

No. 5.

J. C. WASON, Esq., M.H.R., to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Christchurch Club, Canterbury, New Zealand, 4th April, 1877.

During the last session of Parliament I had the honor to move for a Select Committee to inquire as to the expediency of using brown coal upon the Canterbury Railways. The Committee reported that it was most desirable this brown coal should be used whenever practicable. Mr. Richardson gave a very distinct promise that at any rate the Government would make trial of it. I have already suggested to Mr. Richardson the expediency of making trial of this coal upon that part of the Canterbury Branch Railways from Horndon, or late White Cliffs Junction, to White Cliffs, and, although I have received repeated assurances that a fair trial would be made of this coal, as yet nothing has been done. I have further to direct your attention to the assurance given by Mr. Richardson that the terminal charge for loading and unloading coal would be assimilated to those at present prevailing in Otago.

J. D. Ormond, Esq.

I have, &c.,
J. CATHCART WASON.

No. 6.

The Hon. the MINISTER for PUBLIC WORKS to the ENGINEER-IN-CHIEF.

SIR,—

9th April, 1877.

I communicated with Mr. Richardson on the subjects Mr. Wason writes about, and find he did make the promises stated. Please instruct that parties wishing to have the Malvern coal tried can do so by sending five tons to the nearest railway, that public notice might be given to this effect, so that it may be generally known by the coal-owners. When tried, the coal should be reported on. Please note what you advise as to terminal charges on coal.

The Engineer-in-Chief.

I have, &c.,
J. D. ORMOND.

No. 7.

The UNDER SECRETARY, Public Works, to Mr. J. C. WASON, M.H.R.

SIR,—

Public Works Office, Wellington, 23rd April, 1877.

I am directed by the Hon. the Minister for Public Works to inform you, in reply to your letter of the 4th instant, that instructions have been given to the General Manager of the Canterbury Railways to notify to pit-owners the willingness of the Government to test such samples of local coal of five tons and upwards as may be sent to the Manager for that purpose, so soon as the alterations in the locomotives (which the experiments will necessitate) have been made.

I enclose a copy of the last *New Zealand Gazette*, from which you will perceive that your request in reference to the terminal charges on minerals has been also attended to.

J. C. Wason, Esq., M.H.R.,
South Rakaia, Canterbury.I have, &c.,
JOHN KNOWLES,
Under Secretary for Public Works.

Enclosure in No. 7.

[No. 34. Supplement to *New Zealand Gazette* of Thursday, 12th April, 1877.]

Rates for Storage and Delivery of Grain at the Gladstone Pier and Lyttelton Railway Sheds, and for Conveyance of Minerals—Amberley to Moeraki Railway, and Branches thereof.

IN accordance with the By-laws for the New Zealand Railways, fixed by Order in Council dated the 17th day of April, 1877, the following rates for the storage and delivery of grain, and for the conveyance, loading, and unloading of minerals, are hereby declared to be fixed, and shall be paid by persons using the railways from this date forward, until altered, on that portion of the railway from Amberley to the Bluff situated between Amberley and Moeraki, and on the branch lines in connection therewith, in substitution of all previous rates for storage and delivery of grain, and for conveyance, loading, and unloading of minerals, except for the conveyance, loading, and unloading of minerals on the Lyttelton branch.

TABLE OF RATES FOR STORAGE AND DELIVERY OF GRAIN FOR LYTTELTON STATION AND THE GLADSTONE PIER.

For grain not taken delivery of by the consignee within five (5) working hours after arrival (to be kept in the railway wagons or stored at the risk of the consignees or owners, and at the option of the General Manager), for receiving and delivering to the ship, at per ton	£	s.	d.
after which, for each week or fraction of a week, a charge for storage will be made, at per ton or fraction of a ton, of	0	2	6
and after three (3) weeks, provided that the consignees or owners, upon demand, fail or neglect to take delivery when required by the General Manager, from the date of such demand a charge will be made per ton or fraction thereof per day or fraction thereof, of	0	0	6
Demurrage for each truck not unloaded by a consignee or owner of the grain under contract to do so, within eight (8) working hours after arrival, will be charged at the rate of per truck per day or fraction thereof	0	0	2
Haulage from private store to wharves, at per ton or fraction of a ton	1	0	0
	0	0	6