

1875.

## NEW ZEALAND.

CONSTRUCTION OF THE PROPOSED RAILWAY DEVIATION AT  
WAITEPEKA, ON THE CLUTHA AND MATAURA RAILWAY.

(CORRESPONDENCE AND PETITIONS RELATING THERETO.)

*Return to an Order of the House of Representatives, dated 3rd August, 1875,**“That there be laid on the table all petitions and correspondence connected with the proposed railway deviation at Waitepeka.”—(Mr. Thomson.)*

## No. 1.

The DISTRICT ENGINEER, Invercargill, to Mr. J. W. THOMSON.

SIR,—

Public Works Office, Invercargill, 25th August, 1874.

I have had accurate surveys made for railway diversions as recommended by you to the Hon. the Minister for Public Works, also in your favour to myself 23rd December, 1873.

I find that the diversion will be about three-quarters of a mile longer than the original line as set out; will entail extra expense in earthwork to the extent of £12,500; and much steeper gradients will be required. As in time there is sure to be a branch line running to Port Molyneux, would not that give most of the settlers who would be accommodated by the diversion all the advantages they require, as I cannot see my way to recommend such increase of expenditure?

I have, &amp;c.,

W. BRUNTON,

District Engineer.

James W. Thomson, Esq., Foxwell, Port Molyneux.

## No. 2.

The DISTRICT ENGINEER, Invercargill, to the ENGINEER-IN-CHIEF.

SIR—

Public Works Office, Invercargill, 26th August, 1874.

James W. Thomson, M.H.R. for Clutha, in December last applied to the Hon. the Minister for Public Works to have the line preliminarily surveyed by me from Mataura to Clutha diverted for some ten miles—viz., from seventy-eight to eighty-eight miles, running down the Waitapeka instead of the Toiro Valley. I was also instructed to see if this was feasible. I find the diversion will entail extra earthwork of 125,000 cubic yards; gradients of 1 in 60 instead of 1 in 92; and about three-quarters of a mile longer—say excess earthwork (long lead)

Three-quarters of a mile	...	...	...	...	...	£12,500
	...	...	...	...	...	3,000
						£15,500

The diversion does run through land thickly settled and under cultivation on both sides; the line through Toiro Valley is settled and cultivated only on one at present, but a line of railway will, I believe, soon alter the features of both. I enclose copy of letter I have written to Mr. Thomson (and will forward copy of his answer as soon as it is to hand); also a sketch showing the two routes and the locality of Port Molyneux, in reference to them. If you agree the old line shall be the one, please let me know by telegram, that I may have it staked out.

I have, &amp;c.,

W. BRUNTON,

District Engineer.

The Engineer-in-Chief, Wellington.

P.S.—I also send you by this mail tracing of diversion taken, and find I cannot get into Waitepeka Valley without less cost of earthwork.—W.B.

## No. 3.

Mr. J. W. THOMSON to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Dunedin, 28th September, 1874.

You may recollect that towards the end of last year I wrote you on the subject of a  
1—E. 4c.

deviation of the Clutha and Mataura line of railway. You stated in reply that Mr. Brunton should be instructed to go over the proposed deviation, and to survey the line by the proposed new route, should it appear to him to be the better of the two. About six months ago Mr. Brunton surveyed the line accurately for tender. I understand he instructed the chief of his staff to examine the route of which the flying survey had been made, and also the route recommended by myself and others, and to survey permanently the route which he considered preferable. At all events that officer surveyed the route recommended by myself. I heard at the time that he did so chiefly on the ground that the route by the Waitepeka presented fewer engineering difficulties than the route by the Four-Mile Creek, of which a flying survey had been taken. On my return from Wellington I received a letter from Mr. Brunton stating that he would not recommend the route by Waitepeka.

He advances three objections to this route. The first is that it is about three-quarters of a mile longer than the route by the Four-Mile.

I was agreeably surprised to hear that the extra length of the Waitepeka route was so small. The short distance of three-quarters of a mile extra is a matter of little consequence, considering the immense advantage which the railway, if it goes by Waitepeka, will be to the settlers of that district, and also to the adjacent districts of Warepa, Puerua, and South Clutha, and considering the increased traffic of the railway if it goes by that route. The other two objections raised by Mr. Brunton are, that the Waitepeka route will cost £12,500 extra in earthworks, and that the gradients will be steeper. Now as only a flying survey was made of the route by the Four-Mile Creek, I do not think that the data on which Mr. Brunton makes his calculations can be very reliable. Those who are best acquainted with the line of the two routes are of opinion that the one by Waitepeka will entail less cutting and have an easier gradient than the one by the Four-Mile. It is true that the Waitepeka line would require one large cutting, and this I understand is the chief objection with Mr. Brunton to taking the line by Waitepeka; but, this cutting once made, no other would be necessary all the way to Balclutha, the valley of the Waitepeka, from the point where the railway would strike it, being level land.

The valley of the Four-Mile, on the contrary, is very zig-zag, and the ridges come down to the side of the creek, necessitating side cuttings for a large portion of the course of the railway. I may mention that a memorial addressed to you is on its way to Wellington, in which the arguments in favour of the route by Waitepeka are clearly set forth; and, as the memorial is largely and influentially signed, I hope you will give the matter your serious consideration. Unless the railway goes by the Waitepeka, the large and thickly settled and well-cultivated districts of Warepa, Waitepeka, Puerua, and South Clutha will be very much shut out from the advantages of railway communication. The settlers who are now nearest to the line, if it goes by the Four-Mile, will have an extra six miles of carriage, and in consequence of this a considerable portion of the traffic of the district will go by sea as at present, very much to the injury of the railway in a financial point of view.

A meeting of the settlers interested was held at Waitepeka last Wednesday. Various resolutions were proposed, amongst others a resolution naming a number of gentlemen as a deputation to wait on his Honor the Superintendent that they might explain the whole matter to him, with the view of his bringing it before the Colonial Government in his official capacity. The deputation waited on his Honor to-day. He was pleased to express the opinion that the railway ought unquestionably to go by Waitepeka, and that he would make a recommendation to this effect to the Government.

I am sorry for troubling you at such length on this matter. The importance of the subject is my excuse. I may state that this deviation will not be of any advantage to myself personally, as I do not reside in either of the districts specially interested. I support the route by the Waitepeka entirely on public grounds.

Hon. E. Richardson, Minister for Public Works,  
Wellington.

I have, &c.,  
JAMES W. THOMSON.

---

#### No. 4.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

SIR,—

Province of Otago, New Zealand,  
Superintendent's Office, Dunedin, 29th September, 1874.

I have the honor to acquaint you that I have been waited upon by a numerous and influential deputation on behalf of settlers in the Clutha district, relative to the line of that part of the Southern Trunk Railway between Balclutha and Clinton. It appears that by the original survey it was intended to take the railway by Waitepeka Valley. Subsequently it has been proposed to take it by way of the Four-Mile Creek (which route is now being surveyed). If this latter proposal is adhered to the bulk of the settlers in the district will be several miles further from the railway than if the first-named route is adopted.

In the public interest, I venture to hope that the Government will reconsider this matter, and will adhere to the route originally laid off, the advantages of which as compared with the other are so manifest to those who know the locality, that it would be "penny-wise and pound-foolish" to adopt the one instead of the other, even if by so doing a saving of a few thousand pounds could be effected.

It seems to me that it can make very little difference as regards the actual length of the main line whether the one route or the other is chosen, while, by adhering to the original survey, the railway will be brought considerably nearer to the great bulk of the settlers for whose benefit it is intended, most of whom are extensive growers of grain and other produce, which will go to feed the railway.

I have, &c.,

J. MACANDREW,  
Superintendent.

The Hon. the Colonial Secretary, Wellington.





## No. 5.

The Hon. the MINISTER for PUBLIC WORKS to Mr. J. W. THOMSON.

SIR,—

Public Works Office, Wellington, 1st October, 1874.

I have the honor to acknowledge the receipt of your letter of the 28th September relative to a deviation of the Mataura and Clutha line of railway, *via* Waitapeka, and to inform you that it has been referred to the Engineer-in-Chief for his report.

Mr. J. W. Thomson, M.H.R., Brooklands, Clinton, Otago.

I have, &c.,

E. RICHARDSON.

## No. 6.

Mr. J. SOMERVILLE to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Waitapeka, 2nd October, 1874.

I have the honor to enclose memorial of settlers and others *in re* of railway diversion, and trust that a favourable reply may be accorded thereto.

The Hon. E. Richardson, Wellington.

I have, &c.,

JOHN SOMERVILLE.

## Enclosure in No. 6.

The Hon. E. RICHARDSON, Minister for Public Works.

THE Memorial of Settlers in Warepa, Waitepeka, Puerua, South Clutha, and Ahuriri Districts,  
*Humbly sheweth,—*

That your memorialists have learned with regret, from a letter addressed to their representative, James W. Thomson, Esq., by Wm. Brunton, Esq., District Engineer, that he cannot recommend the construction of the Balclutha and Mataura line of railway by way of Waitepeka Valley.

That in regard to the objections raised by Mr. Brunton against the Waitepeka route that it "will be about three-quarters of a mile longer than the original route as set out," your petitioners are of opinion that this is not a valid objection, considering the great advantages that would result to the district in which your petitioners reside, and the large revenues that would accrue to the railway by the adoption of this route in the increase of traffic.

That your petitioners do not desire to argue with Mr. Brunton the various points raised by him, but, from the general knowledge which your petitioners have of the line of the two routes, they should expect that the earthwork by way of Waitepeka route would cost considerably less than by the other route, and that the gradients would be easier. Your petitioners therefore are unable to understand why the Waitepeka route will entail extra expense and earthwork to the extent of £12,000, and much steeper gradients.

That, even granting that the line by way of Waitepeka would cost more than by the original route as set out, which, however, your petitioners are not prepared to admit, yet, considering the traffic by way of Waitepeka route would be very much larger than by the Four-Mile Creek, the Government would be amply justified in incurring extra expenditure.

That your petitioners believe that by the route of which the flying survey is made there will be numerous sharp curves, whilst by the way of Waitepeka there will be few, if any, curves.

That the route as originally set out passes through a district in which there are very few settlers, the land being occupied chiefly for pastoral purposes, whilst if the line takes the Waitepeka route it will catch the traffic not only of the Warepa, Waitepeka, and Puerua districts, but of the districts beyond, in the direction of Port Molyneux and Catlin's River districts: to those districts it proves very advantageous, as it brings railway communication six miles nearer to them.

That four district roads meet near the place where it was proposed the station should be erected at Waitepeka, being so centrally situated that the whole traffic of the surrounding districts would naturally flow to such station if erected.

That unless the line goes by Waitepeka the greater part of the traffic of these districts will go by sea as at present, and therefore, because of distance from the railway, will be entirely lost.

That whilst many of your petitioners enjoy the advantage of water carriage, yet, considering the inconvenience connected with this means of conveyance, they would much prefer the advantages of railway communication.

That in regard to a branch line to Port Molyneux, which Mr. Brunton suggests would "give most of the settlers who would be accommodated by the diversion all the advantages they require," such a branch line would be of no use whatever to the settlers in Warepa, Waitepeka, and Puerua districts, inasmuch as said branch line would not pass through nor near said districts.

That your petitioners feel convinced that if the Government were acquainted with the two particular routes, and the way in which the route by way of Waitepeka Valley opens up a means of railway communication by bringing the railway six (6) miles nearer to a very large population, and to whom it would prove a very great boon, as then they would be enabled to go and come to the station with their produce in one day.

Your memorialists trust you will take the preceding premises into your consideration, and that you will see it to be both for the interest of the railway and the benefit of your petitioners to cause the line of railway between Balclutha and Mataura to be constructed according to permanent survey already made by way of Waitepeka Valley; and your memorialists will ever pray.

A. C. BEGG.

And 151 others.

## No. 7.

The Hon. the MINISTER for PUBLIC WORKS to His Honor the SUPERINTENDENT, Otago.

SIR,—

Colonial Secretary's Office, 20th November, 1874.

I have the honor to acknowledge the receipt of your letter of the 29th September, in which you represent on behalf of a deputation of settlers the desirability of carrying the line between Balclutha and Clinton on the original survey, instead of *viâ* the Four-Mile Creek as now proposed, and in reply to inform your Honor that the matter has been again referred to the Engineer-in-Chief, and he points out so many reasons why the line should go by the latter route that the Government regret they cannot comply with the request which your Honor makes.

I may add that the difference in first cost between the two routes would go far towards constructing a branch line, and the difference in their working expenses would more than cover the expense of working it.

The Government having received a memorial on the same subject from several settlers in the district interested, the Government will be obliged by your Honor making public the decision now arrived at.

I have, &c.,

His Honor the Superintendent, Otago.

E. RICHARDSON.

## No. 8.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

Province of Otago, New Zealand,

SIR,—

Superintendent's Office, Dunedin, 4th December, 1874.

I have the honor to acknowledge the receipt of your letter No. 566, 20th November, 1874, with reference to the wish of a number of settlers to have the line between Balclutha and Clinton carried out on the original survey, instead of *viâ* the Four-Mile Creek as now proposed, and intimating that the Government, having again referred the matter to the Engineer-in-Chief, regret they cannot comply with the request, which decision has been published as desired.

I have, &c.,

J. MACANDREW,

The Hon. the Colonial Secretary, Wellington.

Superintendent.

## No. 9.

Mr. J. W. THOMSON to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Wairuna, Clinton, 10th December, 1874.

I notice from your letter of 20th ult. to his Honor the Superintendent of Otago, *re* deviation in Clutha and Mataura line of railway, that the Engineer-in-Chief has recommended the route by the Four-Mile Creek. I may state that the people of Warepa, Waitepeka, Puerua, and adjoining districts not only feel that this recommendation if carried out will in a great measure exclude them from participating in the advantage of railway communication, but are convinced that the Government in a pecuniary point of view will commit a mistake. It is true that the original route by the valley of the Four-Mile has been largely departed from. The railway is now proposed to be taken through a small valley on the property of Messrs. Sandilands and Haddon. This, though rather nearer the districts above mentioned, will not, owing to the nature of the country, be in the slightest degree more serviceable to these districts than the route as originally surveyed by the Four-Mile. I think the fact that the route by the Four-Mile was so impracticable that it had to be abandoned shows that the settlers were correct in the opinions they expressed on that point, and must appear to you a sufficient justification for any trouble they may have put you to in bringing the subject under your notice.

The reasons for taking the line by way of Waitepeka have already in various ways been brought before you. I need not, therefore, repeat them. I may state, however, that they are still of as much force as ever they were. I really trust that the Government, will not be guided entirely by the Engineer-in-Chief. The people interested did not argue the question entirely from an engineering point of view. This they were not in a position to do. At the same time they expressed the opinion from their local knowledge that the Waitepeka route was vastly superior to the other, and that it did not present any engineering difficulties. The Engineer-in-Chief seems to have considered the question solely from a professional point of view. The other reasons advanced come more legitimately under the province of Government, and I trust that the Government, when they consider these, will see their way to give effect to the wishes of the very large body of settlers interested in this question.

But if the Government do not see their way to adopt the Waitepeka route, I would take the liberty of suggesting the desirability, in calling for tenders, to call for tenders for the Waitepeka route as well as that recommended by the Engineer-in-Chief, leaving it optional with the Government to select either the one route or the other. So confident are the settlers in the districts mentioned of the merits of the Waitepeka route, that they are convinced that having a better gradient the cost of construction will be little if any in excess of that recommended by the Engineer-in-Chief. I may also state that so zealous are the settlers in this matter, there is a proposal amongst them to pay the interest on any extra expenditure that may be incurred in adopting the Waitepeka route.

I may instance, as an apparent proof of the few engineering difficulties which the route by Waitepeka offers, that the Survey staff was engaged on this part of the line only one month, whereas the Survey staff who are at present at work have been engaged two months and are not yet completed.

Waiting your reply as to suggestion that the Government should call for tenders for alternative routes, if they do not adopt the Waitepeka route,

I have, &c.,

Hon. E. Richardson, Minister for Public Works, Wellington.

J. W. THOMSON, M.H.R.

## No. 10.

Mr. J. McNEILL to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 14th December, 1874.

MEETING held *re* railway matter on Friday. Deputation appointed to see you in Dunedin. Will Wednesday, twenty-third, suit you to receive them? If not, name day.

J. McNEILL.

## No. 11.

The Hon. the COMMISSIONER of CUSTOMS to Mr. J. McNEILL.

(Telegram.)

Dunedin, 15th December, 1874.

YOUR telegram of yesterday reached me last night. If possible I purpose leaving for Wellington early next week.

I will be very glad to receive deputation on any day you fix between this and Monday next; but as the railways are under the charge of the Hon. Minister for Public Works, I shall not be in a position to deal with any question connected with them. I think that your purpose would be served if you were to address me fully by letter stating your wishes; and I will, on reaching Wellington, bring your request before the Minister for Public Works. Reply free.

J. McNeill, M.P.C., Balclutha.

W. REYNOLDS.

## No. 12.

Mr. J. McNEILL to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Dunedin, 18th December, 1874.

DEPUTATION will meet you, if convenient, to-morrow (Saturday) at Dodson's Empire, Dunedin. Private room, 5.30 p.m.

Hon. W. H. Reynolds, Dunedin.

J. McNEILL.

## No. 13.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

Province of Otago, N.Z.,

Superintendent's Office, Dunedin, 22nd December, 1874.

SIR,—

Referring to your letter No. 566, 20th November, 1874, in *re* railway deviation, Clutha to Clinton, copy of which was sent to the Clutha settlers as requested, I have the honor to state that a public meeting has been held in the district, at which your letter has been read.

I need not say that a vast amount of dissatisfaction has been expressed at the result, and that the settlers in the district are strong in the conviction that their interests are being sacrificed unnecessarily, and to the detriment of the main line itself. I do not, of course, presume to question the decision of the Government in an engineering point of view. At the same time, so strong is the feeling throughout the district on the matter, that it might perhaps be expedient to reconsider it, on the ground of public convenience.

I have, &amp;c.,

J. MACANDREW,

Superintendent of Otago.

The Hon. the Colonial Secretary, Wellington.

## No. 14.

The Hon. the MINISTER for PUBLIC WORKS to Mr. J. W. THOMSON.

SIR,—

Public Works Office, 22nd December, 1874.

I have to acknowledge the receipt of your letter of 10th instant, having reference to the route of the railway from Balclutha towards Clinton, and suggesting that the Government should call for tenders for the alternative route by the Waitepeka, as well as that by the Four-Mile Creek. I have to state that it will be impossible to do so, unless a large expense is incurred in staking out the line, and making detail plans and sections similar to those being made for the line now adopted.

In the face of the reports on these two routes made by the Engineer-in-Chief, I do not consider the Government would be warranted in taking such a course.

I have, &amp;c.,

E. RICHARDSON.

Mr. Thomson, M.H.R., Clinton, Otago.

## No. 15.

Mr. J. W. THOMSON to the Hon. the COMMISSIONER of CUSTOMS.

SIR,—

Brooklands, Clinton, 24th December, 1874.

At a meeting at Waitepeka lately, I was appointed a member of a deputation that was instructed to wait on you with reference to railway deviation. The country members of the deputation

left the Clutha on Saturday last, for the purpose of waiting upon you. As the telegram informing me as to the time the deputation proposed starting did not reach me until after the deputation had left, I was not able to accompany them. I may, however, be permitted to add my testimony to the excellence of the object which the deputation had in view. The first survey, which was made by Mr. Brunton, followed the valley of the Four-Mile Creek. The settlers of Waitepeka and surrounding districts very naturally interested themselves to get the railway to go by the valley of the Waitepeka, believing that that, in addition to being more convenient for themselves, it was the better route. When Mr. Brunton, about twelve months ago, sent a staff on the ground to make a working survey, he instructed the chief of the staff to examine the route by the Four-Mile, and also the route by the Waitepeka, and to survey the line by the route he considered the better of the two.

That officer decided on the route by Waitepeka and surveyed the railway accordingly. Mr. Brunton, however, after the survey was made, was of opinion that the route by the valley of the Four-Mile was the better of the two, for which he gave various reasons. These reasons, however, I need not enumerate here, as the survey staff who were subsequently sent to make an accurate survey of the route have had to abandon it, owing to its impracticable nature. The route now proposed is geographically a little nearer the Waitepeka, but owing to the configuration of the country it will be quite as inconvenient to the settlers as if it went by the Four-Mile Creek itself. The arguments in favour of this route, as advanced by the Engineer-in-Chief, to whom the matter in dispute was referred, are that the line will have a better gradient than a line by the Waitepeka would have, and that the difference in cost would make a branch line. Of course these are strong arguments, and I am not in a position to dispute them. I may, however, express my surprise at the statement that the gradient will be better than by the Waitepeka, because it is scarcely possible to conceive a district with a better railway gradient than the Waitepeka appears to have, the incline being very gradual from the point where the railway strikes the valley. As to the difference in cost, I do not think that, considering the advantages which the line, if it went by Waitepeka, would confer on large and important districts, and the large traffic to the railway itself, a few thousand pounds should stand in the way. Any branch line that may be made in the direction of Port Molyneux and Catlin's River is not at all likely to go by way of Waitepeka, so that, unless the main line goes in that direction, the settlers in Waitepeka and surrounding districts are not at all likely to reap any advantage from the railway system of communication.

I am aware that the matter to which this communication refers does not come within the sphere of your special duties as a Minister; but I trust that, as you have a local knowledge of the districts referred to, you will use your influence in inducing the Government to take the railway by the Waitepeka.

I have, &c.,

The Hon. W. H. Reynolds, M.H.R.

JAMES W. THOMSON, M.H.R.

## No. 16.

MEMORANDUM laid before the Hon. the COMMISSIONER of CUSTOMS by Deputation from Waitepeka.  
SIR,—

At a meeting of settlers held in Waitepeka School-house on Friday, 11th instant, to take into consideration the reply to his Honor the Superintendent's recommendation of the Waitepeka route, it was resolved to elect a standing committee to further the interests of the meeting in regard to railway deviation. The meeting understanding that you were in Dunedin, it was resolved to send a deputation to wait upon you and to lay the whole matter before you, and to request your aid in behalf of the settlers.

In accordance with the above, we would in a few words state the whole matter from the beginning.

A memorial of the settlers, embracing Warepa, Waitepeka, Puerua, and South Clutha, was forwarded to the Government by the hands of Major Richardson. A select committee was called to consider it, and, from the information then to hand, it was thought, in committee, that a branch railway would answer all the purposes of the memorialists.

Upon hearing this, the memorialists, having a thorough knowledge of the country, were at once aware that a branch line could not in the least suit the convenience of the settlers. Whereupon their representative, Mr. Thomson, was desired to state this in a letter to the Minister for Public Works, and his reply thereto stated that the Engineer was instructed to examine the proposed deviation.

The report of the Working Engineer was at once so favourable that it was forthwith permanently surveyed, and the obstacles of that route were so few, that the whole survey was completed in a month's time. The settlers therefore thought that the whole affair was concluded; but not so, for the surveyor was again sent back to see whether he could make any deviation at a certain cutting near the junction, men being at the same time employed putting down trial pits to test the nature of the cutting, which was satisfactory, being found to be good holding clay and rotten rock.

But it appears that there was something else in the way, for the Engineer immediately instructed the surveyor to go on with the survey of the Four Mile Creek route, and sent at the same time a communication to Mr. Thomson stating that he had now made a permanent survey, and he found the Waitepeka route was about three-quarters of a mile longer than the Four-Mile Creek, that the gradients were steeper and the earthworks much heavier, and that it would entail an expenditure of over £12,500; and on these grounds he could not recommend it to the Government. This reply staggered the settlers at once, for they could not understand where Mr. Brunton could find the gradients to be heavier, the valley of the Waitepeka being traversed by a sluggish creek, and having little visible fall, while the valley of the Four-Mile Creek, if it could be called a valley, is so crooked in its nature, and traversed for a considerable distance by a rapid running stream, and very deep, the whole formation being of a rocky nature. This decision of the Engineer was so opposite to what the settlers expected, and rumours were afloat of the determination of Mr. Brunton to carry out the original flying route by Four-Mile



Creek, seeming to pay no attention to the interests of those large districts that were being sacrificed if such decision were carried out.

A memorial was again sent, this time to the Minister for Public Works; likewise a deputation to his Honor the Superintendent, when the whole matter was explained to his Honor, which at once approved itself to him, who told the deputation that he would at once write to the Minister for Public Works strongly recommending the Waitepeka deviation. The reply we have no doubt you have seen, which reply has been the means of bringing us before you, and for your information we would now lay before you such information as is of paramount importance to the interests of these districts, that it should at once recommend itself to the Government. The traffic of these districts is now very large, and daily increasing. The cultures are very extensive, embracing an extent of country for which no communication but the sea has been had from the earliest settlement, which has not been at all times satisfactory.

By the railway being carried by way of Waitepeka, it places the line in such a position that it commands the whole traffic of the districts. If taken by the Four-Mile Creek, it at once places the railway at such a distance that the traffic will be divided between the railway and the sea.

By the line going by Waitepeka a very large trade would be done in coal and passenger traffic, besides the usual traffic of goods.

The Hon. W. H. Reynolds, Wellington.

### No. 17.

[The Hon. the COMMISSIONER of CUSTOMS to Mr. D. HENDERSON, Clutha.

SIR,—

6th January, 1875.

Since my return to this, I have laid before the Hon. the Minister for Public Works the memorandum of the deputation which waited upon me *re* the Clutha and Mataura Railway. He informs me that the Engineer-in-Chief (Mr. Carruthers) will personally visit the proposed line within a month, and that until the receipt of his report the Government will not decide which route will be taken.

I have, &c.,

D. Henderson, Esq., M.P.C., Clutha.

W. H. REYNOLDS.

### No. 18.

The Hon. the COMMISSIONER of CUSTOMS to Mr. J. W. THOMSON.

SIR,—

6th January, 1875.

I beg to acknowledge receipt of your letter of 24th December, and now enclose copy of a letter I have this day written to Mr. Henderson, a member of the deputation who waited upon me in Dunedin. From this letter you will perceive that the Hon. the Minister for Public Works intends to have the route of the Clutha and Mataura Railway further reported upon before finally fixing it.

I am, &c.,

J. W. Thomson, Esq., M.H.R., Clutha.

W. H. REYNOLDS.

### No. 19.

Mr. J. W. THOMSON to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Brooklands, Clinton, 27th March, 1875.

It is now nearly two months since Mr. Carruthers, Engineer-in-Chief, visited the Clutha, with the view of reporting to the Government regarding the proposed deviation by way of Waitepeka. The residents in the districts chiefly interested are now anxious to know the tenor of Mr. Carruthers' report. I shall therefore be glad to hear from you on the subject at your earliest convenience.

I have, &c.,

Hon. E. Richardson.

J. W. THOMSON.

### No. 20.

Mr. D. WHYLOCK to the Hon. the COMMISSIONER of CUSTOMS.

(Telegram.)

Balclutha, 28th March, 1875.

WHAT decision Waitepeka Railway? Committee specially want reply to-morrow.

Hon. W. H. Reynolds, Blenheim.

DANIEL WHYLOCK.

### No. 21.

The UNDER SECRETARY for PUBLIC WORKS to Mr. D. WHYLOCK.

SIR,—

Public Works Office, Wellington, 5th April, 1875.

I am directed by the Hon. Mr. Reynolds to express his regret that he has been unable to reply to your telegram of the 28th March, owing to his absence from Wellington, and to state that the Engineer-in-Chief's engagements have obliged him to proceed to Auckland. His report in reference to the route of the railway southward of Balclutha has been necessarily postponed until his return.

I have, &c.,

Mr. David Whylock, Balclutha.

J. KNOWLES,

Under Secretary.

## No. 22.

The Hon. the MINISTER for PUBLIC WORKS to Mr. J. W. THOMSON.

SIR,—

Public Works Office, Wellington, 5th April, 1875.

I have the honor to acknowledge the receipt of your letter of the 27th ultimo, respecting the deviation of the Mataura to Clutha Railway by way of Waitepeka, and in reply to inform you that, the Engineer-in-Chief's engagements having obliged him to proceed to Auckland almost immediately after his return from the South, his report on the route of the railway southward of Balclutha has been necessarily postponed until his return.

I have, &amp;c.,

W. H. REYNOLDS,

(in absence of the Minister for Public Works).

J. W. Thomson, Esq., M.H.R., Clinton, Otago.

## No. 23.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

SIR,—

Province of Otago, New Zealand,

Superintendent's Office, Dunedin, 22nd May, 1875.

At the request of the Railway Deviation Committee, I have the honor to forward the enclosed letter relative to the line between Balclutha and Clinton. I would at same time again venture to urge upon the favourable consideration of the Government the views expressed in my letters of 29th September and 4th December, 1874, on this subject.

I have, &amp;c.,

J. MACANDREW,

Superintendent.

The Hon. the Colonial Secretary, Wellington.

## Enclosure in No. 23.

SECRETARY to RAILWAY COMMITTEE to His Honor the SUPERINTENDENT, Otago.

SIR,—

Waitepeka, 13th May, 1875.

At a meeting of the Railway Deviation Committee, held at Puerua, 30th ultimo, I was desired to bring the notice of this meeting before you, the purpose of which has been fully reported on in the *Bruce Herald* of 4th May, and *Clutha Leader* of 6th May, and to request that you would at once put yourself in communication with the Minister of Public Works, and request that no further steps be taken in regard to this portion of the line, viz. between Balclutha and Clinton, until meeting of the General Assembly. Our representatives, with your recommendation, are to bring it before the present meeting of Council, with the hope that the members thereof will at once indorse what action our representatives have already taken in the matter, likewise your own and the Executive's recommendation to the Minister for Public Works, and the earnest hope that your Honor will, both in Council and Assembly, give us your aid in securing this boon to the district.

I have, &amp;c.,

JOHN SOMERVILLE,

Secretary to Railway Committee.

His Honor the Superintendent, Otago.

## No. 24.

The Hon. the MINISTER for PUBLIC WORKS to Mr. J. W. THOMSON.

SIR,—

Public Works Office, 18th June, 1875.

With reference to my letter of the 5th April, I have now the honor to enclose a copy of the report that has been furnished by the Engineer-in-Chief relative to the deviation of a portion of the Mataura and Clutha Railway proposed by the settlers in the Waitepeka Valley and its neighbourhood, and to inform you that the Government have decided to adopt the line originally surveyed.

I have, &amp;c.,

E. RICHARDSON.

J. W. Thomson, Esq., M.H.R., Brooklands, Clinton.

## No. 25.

The UNDER SECRETARY for PUBLIC WORKS to Mr. D. WHYLOCK.

SIR,—

Public Works Office, Wellington, 18th June, 1875.

With reference to the Hon. Mr. Richardson's letter of the 5th April, I am now directed to enclose a copy of the report furnished by the Engineer-in-Chief in reference to the deviation of a portion of the Mataura to Clinton line, suggested by the settlers in the Waitepeka Valley and its neighbourhood, and to state that the Government have decided to adopt the line originally proposed, in preference to the suggested deviation.

I have, &amp;c.,

JOHN KNOWLES,

Under Secretary.

D. Whylock, Esq., Balclutha.

## No. 26.

The Hon. the COLONIAL SECRETARY to His Honor the SUPERINTENDENT, Otago.

SIR,—

Colonial Secretary's Office, 18th June, 1875.

I do myself the honor to acknowledge the receipt of your letters of the 22nd December and 22nd May, relative to line to be adopted for the railway between Mataura and Clutha, in both of which your Honor urges that the deviation near Balclutha, proposed by the settlers in the Waitepeka and neighbouring districts, should be further considered by the Government.

In reply, I beg to inform your Honor that the Engineer-in-Chief was some time since directed personally to examine and report on the merits of the deviation as above proposed, and to state that in consequence of the report received (of which I enclose a copy) the Government have decided to adhere to the line as originally laid out.

His Honor the Superintendent, Otago.

I have, &c.,

D. POLLEN.

---

 Enclosure in No. 26.

## REPORT OF THE ENGINEER-IN-CHIEF.

*Deviation near Balclutha of Clutha to Mataura Railway.*

Public Works Office, Wellington, 17th June, 1875.

HAVING visited the district in which this deviation of the Clutha to Mataura line is proposed, I beg to report that, in my opinion, the line selected by Mr. Brunton is the better of the two—viz., that by way of the Four-Mile Valley.

The Waitepeka Valley, through which the petitioners wish the line to be taken, is certainly a richer and better settled valley than the other, and if a branch line only were proposed it would be the better line.

If the line is taken by way of the Four-Mile Valley, the Waitepeka settlers will have to cart their produce two miles further than if it were taken through their own valley; on the other hand, the whole of the traffic between Dunedin and the district south of Clinton will have to pass over *more than a mile* less of railway, with better gradients.

In effect, if the Waitepeka deviation is adopted, it will be equivalent to levying a tax of from 4d. to 6d. a ton on all traffic between Dunedin and the South, in order to save a charge of 1s. 6d. a ton for cartage on the very much smaller business of the Waitepeka Valley.

The Hon. the Minister for Public Works.

JOHN CARRUTHERS.

---

 No. 27.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

Province of Otago, New Zealand,

SIR,—

Superintendent's Office, Dunedin, 26th June, 1875.

I have the honor to acknowledge the receipt of your letter of the number and date quoted in the margin (No. 370, 8th June, 1875), acquainting me with the decision of the Government relative to the railway line between Clutha and Mataura, the contents of which I have communicated to those interested in the Waitepeka deviation.

I have, &c.,

J. MACANDREW,

Superintendent.

The Hon. the Colonial Secretary, Wellington.

---

 No. 28.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

SIR,—

Superintendent's Office, Dunedin, 30th June, 1875.

I have the honor to forward copy of a resolution of the Provincial Council of Otago, adopted at its recent session, on the subject of the deviation of the main line of railway between Balclutha and Clinton.

I have, &c.,

J. MACANDREW,

Superintendent of Otago.

The Hon. the Colonial Secretary, Wellington.

---

 Enclosure in No. 28.

## SOUTHERN TRUNK RAILWAY—BALCLUTHA TO CLINTON.

RESOLVED,—“That, in the opinion of this Council, it is essential in the public interest that the main line of the Southern Trunk Railway between Balclutha and Clinton should be carried as near as possible to the settled districts from whence the traffic will be supplied, and that the line by Waitepeka, as permanently surveyed, being four miles nearer the settled districts than the proposed deviation, should be adopted; and that an Address be presented to his Honor the Superintendent, requesting that a copy of this resolution be transmitted to the General Government.”—(Mr. Henderson.)

Passed by the Provincial Council, June 14th, 1875.

JOHN L. GILLIES, Speaker.

W. E. SESSIONS, Clerk of Council.

## No. 29.

The Hon. the COLONIAL SECRETARY to His Honor the SUPERINTENDENT, Otago.

SIR,— Colonial Secretary's Office, Wellington, 9th July, 1875.

I have the honor to acknowledge the receipt of your letter of the 30th June, forwarding a copy of a resolution passed by the Provincial Council of Otago on the 14th June, relative to the Waitepeka deviation.

The report of the Engineer-in-Chief forwarded to you on the 18th of that month will have informed your Honor of the views of the Government on the route to be adopted.

His Honor the Superintendent of Otago, Dunedin.

I have, &c.,  
D. POLLEN.

## No. 30.

His Honor the SUPERINTENDENT, Otago, to the Hon. the COLONIAL SECRETARY.

SIR,— Superintendent's Office, Dunedin, 21st July, 1875.

I have the honor to acknowledge the receipt of your letter No. 396, 9th July, 1875, with reference to the Waitepeka deviation of the Southern Trunk Railway.

I have, &c.,

The Hon. the Colonial Secretary, Wellington.

J. MACANDREW,  
Superintendent of Otago.

## No. 31.

Mr. J. W. THOMSON to the Hon. the MINISTER for PUBLIC WORKS.

SIR,— Wellington, 30th July, 1875.

I have the honor of forwarding to you a petition from Waitepeka Railway Committee, regarding proposed deviation by way of Waitepeka Valley. I trust you will give the matter your careful consideration, and that you will see your way to give effect to the wishes of the petitioners.

I have, &c.,

Hon. Edward Richardson, &c.

J. W. THOMSON.

## Enclosure in No. 31.

To the Hon. the MINISTER for PUBLIC WORKS, Wellington.

SIR,—

Your petitioners (being the Waitepeka Railway Committee) have learned with deep regret that the General Government intends to adopt the report of the Engineer-in-Chief relative to a deviation of the Clutha Railway by way of Four-Mile Creek, instead of that as first permanently surveyed by way of Waitepeka.

The main reason that the Engineer gives for recommending this deviation is, that if the line by Waitepeka be adopted it would be equivalent to laying a tax of from 4d. to 6d. per ton on all traffic between Dunedin and the South, in order to save a charge of 1s. 6d. per ton (or as it might more fairly be stated, 3s. 6d. per ton) for cartage on the smaller business of the Waitepeka Valley. Your petitioners would most respectfully submit that it is not the Waitepeka Valley alone that suffers, but the whole of the Clutha district south and east of the Four-Mile Creek—viz., Waitepeka, Warepa, Puerua, Port Molyneux, Ahuriri, and Catlin's district. Your petitioners therefore fail to see any good reason why such a large and important district should be taxed from 1s. 6d. to 3s. 6d. per ton for cartage to save another district from 4d. to 6d. per ton. We would therefore express the hope that you will yet consider the just claim of the Clutha inhabitants, which claim has on a previous occasion been indorsed by his Honor the Superintendent and his Executive. The Provincial Council also at its last session passed an unanimous resolution strongly recommending the line by Waitepeka. We therefore sincerely trust that this reasonable request will yet be granted.

And your petitioners, as in duty bound, will ever pray.

DONALD HENDERSON.

GEORGE HAY.

M. H. JENKINSON.

J. BRIAN.

D. WHYLOCK.

WILLIAM MORTON.

J. SOMERVILLE, Secretary Railway Committee.

## No. 32.

The Hon. the MINISTER for PUBLIC WORKS to Mr. J. W. THOMSON.

SIR,— Public Works Office, Wellington, 30th July, 1875.

I have the honor to acknowledge the receipt of your letter of this date, covering a memorial from the Waitepeka Railway Committee, and in reply to inform you that the Government will give that memorial its careful consideration.

J. W. Thomson, Esq., M.H.R., Wellington.

I have, &c.,

E. RICHARDSON.