

required to pay in perpetuity the charges on an extra length of 64 chains. I think this view of the matter is sufficient to prove that the advantages derivable from making a portion of the railway common to the Peninsula and Ocean Beach schemes is not commensurate with the outlay occasioned thereby.

The Provincial Government has placed a platform on the main line at the crossing of the St. Kilda road, to accommodate the traffic of the neighbourhood. Were the red line constructed, this station might be dispensed with, and another substituted in a more central situation at 1-55 on the branch.

The red line is laid out so as to interfere as little as possible with small properties—no houses are touched—and I believe the large allotments from 1-32 to 1-50 are nearly all in the hands of the original proprietor. If the crossing of the three east and west streets in the Forbury township is considered a serious objection, the township could be avoided altogether by taking the red dotted line. This route is however 8 chains longer than the one recommended. The ground over which the red line is projected is quite flat and comparatively dry, and altogether most favourable for railway construction.

I enclose an approximate estimate of cost, which I think should be found ample. The price for work is at full current rates. The land is taken at an average of £150 per acre; a small portion in the township of Forbury will not cost much more than this, but two-thirds of the quantity required should be bought for much less. In fact, I believe that the proprietors of all unbroken sections would be very easily dealt with.

I have, &c.,

W. N. BLAIR,
District Engineer.

The Engineer-in-Chief, Wellington.

Enclosure in No. 60.

DUNEDIN AND OCEAN BEACH RAILWAY.—Estimate of Line from Hillside to Racecourse.

Length of Main Line, 104 chains, with 10 chains Siding.

	£	s.	d.	£	s.	d.
Grading—						
Embankment taken from side ditches, assumed average height						
18 inches, 5,000 cubic yards @ 1s. 6d.	375	0	0			
Forming line, 114 chains @ 10s.	57	0	0			
Extra Ditching, 10 chains @ 20s.	10	0	0			
Earthwork in Roads, 400 cubic yards @ 1s. 6d.	30	0	0			
Level Crossings, second class, 4 @ £60	240	0	0			
Metal in Roads and Crossings, 100 cubic yards @ 9s.	45	0	0			
						757 0 0
Culverts—						
Excavation, 20 cubic yards @ 1s. 6d.	1	10	0			
Timber, 4,000 cubic B.M. @ 40s.	80	0	0			
						81 10 0
Fencing—						
Post and Wire, 210 chains @ 40s.	420	0	0			
Cattle Stops, 4 @ £20	80	0	0			
Gates, 2 @ £20	40	0	0			
						540 0 0
Permanent Way, including Sidings—						
40-lb. Rails and Fastenings, 1¼m. @ £950	1,353	15	0			
Points and Crossings, 3 @ £25	75	0	0			
Sleepers, including adzing, 2,850 @ 4s. 6d.	641	5	0			
Plate-laying, 2,508 lineal yards at 2s.	250	16	0			
Laying Points and Crossings, 3 at £10	30	0	0			
Ballasting, 2,550 cubic yards @ 5s.	637	10	0			
						2,988 6 0
Station—						
Fifth Class Station at Terminus	300	0	0			
Intermediate Platform	75	0	0			
						375
Land, 5 acres @ £150						750 0
Engineering and Contingencies, say						5,084 0 0
						<u>£6,000 0 0</u>
Total Estimate						

Public Works Office, Dunedin, 3rd June, 1875.