out how urgently the completion of all former orders is required, and as nearly the whole of the order now sent is wanted for the completion of works actually under contract, you will be good enough to put its execution in hand at the earliest opportunity.

In the remark column of the order, the Engineer-in-Chief has noted the latest dates on which the respective portions must arrive; and to enable you to do this, you will not fail to comply with your previous instructions to charter special ships, if the ordinary tonnage laid on for the Colony does not in this respect keep par with your requirements.

The contracts for locomotive and waggon stock should be put in hand immediately, as it is provided in the contracts that these shall be handed over to the contractors to assist in the speedy execution of the works. The remainder of the rolling stock should be shipped so as to arrive in good time for use on the dates specified for the completion of the railways.

The estimates formed here of the cost of the orders directed to be executed through Messrs Brogden and Sons, from the order enclosed in the Memorandum dated 25th November, 1871, No. 53-71, to those sent by last month's mail, have of course been only approximate, but I presume the amount of £250,000 mentioned in the agreement with that firm, of 10th August, 1872, has been reached or nearly so. You will therefore only execute, through that firm, such portion, if any, of the present order as may be necessary to make up the stipulated amount.

The Treasury will furnish you with a credit for £267,000, the approximate estimate for the order herein sent.

Public Works Office, Wellington, 3rd June, 1873.

EDWARD RICHARDSON.

Enclosure in No. 26.

MEMORANDUM OF RAILS TO BE ORDERED—2ND JUNE, 1873.

Port of Arrival.	Railway.	Miles of Rails and Fastenings.	Total Miles of Rails and Fastenings.	Sets of Points and Crossings.	Remarks.
Auckland ...	Kaipara ...	18	...	...	Works nearly completed; rails urgently wanted.
Napier ...	Napier and Waipukurau	35	53	30	Works to be completed by end of 1874; half wanted early in that year.
Wellington ...	Waitara and Wanganui	2	...	...	Ditto, ditto.
Do. ...	Manawatu to ditto...	15	17	10	Ditto, ditto.
Do. ...	Picton to Blenheim	8	8	10	Works to be completed by end of July, 1874; whole wanted not later than March in that year.
Lyttelton ...	Ashburton to Timaru	20	20	40	Wanted during 1874.
Port Chalmers	Moeraki to Waitaki	41	...	...	Half wanted as speedily as possible (say June, 1874); remainder by June, 1875.
Do. ...	Tokomairiro to Lawrence	23	64	40	Half wanted as speedily as possible; remainder by June, 1874.
Bluff ...	Invercargill and Mataura	28	...	...	Works to be completed October, 1874; whole wanted by June in that year.
Do. ...	Winton and Kingston	23	51	30	Works to be completed in May, 1874; whole wanted by December, 1873.
			213	160	

NOTE.—100 of the Crossings to be 1 in 7½; 60 to be 1 in 5½.

JOHN CARRUTHERS.

Public Works Office, Wellington, 2nd June, 1873.

MEMORANDUM OF ROLLING STOCK, &C., TO BE ORDERED—2ND JUNE, 1873.

Railway.	No. and Description.	Remarks.
Waitaki and Moeraki ...	4 Locomotives 100 Sets Ironwork for Waggon 4 Carriages, First-class 6 " Composite 14 " Second-class 4 Brake Vans 3 Weigh Bridges Waggon 3 " Carts	Six wheels, coupled, cyl. 10½. Dunedin and Clutha type, similar to those already ordered and sent to Dunedin. Large, similar to former orders.
Manawatu to Wanganui ...	2 Locomotives 1 Carriage, First-class 2 " Composite 4 " Second-class 2 Brake Vans 20 Sets Ironworks for Waggon	Dunedin type, similar to those for Waitaki to Moeraki. Small; similar to former orders.
Napier to Waipukurau ...	2 Locomotives 50 Sets Ironwork for Waggon	Dunedin type.
Winton and Kingston ...	3 Locomotives 100 Sets Ironwork for Waggon 3 Carriages, First-class 4 " Composite 5 " Second-class 4 Brake Vans	Dunedin type. Large.

Besides the above, 50 sets Ironwork for Waggon and 150 Tarpaulins 18×24 to be sent to Wellington, Auckland, and Lyttelton. The Tarpaulins to be made up but not covered with the waterproof material, which should be sent in barrels to be applied here.

Public Works Office, Wellington, 2nd June, 1873.

JOHN CARRUTHERS.

No. 27.

MEMORANDUM No. 29, 1873, for the AGENT-GENERAL, London.

In the cablegram received from you on the 8th May, you say "My telegram, 10th January, that 135 miles rails had been shipped up to end of December, correct. Unfair that Government, in possession of that telegram, should lead Colony to believe that less than half that quantity shipped." While I do not think it right that these statements should remain unnoticed, I trust it is only necessary to refer you to my Memoranda of the 12th February, No. 3, 1873, and of the 14th March, No. 11, 1873, to satisfy you that your calculation of mileage is based on shipments in the Docks at London, and mine on such advices of shipments as had been received in the Colony.

The latter of the two statements above quoted is so evidently written under a misapprehension, that I am sure I need not attempt to reply to it.

EDWARD RICHARDSON.

Public Works Office, Wellington, 3rd June, 1873.

No. 28.

MEMORANDUM No. 30, 1873, for the AGENT-GENERAL, London.

I REGRET to be obliged again to address you on the subject of the non-shipment of the rolling stock ordered for the various lines of railway now in progress throughout the Colony, in Public Works Memorandum of 23rd January, 1873.

Although you advised the Government, in your letter of the 6th February last, that the major portion of that order (under contract to be delivered on or before the 16th March last) would be completed by contract time, and that you hoped to ship it during February and March; yet up to the 18th April, being the latest date received from you, there is no intimation of any portion of it having been shipped. The delay in the completion of the railways for which this rolling stock is wanted, and the consequent loss to the Colony, is very serious.

Public Works Office, Wellington, 4th July, 1873.

EDWARD RICHARDSON.

No. 29.

MEMORANDUM No. 31, 1873, for the AGENT-GENERAL, London.

I HAVE to thank you for the attention you have given to my Memorandum of the 18th December, No. 130, 1872, on the subject of the rates of insurance on railway material shipped through your office, as reported in your letter of the 18th April.

The rates paid by you for insurance on railway material generally are still considered higher than they should be, and it appears to me that the only way to get these risks taken most advantageously will be by the employment of a thoroughly practised insurance broker.

Your continued and special attention to this subject is requested.

Public Works Office, Wellington, 4th July, 1873.

EDWARD RICHARDSON.

No. 30.

MEMORANDUM No. 34, 1873, for the AGENT-GENERAL, London.

ENCLOSED I beg to forward as usual the "Statement of Orders forwarded to the Agent-General, No. 5. Compiled London, and of Shipments by him to the Colony," corrected up to the latest dates.

Public Works Office, Wellington, 5th July, 1873.

EDWARD RICHARDSON.

from advices received from the Agent-General on the 17th June.

Enclosure in No. 30.

STATEMENT OF ORDERS FORWARDED TO THE AGENT-GENERAL, LONDON, AND OF SHIPMENTS BY HIM TO THE COLONY.

KAIPARA TO AUCKLAND.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1872. Jan. 23 1873. June 2	2 Locomotives, 9½ in. cylinder, 4-wheel, coupled. Rails, 40 lbs. (18 miles) ... Fastenings for ditto.	Tons cwt. qrs. lbs 1,131 8 2 8				Tons cwt. qrs. lbs	

AUCKLAND TO MERCER.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1871. Nov. 25	Rails, 40 lbs. (10 miles) ...	Tons cwt. qrs. lbs 628 11 1 20	1872. April 18	Celestial Queen <i>Auckland</i>	1,692	Tons cwt. qrs. lbs 209 19 3 27	1872. 30 July.
			May 8	Countess of Kintore "	1,627	202 11 3 11	30 Aug.
			" 28	City of Auckland "	1,238	153 10 0 17	3 Sept.
			Aug. 2	Norham Castle "	232	28 16 3 10	3 Dec.
		628 11 1 20			4,789	594 18 3 9	
	Dog Spikes ...	18 0 0 0	June 27	Robert Henderson "	78,000	15 0 3 10	24 Oct.
			Aug. 20	Norham Castle "	9,100	1 15 0 0	3 Dec. 1873.
			Oct. 30	Warwick "	9,892	2 0 0 0	10 Feb.
		18 0 0 0			96,992	18 15 3 10	
	Top Clips ...	20 0 0 0	June 27	Robert Henderson "	34,800	19 15 0 0	1872. 24 Oct.
	Sole Plates ...	27 1 0 0	" 27	" " "	15,750	27 1 2 0	"
	Fang Bolts ...	36 0 0 0	Aug. 20	Norham Castle "	21,408	24 0 0 0	3 Dec. 1873.
			Oct. 30	Warwick And 1 case Extra Bolts. "	10,704	12 0 0 0	10 Feb.
		36 0 0 0			32,112	36 0 0 0	
	Steel Rail Joints... 5305	...	Oct. 30 1873.	Warwick "	2,000	10 2 2 20	10 Feb.
			Feb. 18	Woodlark "	3,308	17 2 0 10	31 May.
					5,308	28 0 3 2	
	2 Traversing Hydraulic Jacks, 20 tons	...	1872. July 10	Norham Castle "	2	...	1872. 3 Dec.
	1 Lathe, 20 ft. 18 in.	...	1873. Feb. 8	Woodlark "	1	...	1873. 31 May.
	1 Punching and Shearing Machine, 1½ in.	...					
	1 Drilling Machine, double geared.	...	1872. Dec. 18	Parsee "	1	...	7 "
	1 Drilling Machine, single geared.	...	" 18	" "	1	...	7 "
	1 Planing Machine, 8½ x 3½.	...	" 18	" "	1	...	7 "
	1 Screw Cutting Machine ¼ to 2 in.	...	" 18	" "	1	...	7 "
	1 Shaping Machine, 11 in. stroke.	...	" 18	" "	1	...	7 "
	1 Engine, 15 h.p.	...	" 18	" "	1	...	7 "
	100 ft. Shafting, 3 in. with blocks.	...					
	1 Noiseless Fan, 4 ft.	...	Dec. 16 1873.	" "	1	...	7 "
	1 General Joiner.	...	Feb. 8	Woodlark "	...	...	31 "
	1 Saw Bench and Sharpening Machine	...	" 8	" "	1	...	31 "
	1 Hand Lathe.	...	1872. Dec. 18	Parsee "	1	...	7 "
	4 Smith's Hearths.	...	" 18	" "	4	...	7 "
1872. Jan. 23	3 Locomotives, 10½ in. cylinder, 6-wheel, coupled.	...	July 23	Palmerston, transhipped at Dunedin	1	16 0 0 0	1872. 6 Dec.
	Duplicate Fittings.						
	2 First-class Carriages.						
	3 Second-class Carriages.						
	3 Composite Carriages.						
	10 Covered Waggons.						
	20 High Waggons.						
	20 Low Waggons.						
	10 Cattle Trucks						
	3 Brake Vans.						
	6 Timber Trucks.						
	3 Waggon Weighbridges.						
	36 Tarpaulins.						
Mar. 18	1 Locomotive (Fairlie).						
Oct. 26	1 First-class Carriage, large.						
	1 Composite Carriage, large.						
	2 Second-class Carriages, large.						
	2 Brake Vans, small.						
	1 First-class Carriage, small.						
	2 Composite Carriages, small.						
	3 Second-class Carriages, small.						
	Rails, 40 lbs. (25 miles) ...	1,571 2 8					
	Fang Bolts and Nuts.						
	Spikes.						
	Top Clips.						
	Base Plates.						
Nov. 23	25 sets Points and Crossings.						
	1 Locomotive, 10½ in. cylinder, 6-wheel, coupled.						

AUCKLAND TO MERCER—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1873.		Tons cwt. qrs. lbs				Tons cwt. qrs. lbs	
May 7	7 Waggon Traversers.						
July 5	1 10-ton 21 ft. Travelling Crane. 2 Hydraulic Wheel Presses. 1 Wheel Lathe. 1 Hydraulic Boiler Testing Apparatus. 2 4-ft. Grindstones and fittings. 1 Cylinder Boring Machine. 4 sets Smiths' Tools.						

WAITARA TO NEW PLYMOUTH.

1872.							
Jan. 23	Rails, 40 lbs. (10 miles) ... Fang Bolts and Nuts. Spikes. Top Clips. Sole Plates. Steel Rail Joints. 2 Locomotives, 9½ in. cylinder, 4-wheel, coupled. Duplicate parts. 1 Second-class Carriage. 2 Composite Carriages. 3 Covered Goods Waggons. 6 High-sided Waggons. 6 Low-sided Waggons. 2 Brake Vans. 2 Waggon Weighbridges. 12 Tarpaulins.	628 11 1 20					
1873.							
June 2	Rails, 40 lbs. (2 miles) ... Fastenings for ditto. 5 sets Points and Crossings.	125 14 1 4					

NAPIER TO WAIPUKURAU.

1872.									
Jan. 23	Rails, 40 lbs. (12 miles) ...	754 5 2 24	1872. June 11 Aug. 20 Sept. 4 Oct. 31 Nov. 28	Ballarat Norham Castle, <i>Napier, via Auckland</i> Chile Warwick <i>Napier via Auckland</i> Echo "	<i>Napier</i> <i>Napier</i> <i>Napier</i> <i>Napier</i> "	2,024 933 2,008 560 201	250 2 0 23 116 1 1 13 251 6 3 11 68 12 3 20 25 6 1 0	1872. 16 Sept. 3 Dec. 30 Dec. 1873. 10 Feb.	
		754 5 2 24				5,726	711 9 2 11		
	Top Clips ...	23 0 0 0	Sept. 13 Oct. 30	Chile Warwick <i>Napier via Auckland</i>	<i>Napier</i> <i>Napier</i>	5,265 32,156	3 5 0 0 19 16 3 8	1872. 30 Dec. 1873. 10 Feb.	
		23 0 0 0				37,421	23 1 3 8		
	Fang Bolts and Nuts ...	43 0 0 0	Sept. 13 Oct. 30 1873. Feb. 5	Chile Warwick <i>Napier via Auckland</i> Woodlark "	<i>Napier</i> <i>Napier</i> "	5,352 7,028 24,084	6 0 0 0 8 1 0 19 27 0 0 0	1872. 30 Dec. 1873. 10 Feb. 1873. 31 May.	
		43 0 0 0				36,464	41 1 0 19		
	Spikes ...	22 0 0 0	Oct. 30 Dec. 9 1873. Feb. 5	Warwick Echo " Woodlark "	" " "	14,840 52,000 44,200	2 17 0 0 10 0 0 0 8 7 0 0	1872. 10 Feb. 13 May. 31 "	
		22 0 0 0				111,040	21 4 0 0		
	Sole Plates ...	32 0 0 0	June 11 Sept. 13 Oct. 30 1873. Feb. 5	Ballarat Chile Warwick <i>Napier via Auckland</i> Woodlark "	<i>Napier</i> " <i>Napier</i> "	1,650 2,520 12,880 720	2 19 3 4 4 14 2 14 23 0 0 0 1 6 0 0	1872. 16 Sept. 30 Dec. 1873. 10 Feb. 1873. 31 May.	
		32 0 0 0				17,770	32 0 1 18		

WELLINGTON TO MASTERTON—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1872.		Tons cwt. qrs. lbs	1873.			Tons cwt. qrs. lbs	1873.
Jan. 23	Fang Bolts and Nuts ... ..	...	Jan. 21	Wild Duck Wellington	...	8 0 0 0	20 May.
	Spikes ... ..	...	"	" "	...	18 10 0 0	20 "
	Top Clips ... ..	...	1872.				
	Sole Plates ... ..	...	Nov. 11	Forfarshire "	68,880	42 10 0 0	2 Mar.
Oct. 26	Steel Rail Joints.						
	2 Locomotives, 9½ inch cylinder, leading wheels on a bogie, coupled.						
Nov. 23	25 sets Points and Crossings.						
1873.							
Feb. 15	12 Spans Girders, 30 ft., Hutt.						

MANAWATU TRAMWAY.

1871.			1872.				1872.
Sept. 2	Rails, 25 lbs. (3 miles)	120 0 0 0	Jan. 11	Thames Wellington	593	46 6 2 7	12 June.*
			" 23	Excelsior "	1,013	75 2 2 5	9 July.*
					1,606	121 9 0 12	
	Spikes ... ..	...	" 15	Thames "	...	3 5 0 0	12 June.*
	Switches and Crossings ... ..	...	" 12	" "	2 Sets	...	" *

MANAWATU TO WANGANUI.

1873.							
June 2	Rails, 40 lbs. (15 miles)	942 17 0 16					
	Fastenings for ditto.						
	5 sets Points and Crossings.						
	2 Locomotives, 10½ inch cylinder, 6-wheel, coupled.						
	2 Brake Vans.						
	1 First-class Carriage, small.						
	2 Composite Carriages, small.						
	2 Second-class Carriages, small.						
	20 sets Ironwork for Waggon.						

MANAWATU GORGE ROAD BRIDGE.

1873.							
Feb. 15	1 Span Girders, 162 ft.						

PICTON TO BLENHEIM.

1872.			1872.				1873.
Jan. 23	Rails, 40 lbs. (12 miles)	754 5 2 24	Nov. 11	Forfarshire via Wellington	456	57 5 3 0	2 Mar.
			Dec. 4	G. A. Holt "	3,205	397 13 0 4	16 June.
					3,661	454 18 3 4	
	Spikes	22 0 0 0	Nov. 22	St. Andrew's Castle "	42,800	10 0 0 0	1 May.
	Fang Bolts and Nuts	43 0 0 0	" 22	" " "	22,660	18 5 0 0	1 "
	Top Clips	23 0 0 0	" 22	" " "	34,400	61 10 0 0	1 "
	Sole Plates	32 0 0 0	" 22	" " "	2,052		1 "
	Steel Rail Joints ... 6360	...	" 29	" " "			
	2 Locomotives, 9½ inch cylinder, 4-wheel, coupled.						
	Duplicate parts.						
	1 Second-class Carriage.						
	2 Composite Carriages.						
	3 Covered Carriages.						
	6 High-sided Waggon.						
	6 Low-sided Waggon.						
	2 Brake Vans.						
	2 Waggon Weighbridges.						
	12 Tarpaulins.						
1873.							
June 2	Rails, 40 lbs. (8 miles)	502 17 0 16					
	Fastenings for ditto.						
	10 sets Points and Crossings.						

* Re-shipped for Canterbury Branch Railways, December, 1872.

BRUNNER TO GREYMOUTH.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1871. Nov. 25	Rails, 40 lbs. (8 miles)	Tons cwt. qrs. lbs 502 17 0 16				Tons cwt. qrs. lbs	

NELSON TO FOXHILL.

1873. Jan. 18.	Rails, 40 lbs. (21 miles)	1,320 0 0 0	1872. June 30	Asterope	Nelson	834	103 11 3 0	1872. 22 Oct.
			Oct. 31	Joyse Phillips	"	881	110 2 2 0	1873. 5 April.
			Dec. 3	Echo	"	419	48 8 3 24	13 May.
						2,134	262 2 0 24	
			Nov. 7	Joyse Phillips	"	27,030	5 3 3 10	5 April.
	Spikes ... ..	...	1873. Jan. 16	Excelsior	"	13,000	2 10 0 0	
						40,030	7 13 3 10	
	Fang Bolts ... ..	...	1872. Nov. 7	Joyse Phillips	"	9,129	10 6 0 14	5 "
	Clips ... ..	...	" 7	"	"	9,129	5 12 1 26	5 "
			1873. Jan. 16	Excelsior	"	2,430	1 10 0 0	
						11,559	7 2 1 26	
	Sole Plates ... ..	...	1872. Nov. 7	Joyse Phillips	"	4,556	8 1 3 24	5 "
			1873. Jan. 16	Excelsior	"	1,350	2 8 0 0	
						5,906	10 9 3 24	
	Steel Rail Joints ... ..	...	1872. Oct. 22	Joyse Phillips	"	2,000	10 2 1 26	5 "
			1873. Feb. 19	Excelsior	"	2,300	11 14 1 25	
						4,300	21 16 3 23	
1873. Feb. 15	2 Locomotives, to weigh 12 tons, 9½ inch cylinder, 6-wheel, 4 wheels coupled. 2 First-class Carriages, small. 2 Composite Carriages, small. 2 Second-class Carriages, small. 2 Brake Vans, small. 12 sets Points and Crossings. 3 80-ft. Spans Girders, Wairoa. 1 80-ft. " " 88 Creek.							

ADDINGTON TO RANGIOBA.

* Ordered by Provincial Government prior to transfer to General Government.	*Girders and Bridge Material ... ..	...	1870. Nov. 30	Crusader	Lyttelton	...	182 9 0 8	1871. 16 Mar.
			1871. Jan. 18	Norna	"	...	64 4 3 5	29 May.
							246 13 3 13	
	*Rails, 70 lbs., double-headed ... ..	...	May 2	Monarch	"	732	180 3 3 0	1870. 9 Nov.
				Invoice by another vessel wanted		...	...	1871. 3 July.
			Jan. 31	Edinburgh Castle	"	700	175 0 0 0	29 June.
			Feb. 9	Beth Shan, Lyttelton via Nelson	"		Invoice wanted.	11 Aug.
			" 21	Coronilla	Lyttelton	581	141 1 1 8	Unknown
			Mar. 15	Carrick Castle, (Unknown)	Lyttelton	378	94 10 0 0	21 Sept.
			" 22	Alice	Lyttelton	700	174 18 3 0	1871. 30 Sept.
			June 1	Asterope	"	284	69 18 3 0	24 Nov.
			July 6	Robert Henderson and Glenmark	"	305	74 12 2 23	2 "
			" 14	Glenmark	"	380	95 0 0 0	2 "
			" 27	Robert Henderson and Zealandia	"	400	98 5 2 14	24 "
			Aug. 1	Zealandia	"	502	124 0 2 24	11 Dec.
		Sept. 20	Charlotte Gladstone	"	459	113 9 2 17	11 " 1872. 5 Feb.	

ADDINGTON TO RANGIORA—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
* Ordered by Provincial Government prior to transfer to General Government.	*Elm Keys	Tons cwt. qrs. lbs	Jan. 17	Norna <i>Lyttelton</i>	20,108	...	1871. 29 May.
			Mar. 18	Alice "	10,272	...	21 Sept.
			May 16	Merope "	10,307	...	5 th Aug.
			July 24	Glenmark "	9,416	...	2 Nov.
			Sept. 28	Harvest Home "	9,929	...	1872. 2 Jan.
			Oct. 19	Charlotte Gladstone "	10,237	...	5 Feb.
					70,269	...	
	*Cup Head Bolts and Nuts		Jan. 23	Norna and Edinburgh Castle "	7,564	5 0 3 20	1871. 29 May. 3 July.
			Feb. 8	Coronilla "	2,928	1 19 2 19	11 Aug.
			Mar. 11	" "	7,564	5 1 2 0	11 "
			" 18	Alice "	3,252	2 3 3 15	21 Sept.
					21,308	14 5 3 26	
	*Cup Head Spikes		Jan. 23	Norna and Edinburgh Castle "	28,700	15 0 0 27	29 May. 3 July.
			Feb. 8	Coronilla "	15,400	8 2 3 0	11 Aug.
			Mar. 11	" "	28,700	15 3 1 11	11 "
			" 18	Alice "	18,500	9 13 3 14	21 Sept.
					91,300	48 0 0 24	
	*Railway Chairs		1871. Jan. 31	Edinburgh Castle "	5,956	59 5 3 25	1871. 3 July.
			Feb. 16	Coronilla "	4,010	39 8 0 19	11 Aug.
			Mar. 11	" "	2,961	29 8 2 19	11 "
			" 22	Alice "	5,815	57 15 0 12	21 Sept.
			May 16	Merope "	7,838	77 15 0 18	5 Aug.
			" 31	Asterope "	2,373	23 9 3 17	30 Sept.
			July 24	Glenmark "	7,352	73 0 1 4	2 Nov.
	Railway Crossing, Slide, &c.		" 24	" "	181	3 18 0 20	2 "
			Aug. 2	Zealandia "	6,828	67 6 3 0	11 Dec.
					43,314	431 8 0 22	
			May 2	Monarch "	2,150	10 1 2 7	1870. 9 Nov.
			Invoice by another vessel wanted			1871.	
*Fish Plates		Jan. 31	Edinburgh Castle "	1,400	6 11 2 0	1871. 3 July.	
		Feb. 9	Beth Shan <i>Nelson</i>		Invoice wanted		
		" 21	Coronilla <i>Lyttelton</i>	2,150	10 1 3 21	11 Aug.	
		Mar. 15	Carrick Castle <i>(Unknown)</i>	900	4 4 2 4		
		" 22	Alice <i>Lyttelton</i>	1,200	5 12 3 20	21 Sept.	
		June 1	Asterope "	1,200	5 12 2 0	30 Sept.	
		July 6	Robert Henderson "	1,200	5 12 2 0	24 Nov.	
		" 27	" "	320	1 9 3 14	24 "	
		Aug. 1	Zealandia "	317	1 6 3 21	11 Dec.	
		1871. Feb. 8	Asterope "	500	...	30 Sept.	
*Rail Joints, Ibbotson's Patent		" 8	Coronilla "	2,000	0 8 3 14	11 Aug.	
*Wood Screws, Square head		May 16	Merope "	15 sets	...	5 Aug.	
*Switches and Crossings, Single sets		July 24	Glenmark "	15 "	...	2 Nov.	
				30 sets	...		
*1 Locomotive		April	Merope "	1	...	5 Aug.	
		May 17	" "		Lifting Gear...	5 "	
1871. March 2	34 sets Waggon Wheels, &c., complete		1871. Oct. 10	Charlotte Gladstone <i>Lyttelton</i>	34 sets	...	1872. 6 Feb.
	6 sets Waggon Wheels, &c., complete		" 10	" "	6 "	...	6 "
	50 Tarpaulins, Dressing, &c.		July 25	Robert Henderson "	50	...	1871. 24 Nov.
	Rails, 70 lbs., double-headed (6 miles)	670 0 0 0	Nov. 7	Crusader "	740	185 0 0 0	1872. 3 April.
			" 15	England, <i>Lyttelton via Wellington</i>	744	184 7 2 0	9 Mar.
			" 21	Wild Duck, <i>Lyttelton via Auckland</i>	600	149 16 3 14	4 April.
			" 28	Dover Castle <i>Lyttelton</i>	598	146 12 0 17	7 May.

ADDINGTON TO RANGIORA—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1871. March 2	Rails, 70 lbs., double-headed (6 miles)— <i>continued</i>	Tons cwt. qrs. lbs.	1872. Feb. 6	Agamemnon* "	407	Tons cwt. qrs. lbs. 101 4 1 14	1873. 10, 27 Jan.
					3,089	767 0 3 17	
	Fish Plates	42 10 0 0	Oct. 18	Charlotte Gladstone "	12,480	8 10 0 0	1872. 6 Feb.
	Screws		Nov. 7	Crusader "	3,200	15 4 2 0	3 April.
	Bolts		Nov. 15	England, <i>Lyttelton via Wellington</i>	2,400	11 8 0 0	9 Mar. 1873.
	Nuts		1872. Feb. 6	Agamemnon* <i>Lyttelton</i>	820	3 17 3 17	10, 27 Jan.
	Washers				18,900	39 0 1 17	
	Spikes	26 15 0 0	Oct. 18 1871.	Charlotte Gladstone "	49,280	27 12 0 5	1872. 6 Feb.
	25,000 Wood Keys ... ..	...	Nov. 11	Crusader "	25,245	...	3 April. 1873.
			1872. Feb. 9	Agamemnon* "	3,336	...	10, 27 Jan.
					28,581		
	25,000 Chairs, 22 lbs. each ...	245 0 0 0	Nov. 8	Crusader "	10,238	101 7 1 0	1872. 3 April.
			Dec. 12	Helenslee, <i>Lyttelton via Auckland</i>	3,728	36 16 0 21	5 June.
			1872. Feb. 8	Napier <i>Lyttelton</i>	5,073	50 0 0 0	30 Sept. 1873.
			" 15	Agamemnon* "	5,928	58 2 3 19	10, 27 Jan. 1872.
			Mar. 13	Ben More "	2,800	27 12 0 7	6 Aug.
					27,767	273 18 1 19	
1872. Feb. 17	Chairs	5 0 0 0					

RANGIORA TO KOWAI.

1873. Jan. 18.	Rails, 56 lbs. (14 miles) ... 10 sets Points and Crossings, ... Fish Plates. Fang Bolts. Spikes. Base Plates.	1,232 0 0 0	1873. Feb. 13	Langstone <i>Lyttelton</i>	519	103 16 0 0	1873. 17 June.
		...	"	" "	10 Sets	13 5 1 11	"

CANTERBURY BRANCH LINES—GENERALLY.

1872. Jan. 20	Rails, 30 lbs. (20 miles) ...	933 16 3 4	1872. Aug. 31	Pleiades <i>Lyttelton</i>	2,162	200 1 1 0	1872. 28 Dec.
			Sept. 4	Jessie Readman <i>Lyttelton via Wellington</i>	2,176	200 1 1 0	16 Dec.
Jan. 23	Rails, 30 lbs. (12 miles) ... (Ordered originally for Picton and Blenheim Line.)	560 6 1 4	" 10	" "	1,083	100 5 3 24	" 1873.
			" 25	Celæno "	1,924	175 7 2 24	11 Jan.
			Oct. 3	Crusader <i>Lyttelton</i>	1,089	100 2 2 12	5 "
			" 2	Forfarshire <i>Lyt. via Wellington</i>	272	24 13 2 17	2 Mar.
			" 15	" "	749	70 3 0 4	2 "
			" 31	Charlotte Gladstone <i>Otago</i>	573	53 0 3 20	15 Feb.
			" 31	Cissy <i>Lyttelton</i>	514	47 0 0 0	15 "
			Nov. 9	Himalaya "	1,629	150 6 0 27	4 Mar.
			Dec. 5	John Bull "	1,058	99 18 2 19	3 May.
			" 16	Agra "	552	49 16 2 6	8 "
			1873. Jan. 14	" "	1,064	99 1 0 8	8 "
			" 18	Edwin Fox "	541	50 2 1 8	27 June.
			" 18	" "	1,095	99 13 0 14	"
		1,494 3 0 8			16,481	1519 14 1 15	
	Spikes	39 0 0 0	1872. Sept. 4	Jessie Readman, <i>Lyt. via Wellington</i>	24,600	5 0 0 0	1872. 16 Dec.
	Spikes	24 0 0 0	" 30	Celæno "	59,040	12 0 0 0	1873. 11 Jan.
			" 30	Crusader <i>Lyttelton</i>	59,040	12 0 0 0	5 "
			Oct. 31	Cissy "	132,840	27 0 0 0	15 Feb.
			Nov. 6	Forfarshire <i>Lyt. via Wellington</i>	34,400	7 0 0 0	2 Mar.
		63 0 0 0			309,920	63 0 0 0	

* Transhipped at Cape of Good Hope, and arrived by other vessels at Lyttelton.

CANTERBURY BRANCH LINES—GENERALLY—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1872. Jan. 23	Steel Rail Joints ... 6,100 10,200	Tons cwt. qrs. lbs 20 10 0 0 34 0 0 0	1872. Oct. 22	Forfarshire <i>Lyt. via Wellington</i>	3,000	Tons cwt. qrs. lbs 9 11 1 16	1873. 2 Mar.
			Dec. 16	Agra <i>Lyttelton</i>	10,200	33 1 1 14	8 May.
			" 16	" "	477	2 3 1 19	8 "
			1873. Jan. 13	Lucerne <i>Lyt. via Wellington</i>	2,623	8 15 0 21	13 "
	16,300	54 10 0 0			16,300	53 11 1 14	
June 8	Rails, 30 lbs. (92 miles) ... Spikes. 12 Locomotives, 8 inch cylinder. 32 Iron Coal Waggon, 6 tons. 100 sets Waggon Ironwork. 10 Brake Vans, small. 10 Second-class Carriages, small. 10 Composite Carriages, small. 1 First-class Carriage, small. Switches and Crossings for 30 lbs. Rails.	4,295 13 1 20 20 sets					

EXTRAS—GENERAL LINES.

1872.	Switches and Crossings for 40 lbs. Rails.	30 sets					
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RAKAIA TO ASHBURTON.

1872.			1872.				1873.
Jan. 23	Rails, 40 lbs. (15 miles) ...	942 17 0 16	Nov. 22	John Bull <i>Lyttelton</i>	5,000	25 14 0 26	3 May.
	Steel Rail Joints 8,080	42 10 0 0	Dec. 4	G. A. Holt <i>Lyt. via Wellington</i>	8,905	1,095 2 2 0	16 June.
			1873. Jan. 17	Edwin Fox <i>Lyttelton</i>	50,000	41 15 0 0	27 "
	Fang Bolts and Nuts ...	44 5 0 0	" 17	" "	84,000	21 10 0 0	"
	Spikes ...	20 10 0 0	" 17	" "	24,000	14 15 0 0	"
	Top Clips ... 49,120	30 0 0 0	" 17	" "	12,000	20 15 0 0	"
	Base Plates ... 49,120	39 10 0 0					
Oct. 26	4 Locomotives, 6 wheels, 10½ inch cylinders, on a Bogie. 50 sets Ironwork for Waggon. 4 First-class Carriages, large. 8 Second-class Carriages, large. 6 Composite Carriages, large. 4 Brake Vans, large.						
	Rails, 40 lbs. (30 miles) ...	1,885 14 0 4					
Nov. 25	25 sets Points and Crossings.						

ASHBURTON TO TIMARU.

1873. June 2	Rails, 40 lbs. (20 miles) ... Fastenings for ditto. 40 sets Points and Crossings.	933 16 3 4					
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SELWYN TO RAKAIA.

1871.			1871.				1872.
Mar. 15	Rails, 56 lbs., Flanged (12 miles), and 1 mile Sidings	1,144 0 0 0	Dec. 23	Helenslee, <i>Lyttelton via Auckland</i>	717	143 2 2 25	5 June.
			1872. Jan. 3	Dover Castle <i>Lyttelton</i> and Helenslee, <i>Lyt. via Auckland</i>	710	140 13 3 7	{ 7 May. 5 June. 1873.
			Feb. 6	Agamemnon* <i>Lyttelton</i>	250	50 0 0 0	10,27, Jan.
			" 21	William Prowse, <i>Lyt. via Nelson</i>	600	120 0 0 0	1 Aug.
			" 14	Napier <i>Lyttelton</i>	619	121 15 1 22	30 Sept.
			" 28	" "	480	96 0 0 0	30 "
			Mar. 16	Merope and Ben More†	740	146 10 1 16	5, 6 Aug.
			" 16	" "	485	96 4 1 5	5, 6 "
			April 11	" "	634	125 13 3 9	5 "
					5,235	1,040 0 2 0	

* Transhipped at the Cape of Good Hope, and arrived at Lyttelton by other vessels.

† Short landed *ex* "Merope," 10 Rails. Amount recovered, £19.

SELWYN TO RAKAIA—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1871. Mar. 15	Fish Plates	Tons cwt. qrs. lbs 54 0 0 0	Dec. 28 1872.	Helenslee, <i>Lyttelton via Auckland</i> †	2,750	Tons cwt. qrs. lbs 10 4 2 3	5 June.
			Jan. 3	Dover Castle <i>Lyttelton</i>	1,650	6 2 2 21	7 May. 1873.
			Feb. 6	Agamemnon* "	550	2 0 3 17	10,27,Jan. 1872.
			" 14	Napier "	1,400	5 4 0 14	30 Sept.
			" 21	William Prowse, <i>Lyt. via Nelson</i>	1,400	5 4 0 14	1 Aug.
			" 28	Napier <i>Lyttelton</i>	1,200	4 9 1 0	30 Sept.
			Mar. 16	Ben More and "	1,650	6 2 2 24	6 Aug.
			" 16	Merope "	1,200	4 9 1 0	5 "
			April 11	Merope "	1,800	6 13 3 14	5 "
					13,600	50 11 1 23	
	Bolts	41 0 0 0	Jan. 2	Helenslee, <i>Lyttelton via Auckland</i>	4,200	2 14 3 6	5 June.
			" 6	Dover Castle <i>Lyttelton</i>	2,100	1 7 1 10	7 May.
			Mar. 13	Napier "	2,100	1 6 3 3	30 Sept.
			" 13	" "	2,900	2 4 3 6	30 "
			" 13	" "	13,650	8 18 1 13	30 "
				24,950	16 12 0 10		
	Fang Bolts	41 0 0 0	Jan. 2	Helenslee, <i>Lyttelton via Auckland</i>	6,200	7 15 2 18	5 June.
			" 6	Dover Castle <i>Lyttelton</i>	3,100	3 14 1 25	7 May. 1873.
			Feb. 12	Agamemnon* "	10,508	13 5 3 9	10,27,Jan. 1872.
			Mar. 13	Napier "	11,769	15 2 3 7	30 Sept.
			April 15	Lady Jocelyn "	5,396	6 15 2 1	12 Nov.
		" 15	" "	3,140	4 3 2 5	"	
				40,113	50 17 3 9		
	Spikes (none specified in above order)	...	Jan. 2	Helenslee, <i>Lyttelton via Auckland</i>	12,200	3 14 0 23	5 June.
			" 6	Dover Castle <i>Lyttelton</i>	6,100	1 16 1 1	7 May. 1873.
			Feb. 12	Agamemnon* "	53,752	16 8 0 6	10,27,Jan. 1872.
			Mar. 13	Napier "	6,600	3 13 1 9	30 Sept.
			April 15	Lady Jocelyn "	6,300	1 19 0 12	12 Nov.
				84,952	27 10 3 23		
	Base Plates ... ..	...	1871. Dec. 23 1872.	Helenslee, <i>Lyttelton via Auckland</i>	3,500	7 5 2 23	5 June. 1873.
			Feb. 9	Agamemnon* <i>Lyttelton</i>	12,000	10 6 3 1	10,27,Jan. 1872.
			Mar. 23	Napier "	20,400	17 12 1 3	30 Sept.
			" 23	" "	7,882	16 8 3 23	30 "
			July 9	Lady Jocelyn "	9,566	16 0 0 18	12 Nov.
		" 9	" "	4,575	6 1 0 25	"	
				57,923	73 15 0 9		
	Rails ... ..	...	Sept. 6	Chaudiere <i>Nelson</i>	1,147	139 19 1 3	1873.
	Spikes		" 11	" "	32,500	6 5 0 0	20 Jan.
	Fang Bolts		" 11	" "	17,840	20 0 0 0	"
	Clips		" 11	" "	14,580	9 0 0 0	"
	Sole Plates		" 11	" "	5,880	10 10 0 0	"
1873. June 2	1 Locomotive, 8 wheels, 14 inch cylinder 2 First Class Carriages, large.						

WAITAKI—MOERAKI.

1873. June 2	Rails, 40 lbs. (41 miles)	2,577 2 2 12					
	Fastenings for ditto.						
	25 sets Points and Crossings.						
	4 Locomotives 10½ in. cylinder, 6-wheel, coupled.						
	Ironwork for 100 Waggon.						
	4 Brake Vans.						
	4 Large First-class Carriages.						
	6 ditto Composite Carriages.						
	14 ditto Second-class Carriages.						
	3 Waggon Weigh Bridges.						
	3 Cart Weigh Bridges.						

* Transhipped at the Cape of Good Hope, and arrived at Lyttelton by other vessels.
† Short landed ex "Helenslee," 127 Fish Plates. Amount recovered, £5 16s. 6d.

WAITAKI BRIDGE.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.					
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.	
1871. April 3	110 Spans, Main Girders, and Fittings, 33 ft.	550 0 0 0	1871. Dec. 22	Warwick	Port Chalmers	24	149 9 3 13	1872. 10 April.
			" 28	"	"	24	150 5 3 8	10 "
			1872. Feb. 7	Bulwark	"	24	151 18 0 20	1 Oct.
			" 9	"	"	24	144 9 2 12	" "
			Mar. 13	Napier	"	14	87 8 2 11	8 Aug.
		550 0 0 0			110	683 12 0 8		
Aug. 23	Pile Shoes and Fittings Spikes	25 5 0 20 8 3 2 11	Feb. 14	Bulwark	"	...	18 2 2 19	1 Oct.
			Mar. 14	Napier	"	...	19 14 1 23	8 Aug.
						...	37 17 0 14	
Sept. 30	15 Spans and Fittings, 33 ft.	75 0 0 0	" 18	"	"	} 15 {	53 14 1 25	8 Aug.
			" 22	"	"		40 5 0 25	" "
					75 0 0 0			15	93 19 2 22
Nov. 26	111 Piers and Fittings ... 2 Columns to each Pier.	557 4 0 0	Jul. 11, 15	Palmerston	"	20	103 16 1 0	6 Dec.
			" 19	"	"	20	104 14 3 20	" "
			" 23	"	"	10	51 2 2 12	" "
			Oct. 24	City of Bombay	"	} 75 {	228 0 1 16	1873. 7 Mar.
			Nov. 8	Euterpe	"		127 3 1 22	5 April.
			" 30	Lutterworth	"		98 4 3 4	4 "
			1873. Jan. 17	Oberon	"	} 47 {	189 12 1 24	1 May.
			" 17	"	"		51 16 1 4	1 "
			Feb. 7	Michael Angelo	"		4 17 2 4	28 "
								172	959 8 2 22
			June 24	May Queen	"	2	...	24 Oct.
				Webb's Patent Subaqueous Excavators.				

DUNEDIN TO CLUTHA.

1871. May 27	Rails, 40 lbs. (6 miles)	377 2 3 12	1871. Nov. 8, 15	Jessie Readman	Port Chalmers	2,022	250 12 1 26	1872. 23 Feb.	
			" 30	Margaret Galbraith	"	1,223	151 0 0 11	7 Mar.	
			Dec. 16	Warwick, for Switches and Crossings	"	88	6 13 2 17	10 April.	
		377 2 3 12				3,333	408 6 0 26		
	Steel Rail Joints	18 18 0 0	" 16	"	"	4,550	23 15 1 9	10 "	
	Fang Bolts and Nuts	8 5 0 0	Nov. 15	Jessie Readman	"	11,165	6 3 1 0	23 Feb.	
			" 30	Margaret Galbraith	"	6,953	3 16 3 0	7 Mar.	
		8 5 0 0				18,118	10 0 0 0		
	Dog Spikes	7 10 0 0	" 15	Jessie Readman	"	20,600	5 0 0 0	23 Feb.	
			" 30	Margaret Galbraith	"	12,560	3 0 0 0	7 Mar.	
		7 10 0 0				33,160	8 0 0 0		
	10 sets Switches and Crossings, complete	...	Dec. 18	Warwick	"	10 sets	...	10 April.	
	2 Turntables, complete, 13 feet	...	1872. Feb. 28	Napier	"	2 com- plete	...	8 Aug. 1873.	
	3 Signals	...	Nov. 24	Jessie Readman	"	3 "	...	23 Feb. 1872.	
	2 Goods Cranes, 1½ ton	...	Feb. 28	Napier	"	2 "	...	8 Aug.	
	1 Machine for Dressing Sleepers, complete	...	July 12	Palmerston	"	1 "	...	6 Dec. 5 "	
	4 Carriages, Passenger	...	Aug. 29	Christian McAusland	"	4	...		
	2 Brake Vans	...	" 29	"	"	} 2 {	...	" "	
	2 Covered Waggons	...	Sept. 23	Zcalandia	"		2	...	28 "
	4 Open Waggons	...	"	"	"		4	...	" "
	6 Mineral Waggons	...	"	"	"	6	...	" "	
	Duplicate Fittings	...	1873. Feb. 18	Cospatrick	"		...	1873. 8 July.	
	2 Locomotive Engines, 10½ inch cylinder, 6-wheel, coupled, 17 tons	...	1872. July 23	Palmerston	"	*2	...	1872. 6 Dec.	

* 1 forwarded to Invercargill Mataura Line.

DUNEDIN TO CLUTHA—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
		Tons cwt. qrs. lbs.	1871.			Tons cwt. qrs. lbs.	1872.
1871. May 27	Duplicate Parts of Engines, viz.— 1 pair Cylinders 1 set Axles and Wheels 1 " Axle Boxes 1 " " Springs 1 " " Tubes 1 pair Pistons 4 sets " Packing 1 set Pump Clacks 2 Buffers 12 Gauge Glasses 1 set Tools ... ..	...	July 23	Palmerston <i>Port Chalmers</i>	1 pair 1 set 1 " 1 " 1 " 1 pair 4 sets 1 " 2 " 12 50 cop- per stays	...	6 Dec. " " " " " " " " " " "
Aug. 31	Rails, 40 lbs. (10 miles)	628 11 1 20	1871. Dec. 6, 14 " 14, 20 1872. Jan. 4, 6, 23, 24 Feb. 13, 14, 17	Warwick <i>Port Chalmers</i> Sir Wm. Wallace " Bulwark " Ironside "	741 1,697 1,689 1,939	91 0 2 24 209 19 3 23 209 3 2 8 240 0 2 19	1872. 10 April. 20 May. 1 Oct. 17 June.
	Steel Rail Joints ... ..	...	Jan. 18 " 31 Feb. 19	Sir Wm. Wallace " Bulwark " Ironside "	1,700 1,700 1,350	8 15 2 25 8 12 0 20 6 16 1 21	20 May. 1 Oct. 17 June.
	Fang Bolts and Nuts	18 10 0 0	1871. Dec. 20 1872. Jan. 11 " 30 Feb. 24	Warwick " Sir Wm. Wallace " Bulwark " Ironside "	7,700 9,625 10,010 8,900	4 5 0 0 5 6 1 0 5 10 2 0 4 18 1 0	10 April. 20 May. 1 Oct. 17 June.
	Dog Spikes	16 0 0 0	1871. Dec. 20 1872. Jan. 11 " 30 Feb. 24	Warwick " Sir Wm. Wallace " Bulwark " Ironside "	14,420 18,540 18,540 14,420	20 0 0 0 3 10 0 0 4 10 0 0 4 10 0 0 3 10 0 0	10 April. 20 May. 1 Oct. 17 June.
	10 sets Switches and Crossings ... ..	...	Jan. 31	Ironside "	10 sets	...	17 June.
	1 Turntable, 13 feet ... ..	...	Feb. 23	Napier "	1	...	8 Aug.
	4 Signals ... ..	...	" 24	Ironside "	4 sets	...	17 June.
	2 Goods Cranes ... ..	...	Feb. 28	Napier "	2	Lift 1 ton 10 c.	8 Aug.
	3 Rail Presses ... ..	...	Jan. 19	Sir William Wallace "	3	...	20 May.
	4 sets Platelayers' Tools ... ..	...	" 16	" "	9 cases	...	"
	1 Locomotive Engine, 10½ inch cylinder, 6-wheel, coupled, 17 tons	...	July 23	Palmerston "	1	16 0 0 0	6 Dec.
	4 Carriages ... ..	...	Aug. 29	Christian McAusland "	4	...	5 "
	2 Brake Vans ... ..	...	" 29 Sept. 23	Zealandia "	2	...	28 "
	2 Covered Waggons * ... ..	...	"	" "	2	...	"
	2 Open Waggons ... ..	...	"	" "	2	...	"
	6 Mineral Waggons ... ..	...	"	" "	6	...	"
Nov. 25	Duplicate Fittings ... ..	...	1873. Feb. 18	Cospatrick "	...	...	1873. 8 July.
	1 Lathe, 20 feet 18 inches ... ..	...	Jan. 6	Naomi "	1	...	25 May.
	1 Drilling Machine, Double-geared ... ..	...	"	" "	1	...	"
	1 Planing Machine, 8½ x 3½ ... ..	...	"	" "	1	...	"
	1 Screw Cutting Machine, ¾ x 2 ... ..	...	"	" "	1	...	"
	1 Shaping Machine, 11 inch ... ..	...	"	" "	1	...	"
	1 Engine, 15 h.p. ... ..	...	"	" "	1	...	"
	1 Noiseless Fan, 4 feet ... ..	...	1872. Dec. 16	Lutterworth "	1	...	1873. 4 April.
	1 General Joiner ... ..	...	1873. Jan. 6 Feb. 7	Naomi " Michael Angelo, Belting "	1	...	25 May.
	2 Traversing Hydraulic Jacks, 20 tons	...	1872. July 10	May Queen "	2	...	1872. 24 Oct.
	1 Saw Bench and Fittings ... ..	...	1873. Jan. 6	Naomi "	1	...	1873. 25 May.
	1 Hand Lathe ... ..	...	"	" "	1	...	"
	4 Smiths' Hearths ... ..	...	"	" "	4	...	"

DUNEDIN TO CLUTHA—continued.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
		Tons cwt. qrs. lbs	1872.			Tons cwt. qrs. lbs	1872.
1871. Nov. 25	1 Punching and Shearing Machine. 1 Drilling Machine, Single-gearred. 100 feet Shafting, 3 inch. Rails, 40 lbs., Steel-top (6 miles)	377 2 3 12	Aug. 3	Christian McAusland	1,243	175 7 1 3	5 Dec. 1873.
			Oct. 3	Ferndale	932	130 1 0 26	20 Jan. 1873.
			" 17	Beautiful Star	802	111 13 3 16	10 Feb.
		377 2 3 12			2,977	417 2 1 17	
	Sole Plates	19 0 0 0	" 3	Ferndale	3,490	6 4 0 0	20 Jan.
			" 30	Charlotte Gladstone	2,506	4 9 2 14	15 Feb.
				Lutterworth	5,050	9 0 0 0	4 April.
		19 0 0 0			11,046	19 13 2 14	
	Clips	14 0 0 0	" 3	Ferndale	6,980	4 6 1 0	20 Jan.
			" 30	Charlotte Gladstone	9,720	6 0 0 0	15 Feb.
				Lutterworth	6,500	4 0 0 0	4 April.
		14 0 0 0			23,200	14 6 1 0	
	Spikes	13 0 0 0	" 3	Ferndale	20,670	3 19 0 0	20 Jan.
				Lutterworth	46,800	9 0 0 0	4 April.
		13 0 0 0			67,470	12 19 0 0	
	Fang Bolts	25 0 0 0	" 3	Ferndale	6,980	7 17 0 0	20 Jan.
				Lutterworth	15,164	17 0 0 0	4 April.
		25 0 0 0			22,144	24 17 0 0	
	Steel Rail Joints 3,760	...	1873. Feb. 18	Cospatrick	1,500	7 3 0 7	8 July.
			"	"	2,260	11 5 0 18	"
					3,760	18 8 0 25	
1872. Jan. 23	Rails, 40 lbs. (12 miles) ...	754 5 2 24	1873. Jan. 14	Oberon	806	100 3 0 0	1873. 1 May.
			Jan. 16	Naomi	1,618	201 12 2 16	25 "
			Feb. 6	Michael Angelo	806	100 1 2 2	28 "
			Feb. 14	Glenaray	2,040	250 0 0 20	"
					5,270	651 17 1 10	
	Fang Bolts 40,000	22 0 0 0	Jan. 15	Oberon	40,000	20 5 0 2	1 May.
	Spikes 67,000	17 0 0 0	" 15	"	67,000	15 18 3 12	"
	Steel Rail Joints... .. 6,500	34 0 0 0	" 16	"	6,430	33 2 3 10	"
	Sole Plates ... ..	...	Oct. 30	Charlotte Gladstone	2,506	4 9 2 14	15 Feb.
	Clips ... ..	...	"	"	9,720	6 0 0 0	"
Oct. 26	2 Locomotives, 10½ in. cylinder, leading wheels on a bogie, coupled. 100 sets Ironwork for Waggon 5 First-class Carriages, large. 4 Composite Carriages. Rails, 40 lbs. (25 miles). Fang Bolts and Nuts. Spikes. Top Clips. Base Plates. 25 sets Points and Crossings.	1570 18 2 8					
Dec. 21	1 Locomotive, 10½ inch cylinder, 6-wheel, coupled.						
1873. May 7	5 Waggon Traversers.						
July 5	1 10-ton 21 ft. Travelling Crane. 2 Hydraulic Wheel Presses. 1 Hydraulic Boiler Testing Ap- paratus. 1 Wheel Lathe. 2 4 ft. Grindstones and Fittings. 1 Cylinder Boring Machine. 4 sets Smiths' Tools.						
1873. June 2	Rails, 40 lbs. (23 miles)... .. Fastenings for ditto. 15 sets Points and Crossings.	1445 14 1 4					

TOKOMAIRIRO—LAWRENCE.

INVERCARGILL TO MATAURA.

ORDERS FROM COLONY TO AGENT-GENERAL.			SHIPMENTS FOR COLONY.				
Date.	Number and Description.	Estimated Weight.	Date of Shipment, as per Bill of Lading.	Ship's Name and Port of Delivery.	No.	Weight.	Date of Arrival.
1871. Nov. 25	Rails, 40 lbs. (12 miles) ...	Tons cwt. qrs. lbs 754 5 2 24	1872. May 21 Aug. 20 Sept. 26	Hydaspes * <i>Port Chalmers</i> Agnes Muir <i>Invercargill</i> Zealandia <i>Port Chalmers</i>	585 1,566 1,367	Tons cwt. qrs. lbs 72 17 0 25 194 9 0 8 170 0 1 24	1872. 20 Sept. 24 Dec. 28 "
			Oct. 31 Nov. 15	Charlotte Gladstone " City of Bombay "	1,459 773	179 14 3 0 95 6 0 16	1873. 15 Feb 15 "
		754 5 2 24			5,750	712 7 2 17	
	Spikes ...	22 0 0 0	Sept. 2 " 26 1873.	Agnes Muir <i>Invercargill</i> Zealandia <i>Port Chalmers</i>	32,500 35,100	6 5 0 0 6 15 0 0	1872. 24 Dec. 28 "
			Feb. 18	Cospatrick "	46,670	9 0 0 0	1873. 8 July.
		22 0 0 0			114,270	22 0 0 0	
	Fang Bolts ...	43 0 0 0	1872. Sept. 2 " 26 1873.	Agnes Muir <i>Invercargill</i> Zealandia <i>Port Chalmers</i>	10,927 12,488	12 5 0 0 14 0 0 0	1872. 24 Dec. 28 "
			Feb. 13	Cospatrick "	8,920	10 0 0 0	1873. 8 July.
		43 0 0 0			32,335	36 5 0 0	
	Clips ...	23 0 0 0	1872. Sept. 2 " 26 1873.	Agnes Muir <i>Invercargill</i> Zealandia <i>Port Chalmers</i>	18,360 8,910	11 10 0 0 5 10 0 0	1872. 24 Dec. 28 "
			Feb. 10	Cospatrick "	8,100	5 0 0 0	1873. 8 July.
		23 0 0 0			35,370	22 0 0 0	
	Sole Plates ...	32 0 0 0	1872. Sept. 2 " 26	Agnes Muir <i>Invercargill</i> Zealandia <i>Port Chalmers</i>	6,510 6,600	12 5 0 0 12 8 2 0	1872. 24 Dec. 28 "
			Oct. 30	Charlotte Gladstone "	4,120	7 7 0 0	1873. 15 Feb.
		32 0 0 0			17,230	32 0 2 0	
	Steel Rail Joints * 6,350	...	1873. Feb. 18	Cospatrick "	1,200 3,900	6 2 1 23 20 2 1 22	8 July. "
			"	"	5,100	26 4 3 17	
1872. Jan. 23	2 Locomotives, 9½ inch cylinder, coupled. Duplicate Fittings. 1 Second-class Passenger Carriage. 2 Composite Carriages. 3 Covered Carriages. 6 High-sided Waggon. 6 Low-sided Waggon. 2 Brake Vans. 2 Waggon Weighbridges. 12 Tarpaulins.						
Oct. 26	1 Locomotive, 6 wheels, 9½ inch cylinder, leading wheels on a bogie, coupled. 1 Brake Van, small. 2 First-class Carriages, small. 4 Second-class Carriages, small.						
1873. June 2	Rails, 40 lbs. (28 miles) ... Fastenings for ditto. 15 sets Points and Crossings.	1760 0 0 0					

WINTON TO KINGSTON.

1873. June 2	Rails, 40 lbs. (23 miles). Fastenings for ditto. 15 sets Points and Crossings. 3 Locomotives, 10½ inch cylinder, 6-wheel, coupled. 100 sets Ironwork for Waggon. 4 Brake Vans. 3 First-class Carriages, large. 4 Composite Carriages, large. 5 Second-class Carriages, large.	1445 14 1 4					
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* Used on Dunedin and Clutha Line.