

1879.  
NEW ZEALAND.

# RAILWAY MAP INQUIRY COMMITTEE

[REVIVED]

(REPORT OF, TOGETHER WITH MINUTES OF PROCEEDINGS AND EVIDENCE,  
AND APPENDIX).

*Report brought up 8th August, 1879, and ordered to be printed.*

## ORDER OF REFERENCE.

*Extract from the Journals of the House of Representatives.*

THURSDAY, THE 7TH DAY OF AUGUST, 1879.

*Ordered,* "That the Select Committee to whom was referred the question as to whether any alteration was made in the plan laid on the table last session, showing the proposed line of the Thames Railway, be revived; but that Mr. Speaker be discharged from serving thereon, and the following members be added to the Committee:—namely, Mr. Goldie, Mr. Jackson, Mr. Rees, and Dr. Hodgkinson. That the report presented on 29th July be referred back to the Committee, with an instruction to report all the evidence submitted to the Committee, and to take such further evidence on the subject as they may think proper. That, also, it be an instruction to the Committee to report specially whether or not any evidence has been suppressed, as alleged by the Hon. the Minister for Public Works. Five to be the quorum of the Committee. The report to be brought up within forty-eight hours."—(*Hon. Mr. Macandrew.*)

## REPORT.

THE Select Committee to whom was referred back the report of the Railway Map Inquiry Committee brought up on the 29th July last, with an instruction to report all the evidence submitted to the Committee, and to take such further evidence on the subject as they may think proper, and with an instruction to report specially whether or not any evidence has been suppressed, as alleged by the Hon. the Minister for Public Works, have the honor to report:—

1. That, in the opinion of the Committee, there is no ground for stating that any evidence has been suppressed by the Committee previously appointed.

2. This Committee agrees with the Committee previously appointed that no alteration was made in the map subsequently to its being laid on the table of the House on 10th September, 1878.

8th August, 1879.

HENRY JACKSON,  
Chairman.

## MINUTES OF PROCEEDINGS.

FRIDAY, 8TH AUGUST, 1879.

The Committee met pursuant to notice.

*Present:* Mr. Jackson, Mr. Rees, Mr. McLean, Mr. Goldie, Mr. Rolleston, Hon. Mr. Richardson, Mr. Pyke, and Dr. Hodgkinson.

*Resolved,* That Mr. Jackson do take the chair.

The following witnesses were examined upon oath:—C. J. Monro, Clerk to the Committee; C. O. Montrose, shorthand reporter; E. D. Bell, Reader to the House; Hon. J. Macandrew, Minister for Public Works; the Hon. the Speaker of the House of Representatives; J. Knowles, Under Secretary for Public Works.

Proposed by Mr. Pyke, and seconded by Mr. Rolleston, That, in the opinion of this Committee, there is no ground for stating that any evidence has been suppressed by the Committee previously appointed.

A division was called for, with the following result:—

*Ayes,* 4.  
Mr. McLean,  
Mr. Pyke,  
Hon. Mr. Richardson,  
Mr. Rolleston.

*Noes,* 3.  
Mr. Goldie,  
Dr. Hodgkinson,  
Mr. Rees.

So it was resolved in the affirmative.

1—I. 2A.

As an addition to the above, proposed by Mr. Goldie, and seconded by Mr. Rees, That the Committee have to report that, whilst no evidence has been suppressed by the late Committee, still it has been proved that some of the documents furnished by the Under Secretary for Public Works by order of the late Committee had not been placed before the Committee by the Chairman previous to bringing up their report.

A division was called for, with the following result:—

*Ayes*, 3.  
Mr. Goldie,  
Dr. Hodgkinson,  
Mr. Rees.

*Noes*, 4.  
Mr. McLean,  
Mr. Pyke,  
Hon. Mr. Richardson,  
Mr. Rolleston.

So it passed in the negative.

*Resolved unanimously*, That this Committee agrees with the Committee previously appointed, that no alteration was made in the map subsequently to its being laid on the table of the House on the 10th September, 1878.

*Resolved unanimously*, That the Chairman bring up the report to the House this day, in accordance with the above resolutions, and that he move that all the evidence taken and documents laid before the Committee be printed.

The Committee then adjourned.

## MINUTES OF EVIDENCE.

FRIDAY, 8TH AUGUST, 1879.

Mr. C. J. MONRO sworn and examined.

1. *The Chairman.*] Mr. Monro, you are in possession of all the evidence that was given before the Railway Map Inquiry Committee?—The evidence that was given before that Committee I got from the shorthand reporter.

2. Was there any further evidence than that?—Not that I am aware of.

3. *Mr. McLean.*] And that has all been printed?—I believe so. I have not seen the printed copy of it. That is in possession of Mr. Bell, the Reader.

Mr. C. O. MONTROSE sworn and examined.

4. *The Chairman.*] State what you know on the order of reference to this Committee?—I was the shorthand reporter to the Railway Map Committee. I have seen the printed report of the evidence given before that Committee and have examined it. So far as I can judge, the whole of the verbal evidence given before that Committee appears in the printed copy. The only documentary evidence that was produced in my presence was certain telegrams between the Government and the local authorities at the Thames.

5. *Hon. Mr. Richardson.*] And are those telegrams in the printed report?—They are.

Mr. E. D. BELL sworn and examined.

6. *The Chairman.*] You had charge, Mr. Bell, of the printed evidence given before the Railway Map Committee?—I read the proofs as they came from the Printer.

7. Did you read the proofs when they came in?—Yes.

8. Were the printed proofs in accordance with the evidence that was given to be printed?—With the exception of a few verbal alterations, which I could show to the Committee by producing the proofs, they were exactly the same.

9. The whole of the evidence?—I read the proofs of all the evidence that was sent to the printer, and nothing was left out.

10. [Proofs produced.] You are certain that all that is printed here contains the whole of the evidence that was in those papers?—Yes, with the exception of the few alterations which you see there.

11. *Mr. McLean.*] These papers that you see there that have come from the Printer are the whole of the proofs of this evidence taken before the Committee?—There was a revised proof returned from the Printer to show that the alterations made in the first proof had been corrected.

12. That was the first proof?—Yes.

Hon. J. MACANDREW sworn and examined.

13. *The Chairman.*] On the order of reference, Mr. Macandrew, it is stated, "That it be an instruction to the Committee to report specially whether or not any evidence has been suppressed, as alleged by the Hon. the Minister for Public Works." I believe you made a statement last night that certain evidence had been suppressed. Will you tell the Committee to what evidence you referred?—Perhaps "suppressed" may be a strong term. I do not mean to say the Committee suppressed evidence; I might say it had been left out, which is just the same thing. It depends upon one's idiosyncrasy. I should like, sir, that you would look up the proof of Mr. Knowles's evidence, which was sent to him for correction. I may say at once that I have no objection to the report of the Committee; what I object to is that the whole of the papers produced were not printed with the evidence.

14. *Mr. Rolleston.*] The whole of the evidence?—No; but the papers bearing upon the subject produced by him.

15. Would it not be better to put in what you wish as evidence than to state that there had been evidence suppressed?—Well, I do not know. I complain of his having sent these records, and that there is no appearance of them in the report. His evidence does not appear.

16. *Mr. Goldie.*] This was sent to Mr. Knowles for correction?—Yes; but part of the evidence he sent is not printed.

Mr. E. D. BELL re-examined.

17. *The Chairman.*] Why was not this portion at the end of Mr. Knowles's evidence inserted in the printed copy?—There is a resolution at the end of the minutes of proceedings in almost the same words, and it appeared unnecessary to repeat it again at the end of Mr. Knowles's evidence. Moreover, it has always been the custom only to include in the minutes of evidence evidence actually given by the witness to the Committee.

Hon. J. MACANDREW.—Examination continued.

*Hon. Mr. Macandrew:* What I desired to have shown was that the map which it has been insisted I tampered with, or caused to be altered, showing the proposed railway from the Thames to Waikato, was identically the same as the map which had been prepared by the order of the late Government—by Mr. Richardson's order, I believe—showing exactly the same line.

18. *Mr. Rolleston.*] How many years before?—In 1873, I think. I also wish to bring before the Committee that Mr. Richardson, on behalf of the late Government, promised that this railway should be constructed, and commenced at Shortland—exactly where it was commenced. I wanted to have brought that out, and to have before the Committee the papers which bear out what I say. Here is a letter from Mr. Blackett which bears out what I say. [Documents produced.] They are the result of Mr. Simpson's survey. There the line is shown up to Grahamstown. [Map produced.] That is the result of those instructions.

19. *Mr. Rolleston.*] When did you become aware of those instructions?—I became aware of them when I found that the first Committee had gone outside the order of reference, and thought it necessary to go into matters of policy with which they were not called upon to deal.

20. Then the addition to this map was not made because you had any idea of this previous survey?—No. I always understood that Grahamstown and the Thames were identical, and this bears out my view of the subject. I should also like the Committee to have before it the first application of the Superintendent of Auckland to the Colonial Secretary, requesting this thing to be done. [The witness here produced a letter from the office of the Colonial Secretary, dated 14th September, 1873, signed by Mr. Waterhouse; and a letter by Mr. Blackett, and other correspondence.] I should like, also, that the Committee should examine the Chairman of the Thames County Council, who is here, and will give evidence as to the truth of what I say regarding these promises. On the 8th August, 1873, Mr. C. F. Mitchell was sent from Grahamstown to Wellington on this matter, and had an official interview with Mr. Richardson, and received an assurance from him that the Government would support this line from Grahamstown. He reported the result of that interview to the people who sent him.

21. Is it not a fact that your Public Works Statement shows the line as from Te Aroha to Grahamstown? Does it not show that the design of 1873 had been changed?—No. My statement contains the contract survey so far as it had been completed; but the map which I ultimately laid on the table shows the line as it was intended—to start from Grahamstown.

22. *Hon. Mr. Richardson.*] Mr. Macandrew has stated that he wishes some of these papers printed. I should like to ask him whether he has any objection to the whole of them being printed?—Decidedly not.

23. My reason for asking this question is, that unless the whole of this correspondence of 1873 is printed, the intentions of the then Government will not be clear?—I have no objection whatever to the whole of it being published, except that there is a good deal of it that is irrelevant. I should like, if it were possible, to tone down the word "suppressed." I do not think it should have any offensive reference. I should substitute the word "omitted" instead.

24. I should like to ask whether Mr. Macandrew is aware of any evidence having been given or tendered before this Committee that has been suppressed?—I say that documents which Mr. Knowles was requested to furnish to the Committee have been omitted from the appendix to the report, or left out of it.

25. Are you aware of the date on which these documents were sent up?—I suppose it would be dated.

26. *Mr. Pyke.*] I observe in the Public Works Statement you made last year there is this sentence: [page 10 of Public Works Statement quoted]. What would that imply?—It would imply that it was intended to make a railway from Grahamstown to Hamilton, and that a very large area of land was intended to be opened up thereby. I may mention that I saw Mr. Knowles as he was coming back from giving evidence before the Committee, and he mentioned that he had been requested by the Railway Map Committee to look up some correspondence. From the remarks I made before the Committee he had been led to believe that there were some documents. He was not aware of any, but was going to see if there were any.

27. *Mr. McLean.*] Was it before you saw this report of the evidence in print that these documents came to your knowledge?—No; on the very day I was examined. I thought it was necessary to inquire about them when I saw the turn the inquiry was taking.

Mr. C. J. MONRO re-examined.

28. *Hon. Mr. Macandrew.*] When was this evidence sent which was not inserted in the printed evidence [documents produced]?—That was received, so far as I remember, after the Committee had finally adjourned. I took these documents in to the Chairman, and he instructed me to send them back.

28A. *Mr. Rolleston.*] It was a pile of papers of considerable thickness?—Yes; there was a thick letter-book with the documents.

*Hon. Mr. Macandrew:* What I complain of is, that these papers are not in that report.

Hon. J. MACANDREW.—Examination continued.

29. Are you aware of any action being taken since 1873 up? Did you get a telegram from the Mayor of the Thames after you made your Public Works Statement?—I am not aware.

30. Have you seen the report of Mr. Simpson?—I have put it in now.

31. Are you aware what action the Government at that time took after getting that report?—I am not aware.

32. Are you aware that immediately on receiving that report they stopped any intention they had of constructing the line there?—I am not aware.

33. And any construction up to 1873—up to the time you got a telegram—up to the time you delivered your Public Works Statement?—I have not made it my business to inquire.

34. Have you seen any memorandum of the Government of 1873 as to why they stopped the making of that line?—No.

35. You have seen nothing of them?—No.

36. Could you point out to the Committee any information whereby you can show that you had any intention when you delivered your Public Works Statement to make that line?—I submit that the question remitted to this Committee was whether any map had been tampered with, not whether I had any intention to make that railway when I made my Public Works Statement.

37. Was not that question of Mr. Richardson's relative to the map attached to your Public Works Statement?—The question is there; the map will speak for itself. I put the map on the table showing the proposed railway-lines for the North Island.

38. Which purported to be a copy of the map attached to your Public Works Statement?—Yes, so far.

39. *Mr. Rees.*] From your knowledge of the wants of the district do you believe the people of Waikato and the Thames and Province of Auckland would be satisfied or content with any railway to the Thames River short of Grahamstown?—I believe, after having visited the district, that it would be perfectly absurd to commence a railway to Te Aroha. I maintain, nobody in their senses would ever even dream of such a thing.

40. *Mr. Rolleston.*] Does not the Engineer's report speak for itself?—It is in the report; unfortunately I had not seen it when I delivered the Public Works Statement.

41. *Mr. Rees.*] You have seen the country now?—Yes.

42. Have you any doubt in your mind of this fact: that to make any use of a railway it must run from Waikato to Grahamstown?—I say the railway must start from Grahamstown and run as far as you can take it.

43. It must start from Grahamstown?—Yes; and the amount that was suggested in the Public Works Statement would take it a long way towards Hamilton.

44. *Mr. McLean.*] Have you read your Chief Engineer's sworn evidence?—No.

45. *Mr. Rees.*] Have you looked over your own evidence?—I looked over my own evidence that was sent to me for correction.

46. You have seen the documents Mr. Knowles sent in?—Yes.

46A. Do you consider that they are such documents as were referred to in the order that he should produce documents before the Railway Map Committee bearing on this question?—Yes.

47. *The Chairman.*] And only those?—There may be others; but I am not aware of them.

48. *Hon. Mr. Richardson.*] What was the date of the alleged promise on behalf of the Government that that railway should be made?—The date was August, 1873.

49. You stated that in Auckland, I presume?—That was to Mr. Mitchell, who was sent to Wellington in August, 1873. I think the deputation that waited upon me in Auckland was in January.

50. Have you the record of that one in August that you speak of?—I have merely got a memorandum.

51. From whom, I would ask?—From the Mayor of the Thames.

52. That is not an official record?—No.

53. I understood you to say just now you did not object to this report; but that merely certain papers had been omitted?—I do not object to it, excepting in so far as it goes beyond the order of reference; and my whole object in calling attention to the matter was to cause inquiry into the omission of these documents that were ordered to be produced.

54. *Mr. McLean.*] Are you aware of these documents ever having been before the Committee?—I am not aware.

55. *Dr. Hodgkinson.*] In page 10 it seems clear that you had an idea of making a railway from Waikato to Grahamstown. It appears from that you had an idea of a railway about sixty miles in length?—I had no idea of the distance at that time.

56. In page 4 you mentioned, "Waikato to Thames, thirty miles." Now, "the Thames" is an indefinite expression. The question is, why was thirty miles put in instead of sixty?—"Thames," I always understood, meant "Borough of Thames." It so happens that report only included that portion of the line which was surveyed for contract, and which turns out to be only thirty miles.

57. That is the reason you put in thirty miles instead of sixty?—I am not ashamed to say I did not know exactly the localities—how far Grahamstown was from this point. I submit, Mr. Chairman, these works are not constructed under the authority of the Public Works Statement—they are constructed under the authority of an Act of Parliament; and that when the Act was passed the map showing the line to Grahamstown was on the table.

58. The amount in the Public Works Statement is £168,000 for thirty miles?—It was clear that amount would not make a line from Hamilton to the Thames.

59. The difficulty is to know why, having an idea of constructing a line from Waikato to Grahamstown, a greater number of miles were not put in, and a larger sum?—That was through want of knowledge of the Thames.

60. *Mr. McLean.*] Did it not strike you, Mr. Macandrew, that it would bring to your knowledge the district of the Thames when you ordered that thirty miles of extra colouring to be put on that map?—No.

61. Under the Railway Construction Act the law is that you have to get a survey of the line?—Yes.

62. Has a survey been made of that line from Grahamstown to Te Aroha?—I am not sure whether it is made all the way yet; it is partly made. A flying survey was made of that in 1873 by order of Mr. Richardson.

63. Are you not aware that in 1873 they could not survey it—that the Maoris would not let them survey it?—I am not aware. They seem to have made a survey, as it appears on the map.

64. I want to know whether sanction for this railway was given by the Governor in Council?—I could not exactly tell the date; it was some time in July, I think. It was sanctioned by the Cabinet before it was started.

65. You stated the 6th of July?—That would be it.

66. That was long after the contract was allowed?—Yes, long after.

67. Is it not the law that you must get a report by the Engineer?—I have that.

68. But not the signature of the Governor?—That is not there.

69. You got that only a few days before the meeting of Parliament?—Yes, a few days before.

70. *Mr. Rolleston.*] After the work was done?—Yes; after the work was commenced. I may say that it is a mere form, the sanction of the Governor in Council. I may say, also, that the Immigration and Public Works Appropriation Act does not require the sanction of the Governor in Council.

71. The railway was made under the provisions of that Act?—Yes; as all others were made.

72. You do not regard the Railways Construction Act?—I do not regard that at all—not while the other is on the Statute Book.

73. *Mr. McLean.*] And you, in all your searches, know nothing of anything that happened with another Government since this railway was dropped, in 1873, up to the time you got that telegram from the Mayor of Grahamstown, after you delivered your Public Works Statement?—I have made no search.

74. Did you see a telegram from Sir George Grey to the Mayor of the Thames after you delivered your Public Works Statement?—No.

75. From the Chairman of a public meeting at the Thames?—I have no recollection of seeing anything of the kind.

76. I will try and bring your memory to a test—it was as to your sanction of Parliament for it. Do you recollect that?—No. I may just say, in conclusion, that nothing could be further from the truth than the statement that I was a party to tampering with a map in any way. That is my sole object in wishing to make any statement; and to show that the map alleged to have been altered was an exact copy of a map which had been prepared years ago by order of the Hon. Mr. Richardson—in as far, at least, as the Thames-Waikato Railway was concerned.

Hon. G. M. O'RORKE, Speaker of the House of Representatives, sworn and examined.

77. *The Chairman.*] Mr. Speaker, you are acquainted with what took place in the House last night, and this order of reference? I am told you will be able to give some information regarding the evidence which is alleged to have been suppressed. Have you any explanation which you think it is proper to make before the Committee?—I do not think there is any cause whatever for the charge that has been made against the Committee of suppressing evidence. I do not think it would be possible for evidence to be suppressed, inasmuch as every witness was furnished with the shorthand writer's copy of his evidence, with the usual intimation that he was at liberty to make such corrections as are ordinarily allowed. If any complaint of that kind was made it would be the clerk's duty to bring it under my notice. I presume the evidence that was signed was exactly what the witness wished to state. When we concluded our inquiry I was anxious to see one unimportant document—namely, a memorandum read by Mr. Macandrew in the House, which was prepared by Mr. Knowles. Mr. Rolleston had put some questions bearing upon that memorandum which I could not understand, inasmuch as I had not read the document to which he referred; and it was merely to clear up my own mind on the subject that I wished to see that memorandum. There was also another matter upon which Mr. Knowles was requested to supply us with information. It was that he should inform the Committee whether the previous records of the Public Works Office disclosed the fact that a railway was at one time contemplated—in the year 1873, I think—from Grahamstown to the Waikato. I was surprised at Mr. Knowles being forgetful of that matter, inasmuch as he was Under Secretary at the time. These were the only two matters upon which any members of the Committee desired to be informed. The next morning, according to promise, I found on the table in my room a large volume of copies of letters and plans, with several papers marked, and fly-sheets indicating what was to be found in the book. I found, on referring to the book, reference to the fact that this railway was contemplated when Mr. Richardson held office, and when I was a colleague of his in the Government. There were several other references, and I might have looked at some, but as they did not form any portion of the matter on which we desired further evidence, I did not fully examine them, but I sent for Mr. Richardson, who had originally taken an interest in this matter, and asked him to look at the book. He did so, and he found there the original reports of Mr. Simpson, I think, and also tracings. That was all we wanted to ascertain—namely, that what Mr. Richardson had said was correct—that this railway survey had been contemplated, and that Mr. Knowles had forgotten it. I further asked Mr. Richardson, if he saw Mr. Rolleston or any other member of the Committee, to tell them this book was in my room for them to refer to. I do not know whether the whole Committee was told. Mr. McLean had left, and I forgot to tell Mr. Pyke that the book was on the table. I considered this book had no bearing upon our report, but was merely corroborative of some of the information that was given to us by Mr. Richardson. I did see in the book telegrams that passed between the Mayor of the Thames and Sir George Grey on the subject of the railway extensions between Te Aroha and Grahamstown, and I saw that the Government had agreed to extend that railway between Te Aroha and Grahamstown between the time of making the Public Works Statement and

laying the map on the table which Mr. Richardson called for, showing in distinct colours the proposed lines of railway. Looking over the paper as published in the *New Zealand Times* of yesterday's date, I thought some questions were put down as having emanated from me, which I did not put. I have read the whole of the evidence over since, and the point was not material. It struck me, however, that the question No. 245 emanated from Mr. McLean.

*Mr. McLean:* The mistake might be that some of my questions were put through you as Chairman.

*Mr. Speaker:* I refer to question 245. Even now I am not quite clear whether the question would be put through me, or whether it was put direct by you. The question Mr. McLean put when examining was this: "Did you feel that in laying this map on the table you were showing a different length of railway from that shown in the Public Works map?—I think so."

78. *The Chairman.*] In your opinion, Mr. O'Rorke, were the documents supposed to be contained in the books that were left in your room of such importance as to require to be forwarded to this Committee for consideration whether such evidence should be printed or not?—I do not think they would in any way have affected the finding of the Committee. My opinion of the evidence was, that the case had completely broken down as to the map having been tampered with after it had been laid on the table of the House. In that finding the Committee was unanimous. It was my endeavour to have nothing of a political tendency in the report, and I do not think it contains anything of the kind. A few questions may have crept into the minutes of evidence pertaining to the policy of the Government rather than to the proof of the question remitted to us—whether the map was tampered with or not. Members of the Committee will remember I did object to certain questions of that kind being put, and objected also to certain resolutions being embodied in the report which I thought would import political bias, and which I did not consider within the functions of the Committee.

79. *Hon. Mr. Richardson.*] You have made quite clear what took place between yourself and me, and I think I may ask you again whether, in pointing out these papers to me, I did not look at them, and remark to you that these were exactly the papers that I stated to the Committee were in existence, and that there was nothing new in them?—The remark you made was, "These are the papers which I knew to be in existence, and which Mr. Knowles seemed to be ignorant of." You at once recognized them.

80. *Mr. Rolleston.*] I should like to ask whether it is not the case that Mr. Knowles was directed to look up those papers for Mr. Richardson's satisfaction, in reference to a statement he made to the Committee that the question had been before the previous Government? Was not that the idea in telling Mr. Knowles to bring up those papers?—Undoubtedly that was the object; and for the information of any other members of the Committee who might doubt that there were such documents in existence.

81. It was in reference to Mr. Richardson's statement that the previous Government had the matter under consideration?—Yes; and that was the reason I sent for Mr. Richardson first, in order that he might look at the books and satisfy his own mind.

82. *Mr. McLean.*] So far as you are aware, the whole of the evidence given before the Committee is in that printed report?—I firmly believe it is.

83. *Mr. Rees.*] As Chairman of the Committee, Mr. Knowles having been directed to send in evidence to the Committee, would it not have been better that the Committee should have been called together, in order that it might have been put before them. [Order of reference to former Committee read.] Would it not have been better, when Mr. Knowles had furnished that evidence, that it should have been placed before the Committee before the report was brought up?—I do not think so, in the first instance because one of the documents referred to was only the memorandum read in the House by Mr. Macandrew, which no member of the Committee cared about except myself, and I only wanted it in order to understand the drift of Mr. Rolleston's examination and Mr. Knowles's evidence; it was not that I attached any importance to it. The other paper, relating to Mr. Simpson's report on a line of railway between Grahamstown and Waikato, was only called for in order to show that a previous Government had this matter in contemplation. I consulted with Mr. Richardson as to whether it would be necessary to summon the Committee again, and he concurred with me that it would be unnecessary.

84. Was it not necessary that the Committee should consider it?—I think it was not necessary, because the Committee had concluded taking evidence before it asked for this corroborative information. The Committee at once, without waiting for the production of the book, proceeded to consider the report, and agreed to that report which has been brought up. I knew that one of our members, Mr. McLean, was leaving, and that it was necessary to come to a report at once. I have stated already that if anything whatever of importance was omitted in the evidence of a witness, it was the bounden duty of the witness, when he got his evidence, to have stated that, and it was the duty of the witness to have added anything that was left out.

85. Suppose these are the papers proposed in the report of 1873, and papers connected as far back as 1873, would you have considered that was relevant to the question dealt with in the evidence?—I certainly would have objected to anything being said in the report upon them; but some matters crept into the evidence upon the subject, such as whether these reports had been in existence.

86. *Mr. Pyke.*] The Committee which previously sat has been expressly charged with suppression of evidence. I wish to ask whether these documents were ever laid before the Committee, to which I find this extraordinary memorandum attached:—"Hon. Mr. Macandrew: These are Chinese copies of letters which were sent to the Map Inquiry Committee." I should like to ask whether these were ever sent to the Committee. The statement is that they were?—I think they may have accompanied the book that was laid on the table in my room the day or so after Mr. Knowles's evidence was taken.

87. Were they ever sent to the Committee?—I feel sure they were never laid before the Committee. It is probable they were amongst the papers sent with the large volume I have spoken of. I fancy I turned them over, and recognized copy of my own signature, as Speaker, to an address from the Auckland Provincial Council on the subject of the Grahamstown Railway; but I feel sure those papers were never before the Committee.

88. My question is, not what was in Mr. Speaker's room, what Mr. Speaker saw, or what Mr. Richardson or Mr. Rolleston saw, but whether those papers were ever before the Committee?—I think these papers accompanied the large volume that was sent to me after the Committee had come to a report.

89. *Mr. Rolleston.*] Would it have been reasonable or proper for the Chairman of that Committee to make extracts from the large file of papers, and put them in the evidence at the end?—It would have been highly improper. These were in the book, but would have had no bearing whatever upon the report, but simply to corroborate the statement made by Mr. Richardson, and not remembered by Mr. Knowles, that a former Government did contemplate the survey or construction of this railway.

90. *The Chairman.*] I understand you to say that these papers were amongst those left in the book upon your table, and you overlooked the fact that they were left for evidence?—I did not overlook it at all. If I or Mr. Richardson had considered that they would have affected our report, I would certainly have reassembled the Committee.

91. *Mr. Goldie.*] Could you have reassembled the Committee?—I could have reassembled it, but we could have proceeded with no evidence until either the absent member, Mr. McLean, had returned, or the House had fixed a quorum of a less number of members than the whole Committee.

92. Do you think Mr. Knowles was aware the Committee had ceased to sit when these documents were sent?—He could have had no knowledge; but, as a matter of fact, the Committee had agreed to its report irrespective of the information he was asked to supply.

93. Then, when these documents were sent, he would be in the position of being under the impression that the Committee still carried on its work?—That might be probable. Mr. Knowles was asked to furnish a written answer to some question he was unable to answer without reference to his records, and to find out Mr. Simpson's report on a railway from Grahamstown to Waikato, which he had forgotten.

94. And do you think it was the business of the Committee to have brought up its report when it had ordered documents which were not sent in?—The Committee did not desire these documents as matters of evidence, but as matters of history, to show that certain facts were on record.

95. Were you justified in dissolving the Committee without receiving those documents, or receiving some intimation that no such documents were to be got?—These documents had nothing to do with the question whether the map was tampered with or not, which was the sole question the Committee had to investigate. A Committee is not bound to notice in its report every paper that may have passed before it.

96. *Mr. Rees.*] Had not the whole Committee a right to decide whether these documents were such as were evidence to include in the report, and whether Mr. Knowles himself should not have been again called before the Committee?—The Committee had, as far as coming to a report, dispensed with the production of these documents, which concerned the policy of the railway, not the tampering with the map. I could not, if I wished it, have had a quorum by summoning the Committee together; but I summoned those gentlemen whom I thought I could get at, and the books were on my table the whole day for them to see.

97. *Mr. Goldie.*] You could not get a meeting of the Committee because one member was absent, and during his absence you could not get a quorum unless it was lowered by the House?—Yes.

98. *Mr. Rolleston.*] Was it not understood that no further evidence was necessary?—Yes; these documents were for my own information and Mr. Richardson's, and not for the information of the Committee. It was to show that such documents were in existence, and that Mr. Knowles's ignorance of their existence was due to his forgetfulness.

99. *Dr. Hodgkinson.*] I understood you to say that this Committee was called together to consider whether this map was tampered with?—Yes.

100. Did it confine itself strictly and wholly to the consideration of that question, or did it entertain other matters bearing on the conduct of the Government?—I think, in examining witnesses, they strayed slightly into questions affecting the conduct of the Government; and when I saw the questions were tending that way I checked the members of the Committee pursuing that line of examination.

101. You have read the evidence?—Yes.

102. Do you think there were any questions put to the witnesses which bore upon other subjects than the maps?—Yes; some questions, before I took care to check them, tending to charge the Government with violating the Railways Construction or Appropriation Act in dealing with the railway; but when that line was proceeding I at once checked it. And perhaps I ought to have been careful to have kept out such questions from the evidence; but I did not interfere with the written evidence, and never saw it from the time the reporter took it down until I saw it yesterday in the newspaper.

103. Well, then, the Committee having exceeded its instructions, having taken evidence tending to fix a charge upon the Government of having exceeded their powers under the Railways Construction Act, do you not think it was only fair and just to the Minister for Public Works that he should have had an opportunity of putting in any further evidence which would have put the conduct of the Government in a more favourable light?—I think it was the duty of the Minister for Public Works and his Secretary, when they got their evidence, if they were dissatisfied with it, to have got a rehearing. No such application was made by either of them.

104. I understand that certain papers were called for by the Committee which, in the opinion of the Minister for Public Works, would have put his conduct in a more favourable light?—I think he should have made a demand, when he saw his evidence, to be allowed to adduce any evidence he thought proper. But really the report deals only with the alleged tampering with the map.

105. The Committee having considered other matters besides the map question, would it not have been better that they should have received evidence in any shape which bore upon the question they did entertain?—I have already answered that question. If the witness was dissatisfied with his

evidence, it was his bounden duty to write to the Chairman of the Committee and demand re-examination. Neither the Minister for Public Works nor the Secretary made any such demand. Had they made any such demand, I would not have allowed the Committee to report before their further evidence was received.

106. I wish, referring to my question that the Minister should be allowed to put his conduct in a better light, to know why the Committee did not entertain these documents?—The Minister for Public Works did not state to us that he wished to put his conduct in a better light; he seemed satisfied with the light in which it was put by his evidence.

Mr. J. KNOWLES sworn and examined.

107. *The Chairman.*] The Committee has been informed that certain documents which you desired should be forwarded as evidence to the Committee have not been included in your evidence. Is that the case?—I forwarded the documents to the Committee.

108. When did you forward those documents?—I am not quite sure whether it was on the Monday or the Tuesday.

109. Monday or Tuesday last?—Yes.

110. To whom did you forward those documents?—To the Clerk of the Map Inquiry Committee.

111. What were the documents?—These [witness produced certain documents].

112. What had these documents special reference to?—I was directed to send in documents relative to promises made by former Governments in connection with a railway to Grahamstown.

113. Then these are the documents?—I sent the whole file, with certain pieces of paper inserted to connect. I also sent, in addition to this file, these instructions of Mr. Blackett to Mr. Simpson, and a book containing printed papers, with a map.

114. Did you send anything further?—I sent also this printed appendix, numbered 5 in the report of the Map Inquiry Committee.

115. And when did you receive these papers back again?—Some little while afterwards.

116. Can you say when?—I think it was the same evening.

117. This, you say, was on Monday or Tuesday?—I rather think it was on the Tuesday. I sent them very early on Tuesday morning.

118. Was there any object in sending these papers to the Committee? Was there any intention of having them printed if possible?—That I had nothing to do with. I was simply instructed to send them to the Committee.

119. *Mr. Rolleston.*] Do you consider these were part of your evidence?—No, not part of my evidence; certainly not.

120. Then they were not part of your evidence given before the Committee?—No, no part of my evidence. You will see by my evidence that I was asked certain questions, and I said I could not answer off-hand, but would send the documents.

121. *Mr. Rolleston.*] (Referring to addition to original signed evidence of Mr. Knowles.) Were you directed to append this to your evidence?—No.

122. By anybody?—No; by nobody. I added that when the evidence was sent to me for correction.

123. This, then, was in terms of a resolution which was passed here?—I presume so. Of course I have no knowledge of that resolution. I was simply instructed to send certain documents, and I sent those documents over.

124. *Hon. Mr. Richardson.*] Amongst those records, can you lay your hands on any record of promises made by me that a railway should be constructed from Grahamstown to Te Aroha, while I was Minister of Works?—The first paper relating to this matter was this, on which there was the following minute:—"In Cabinet, 12th February, 1873.—Cabinet approved a flying survey being made of the country between the Thames and Cambridge, with a view to the ultimate construction of a railway in that locality, the surveyor at the same time to be instructed to report upon the best means of connecting Waikato with Shortland by means of the Rivers Waihou or Piako.—WM. R. E. BROWN, Secretary to Cabinet." "Mr. Simpson has applied to be appointed to this work, and, if Engineer-in-Chief approves, he may be appointed, and receive instructions to proceed with the work.—E. RICHARDSON.—13th February, 1873." The following telegram was accordingly sent:—"Wellington, 18th February, 1873.—Daniel Simpson, Esq., C.E., Grahamstown.—I am authorized to engage a surveyor to make exploration and preliminary survey of a line of railway from Shortland, by Thames Valley, to Upper Waikato, and to report on this and on the improvement of the navigation of the Upper Thames; payment at the rate of seven guineas per week. If you are at liberty, and will undertake the work, send telegram, and I will forward instructions. Reply free.—JOHN BLACKETT." The next papers are as follow:—"Superintendent's Office, Auckland, 31st January, 1873.—Sir,—Herewith I have the honor to transmit for presentation to His Excellency the Governor, a memorial signed by 1,960 inhabitants of the Thames Gold Fields within this province, praying for the construction of a railway through the Thames Valley to the Upper Waikato, with a branch-line to Tauranga.—I have, &c., THOMAS B. GILLIES, Superintendent.—The Hon. the Colonial Secretary, Wellington." "Colonial Secretary's Office, Wellington, 14th February, 1873.—Sir,—I have the honor to acknowledge the receipt of your letter of the 31st January, in which you forward a memorial signed by 1,960 inhabitants of the Thames Gold Fields, praying for the construction of a railway through the Thames Valley to the Upper Waikato and Tauranga, and, in reply, to inform your Honor that instructions have been given to have a flying survey made to the Waikato without delay. The same engineer has also been instructed to make a report on the improvements required for the better navigation of the Upper Waikato River.—I have, &c., G. M. WATERHOUSE.—His Honor the Superintendent of Auckland."

125. Are those papers which you hold in your hand a copy of the others?—They are both the same, with one exception. These are copies made in case I should have to give evidence. To make these copies complete there requires to be put in a copy of a petition of which there is only mention there. These copies are not in evidence, only the originals.



126. I ask you again whether you can lay your hand upon any promise of mine as Minister of Public Works that a line of railway should be *constructed* between the Thames and Grahams-town?—No.

127. Was there any such promise made?—There is no record of any such promise made. There is a record of a *survey* being promised.

128. By me or by any other member of the then Government?—The only promise by any member of the Government would be this, signed by Mr. Waterhouse on 14th February, 1873, and sent to the Superintendent of Auckland.

129. Did you prepare that pile of documents that were handed in, and are now on the table?—Yes.

130. Does that file of papers contain all the documents you marked when you sent up these records to the clerk of the Committee?—It contained all with the exception of a petition, which I had not time to copy, but which is alluded to in a letter there. That is this petition.

131. That being a complete file of all the papers you had bearing upon the subject, are they copies of the documents laid on the table of the House in 1873?—I cannot say. I do not know what were laid on the table in 1873; but if I can see what were laid on the table in 1873 I can tell you.

132. You hold Mr. Simpson's report in your hand?—Yes.

133. Can you inform the Committee if any action was taken upon that report by the Government?—There does not appear to have been any action taken upon it, except its being printed. It is marked here, "Copy for printer;" there is no further record on it.

134. You are quite clear that if that document was handed to the Cabinet, no executive action was taken?—There is no record of any executive action.

135. *Dr. Hodgkinson.*] On being instructed to forward these papers to the Committee, did you prepare and send them in in time for the Committee to consider them before they closed their proceedings and sent in their report?—I sent them in before I signed my evidence.

136. And, therefore, they would be before the Committee?—I believe so, but I cannot say.

137. Then, the Committee had them at the time they finally closed?—I do not know. I have no knowledge of what goes on inside the Committee-room.

138. How long was it after you received the instructions that you sent in these papers?—I received instructions on the Saturday. I immediately gave directions to the record clerk to go through the records of my department, and got the Colonial Secretary's officers to make a search in their department for any papers relating to this matter. I got these documents ready late on Monday, and sent them in very early on Tuesday morning.

139. *Mr. McLean.*] Did you send in these papers before you got your evidence to correct?—Yes.

140. You do not know the day you sent them in?—I believe on the Tuesday, and the reason of my thinking so is that I see this memorandum on another paper: "Papers sent to the clerk of the Map Inquiry Committee," and it is dated "28-7-79"—that would be Tuesday.

141. You sent in your evidence on Tuesday morning?—Yes.

142. Do not you see that does not tally with your statement that you sent them in before you got your evidence to correct?—I sent them first thing on Tuesday morning, and after I sent them I received and sent in my evidence as corrected.

143. *Mr. Rees.*] Did I understand you to say that you sent over this paper [Appendix No. 5, I.—2] to be put in the evidence?—I was directed to send a copy of that memorandum over to have it put in.

144. Did this copy you sent in come over with these papers?—To the best of my belief it did.

145. Then this part has been put in and the rest left out?—Yes.

146. In relation to some of the questions you were asked, not merely as to the alteration of the map as alleged, but as to the building of the railway, do you consider these documents were pertinent to those questions?—These papers were sent over by direction of the Committee, in order to show whether there had been any promises by former Governments to make a railway between Grahams-town and Waikato.

147. And they were sent in by you with due speed to the clerk of the Committee?—Yes.

148. Had you any idea or reason to suppose from what you were told by the Committee that one paper would be put in and the rest left on one side?—I merely sent them in obedience to the direction of the Committee.

149. *Mr. Pyke.*] When you gave your evidence to the Committee on the former occasion were you aware then of the existence of these documents?—No; I said so then.

150. Then will you explain to the Committee how you obtained a knowledge of their existence?—I was told in the Committee that Mr. Macandrew had stated that this line had been constructed in conformity with promises made by previous Governments, and I was asked if there were any such promises on record. When I left the Committee I went over to the office and gave directions to my record clerk to look out the documents, in fulfilment of the instructions of the Committee, and to see the record clerk in the Colonial Secretary's Office, and ascertain if there were any documents there. Then I went to the Hon. Mr. Macandrew and said, "The Committee told me this morning you said this railway was made in continuation of promises made by previous Governments: can you give me a clue to find them?" He said to me, "You had better ask Mr. Brodie, Chairman of the Thames County Council; he is at present in Wellington." I went to Mr. Brodie, told him what I had to supply, and asked, "Can you give me any reference to any promises made by Ministers?" He replied, "You had better wire to the Town Clerk and Dr. Kilgour." I wired to these gentlemen, and these are the copies of telegrams which passed:—"26th July, 1879.—F. C. Dean, Esq., Town Clerk, Thames.—Please wire me copies or reference to any Public Works or other letters or speeches by Ministers promising Thames and Waikato Railway previously to present Government coming into office. Reply, marked urgent, free.—JOHN KNOWLES, Under Secretary Public Works." "26th July, 1879.—Dr. Kilgour, Thames.—Please wire me copies or reference to any Public Works or other letters or speeches by Ministers

promising Thames and Waikato Railway previously to present Government coming into office. Reply, marked urgent, free.—JOHN KNOWLES, Under Secretary Public Works." "Grahamstown, 26th July, 1879.—John Knowles, Esq., Wellington.—See letter from Colonial Secretary's Office, Wellington, 14th February, 1873, to Superintendent of Auckland, signed by Waterhouse on 30th January, 1873. Deputation of Thames gentlemen waited on Hon. Richardson, at Auckland, and Mr. Richardson said he would on his return to Wellington recommend a survey being made of line from Thames to Hamilton. This was authorized by Government, and the survey was made by Mr. Simpson. The report of his survey, with map showing line of railway from Grahamstown to Hamilton, was laid before Parliament, 1873. See Appendix to Journals, House of Representatives, 1873. On 8th August, 1873, Mr. C. F. Mitchell, who had been sent to Wellington by Thames people on this matter, had official interview with and received an assurance from Hon. Mr. Richardson that Government would support the construction of this line. This was his report to those who sent him. Also see Government sketch-map of the colony of New Zealand, showing authorized and proposed railway lines, July, 1873. The map is lithographed by W. W. G. Spreet, Lithographic Survey Office, Wellington. I feel sure I received this map from Mr. Mitchell on his return as a proof that the Government had agreed to this line. Can send map if you want it.—F. C. DEAN, J. KILGOUR."

151. *Hon. Mr. Richardson.*] I should like to ask you to state again whether you find any record in any shape of any promise of the previous Government to *make* that railway?—I find nothing else except the documents I have put in, and the letter of Mr. Waterhouse.

152. And that letter is a simple promise of a survey?—Yes.

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## APPENDIX.

### No. 1.

Mr. J. KNOWLES to Mr. F. C. DEAN.

(Telegram.)

Government Buildings, 26th July, 1879.

PLEASE wire me copies or reference to any Public Works or other letters or speeches by Ministers promising Thames and Waikato Railway previously to present Government coming into office. Reply marked "Urgent,"—free.

F. C. Dean, Esq., Town Clerk, Thames.

JOHN KNOWLES,  
Under Secretary, Public Works.

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### No. 2.

Mr. J. KNOWLES to Dr. KILGOUR.

(Telegram.)

Government Buildings, 26th July, 1879.

PLEASE wire me copies or reference to any Public Works or other letters or speeches by Ministers promising Thames and Waikato Railway, previously to present Government coming into office. Reply marked "Urgent,"—free.

Dr. Kilgour, Thames.

JOHN KNOWLES,  
Under Secretary, Public Works.

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### No. 3.

Mr. F. C. DEAN and Dr. KILGOUR to Mr. J. KNOWLES.

(Telegram.)

Grahamstown, 26th July, 1879.

SEE letter from Colonial Secretary's Office, Wellington, 14th February, 1873, to Superintendent of Auckland, signed by Waterhouse on 30th January, 1873. Deputation of Thames gentlemen waited on Hon. Mr. Richardson at Auckland, and Mr. Richardson said he would, on his return to Wellington, recommend a survey being made of line from Thames to Hamilton. This was authorized by Government, and the survey was made by Mr. Simpson. The report of his survey, with map showing line of railway from Grahamstown to Hamilton, was laid before Parliament in 1873. (*See Appendix to Journals, House of Representatives, 1873*). On 8th August, 1873, Mr. C. F. Mitchell, who had been sent to Wellington by Thames people on this matter, had an official interview with and received an assurance from Hon. Mr. Richardson that Government would support the construction of this line. This was his report to those who sent him. (*Also see Government Sketch Map of the Colony of New Zealand, showing authorized and proposed railway lines, July, 1873.*) The map is lithographed by Mr. W. G. Spreet, Litho-Survey Office, Wellington. I feel sure I received this map from Mr. Mitchell on his return as a proof that the Government had agreed to this line. Can send map if you want it.

John Knowles, Esq., Wellington.

F. C. DEAN.  
J. KILGOUR.

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## TELEGRAMS, LETTERS, AND MEMORANDA IN CONNECTION WITH Nos. 1, 2, AND 3.

The SUPERINTENDENT, Auckland, to the Hon. the COLONIAL SECRETARY.

SIR,— Superintendent's Office, Auckland, 12th December, 1872.

I have the honor to forward copy of a resolution passed by the Provincial Council now in session recommending the construction of a railway from Grahamstown and Shortland by way of Ohinemuri to join the proposed extension of the Waikato line. I consider the proposal worthy of investigation, as ultimately such a line will be a necessity.

I have, &c.,  
THOMAS B. GILLIES,  
Superintendent.

The Hon. the Colonial Secretary.

SESSION XXVIII.—Extract from the Journal of the Auckland Provincial Council, Friday, 6th December, 1872.—Address No. 38.

*Resolved*, That this Council recommends, as a work which should be undertaken under the Immigration and Public Works Loan, a railway from Grahamstown and Shortland by way of Ohinemuri, and connecting with the Waikato line, as projected, to central Waikato; and requests his Honor the Superintendent to take the necessary steps to bring the proposed line under the consideration of the Colonial Government.

That a respectful address be presented to his Honor the Superintendent forwarding the foregoing resolution.

(True extract),

G. MAURICE O'ROKKE,  
Speaker.

His Honor the Superintendent.

The Hon. J. HALL to His Honor T. B. GILLIES.

SIR,— Colonial Secretary's Office, Wellington, 24th December, 1872.

I have the honor to acknowledge the receipt of your letter of the 12th December, 1872, enclosing a resolution of the Auckland Provincial Council recommending the construction of a railway from Grahamstown and Shortland by way of Ohinemuri, to join the proposed extension of the Waikato line.

I have, &amp;c.,

JOHN HALL.

His Honor the Superintendent, Auckland.

His Honor T. B. GILLIES to the Hon. the COLONIAL SECRETARY.

SIR,— Superintendent's Office, Auckland, 31st January, 1873.

Herewith I have the honor to transmit, for presentation to His Excellency the Governor, a memorial signed by 1,960 inhabitants of the Thames Gold Fields, praying for the construction of a railway through the Thames Valley to the Upper Waikato, with a branch line to Tauranga.

I have, &amp;c.,

THOMAS B. GILLIES,  
Superintendent.

The Hon. the Colonial Secretary.

## Enclosure.

MEMORIAL to His Excellency Sir GEORGE FERGUSON BOWEN, G.C.M.G., Governor of New Zealand, in Council.

THE memorial hereunder subscribed to humbly sheweth:

1. That your memorialists are inhabitants of the Thames Gold Field, including the Highway Districts of Parawai, Shortland, Grahamstown, and Tararu; and the average number of the population of the said district or districts for the past five years has been about 12,000.

2. The Thames Gold Field consists of a rocky, hilly country, wholly unfit for agricultural purposes; and your memorialists are desirous of obtaining the means of direct communication with the fertile agricultural districts of the Upper Waikato and East Coast, which are naturally adapted to supply the food requirements of the population of the Thames Gold Field District.

3. The easiest and shortest route to these districts is southwards through the Thames Valley, and the most suitable means of communication that of railway—of the estimated length of sixty-three miles, terminating at Upper Waikato; with a branch line of the estimated length of twenty miles, terminating at Tauranga.

4. Your memorialists respectfully represent that the absence of agricultural lands in connection with gold-mining is a serious drawback to the stability of mining industry, as it not only increases the cost of provisions to the miner, but, in the event of a temporary mining depression, renders inevitable the departure from such district of a portion of the mining population.

5. Your memorialists would further represent that direct and easy communication between the agricultural districts before mentioned and this permanent gold-mining district would greatly increase the further settlement and development of the resources of the said agricultural districts; likewise, that the country through which the desired line of railway would pass is eminently suitable for the location of settlers, as it abounds in good agricultural land, gold, flax, and valuable timber; and such a line of railway possesses advantages not inferior to any of those already projected throughout the colony.

6. Your memorialists are of opinion that the construction of a line through the Thames Valley would be productive of the happiest results in regard to the Natives residing therein, by increasing the value of their lands, and assisting to break down those barriers between the Native and European populations which have retarded the utilization of much of the natural resources of this and

other districts; and your memorialists have reason to believe that no insuperable obstacles would be raised on the part of the Native proprietors to the acquisition of the land required for carrying out the object sought for by your memorialists.

7. Your petitioners are aware that a resolution recommending the construction of a railway between the Thames District and the south terminus of the Auckland and Waikato Railway (now in course of construction) has been passed by the Provincial Council, and duly forwarded for the consideration of your Excellency's Responsible Advisers; but your memorialists do not think that this line, as recommended by the Provincial Council, would meet the requirements either of the populations of the Thames, the Upper Waikato, or the East Coast Districts. Besides, the proposed line would pass through land wholly unfitted for agricultural settlement, whereas the line desired by your memorialists would, in effect, open up a large area of agricultural lands calculated at nearly 2,000,000 acres.

8. Therefore, in consideration of the foregoing premises, your memorialists humbly request that your Excellency, in conjunction with your Responsible Advisers, will cause such proposals to be brought forward during the next session of the General Assembly, under the Public Works and Immigration Act, as will give effect to the desires of your memorialists as above set forth. And your memorialists would also respectfully suggest that, prior to the next meeting of the General Assembly, a report furnishing survey, &c., of the desired railway, should be prepared for the information of Parliament on the subject.

And your memorialists will ever pray.

[Signed by W. T. Swan, M.P.C., and 1,959 other inhabitants of the Thames.]

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In CABINET, 12th February, 1873.

CABINET approved of a flying survey being made of the country between the Thames and Cambridge, with a view to the ultimate construction of a railway in that locality; the surveyor at the same time to be instructed to report upon the best means of connecting Waikato with Shortland by means of the Rivers Waihou or Piako.

WM. R. E. BROWN,  
Secretary to Cabinet.

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The Hon. Mr. WATERHOUSE to His Honor T. B. GILLIES.

SIR,—

Colonial Secretary's Office, 14th February, 1873.

I have the honor to acknowledge the receipt of your letter of the 31st January, in which you forward a memorial signed by 1,960 inhabitants of the Thames Gold Fields, praying for the construction of a railway through the Thames Valley to the Upper Waikato and Tauranga; and in reply to inform your Honor that instructions have been given to have a flying survey made to the Waikato without delay.

The same engineer has also been instructed to make a report on the improvements required for the better navigation of the Upper Waikato River.

His Honor the Superintendent, Auckland.

I have, &c.,

G. M. WATERHOUSE.

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His Honor T. B. GILLIES to the Hon. the COLONIAL SECRETARY.

SIR,—

Superintendent's Office, Auckland, 20th February, 1873.

I have the honor to acknowledge, with thanks, the receipt of your letter No. 42, dated the 14th instant, in reply to the memorial from 1,960 inhabitants of the Thames Gold Field, praying for the construction of a railway through the Thames Valley to the Upper Waikato and Tauranga.

I have, &c.,

T. B. GILLIES.

The Hon. the Colonial Secretary.

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Mr. BLACKETT to Mr. SIMPSON, C.E.

SIR,—

Wellington, 18th February, 1873.

I am authorized to engage a surveyor to make exploration and preliminary survey of a line of railway from Shortland by Thames Valley to Upper Waikato, and to report on this, and on the improvement of the navigation of the Upper Thames; payment at the rate of seven guineas per week. If you are at liberty, and will undertake the work, send telegram; and I will forward instructions. Reply free.

Mr. Simpson, C.E.

I have, &c.,

JOHN BLACKETT.

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D. SIMPSON, C.E., to ASSISTANT ENGINEER-IN-CHIEF.

(Telegram.)

18th February, 1873.

THANKS. Can attend to this survey, and await your instructions.—D. SIMPSON.

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The ASSISTANT ENGINEER-IN-CHIEF to Mr. D. SIMPSON, C.E.

SIR,—

Wellington, 22nd February, 1873.

I am directed by the Hon. the Minister for Public Works to send you the necessary instructions relative to the survey of a railway line from Shortland by the Thames Valley to the Upper Waikato, and the examination of the Upper Thames with a view to improving its navigation, as expressed by my telegram of the 18th instant.

After a general inspection of the country, you will proceed to select and stake off a line which appears to offer the most favourable features for the ultimate construction of a railway. You will, I think, find the eastern bank of the Thames the most suitable for this purpose for a very considerable distance, and after crossing the river you will have choice of ground between Cambridge and Newcastle on which to select your line, until it joins the main line of road between those places. In staking off your selected line it will be sufficient if the ends of each traverse line are well pegged and the line generally staked off at ten-chain distances. You will be required to traverse and level the line selected, and to furnish a plan and section; as to the scales of which, and other details, I will send you further instructions. You will, with the plans, furnish a general report on the line, describing its features and course, and all other particulars necessary to give the fullest information. You will also be required to make inquiries as to the navigation of the river in the Thames Valley, particularly with reference to the best means of connecting Waikato with Shortland by means of the Rivers Waihou and Piako, and to report thereon, with recommendations on this head and description and probable cost of improving the navigation for small steamers suited to the rivers. This report should also be illustrated by a sketch map to render it clear.

You will be authorized to employ sufficient labour on the survey at rates current in the district, and to furnish accounts monthly, in order that the necessary payments to the men may be made promptly. On this subject I will send you fuller instructions. You will please report to me the exact date on which you commence this work, for the information of the Minister, who hopes that you will push it on with all convenient speed, and report from time to time—at least at the end of every month—as to the progress you are making.

I have, &c.,

JOHN BLACKETT,  
Assistant Engineer-in-Chief.

Mr. D. Simpson, C.E., Grahamstown.

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Mr. D. SIMPSON to Mr. J. BLACKETT, C.E.

SIR,—

Grahamstown, 1st April, 1873.

I have the honor to report that, on 4th March, I anticipated your instructions (which arrived a few hours after my departure) by making a short excursion to observe the effect of an unusually high tide and fresh on the eastern tributaries of the Waihou, where likely to be crossed by the proposed line. This occupied two days: on my return and receipt of instructions, I began laying out the line. After giving the survey party a start of nine miles of fixed points, I proceeded up river with a boat party to fix points in advance, and examine the capabilities of the river for navigation.

We experienced a little difficulty from Natives in the vicinity of Shortland from fear of the line going over tapped land. This was overcome, and we got on well until we arrived in the vicinity of Ohinemuri, when we came upon Te Hira, who, knowing our object, had a long discussion, in which there was much diversity of opinion. They at last came to the conclusion that we were dangerous, and ought not to proceed. Having heard their speeches, I considered a great portion to be bounce, and proceeded with the survey of the Waihou to the foot of the first rapids near Te Aroha mountain. With some little difficulty we forced the boat up there, and pulled to the foot of the second rapids, a distance of two miles. These we were unable to force, and, leaving the boat, explored the river on foot a distance of twenty miles, passing a third rapid on the route. Above this point the river is unfit for any navigation.

We then returned inland to our boat, and, dropping down the stream, we fixed on the most desirable point for crossing the Waihou with the proposed line; and then traversed the country on foot back to the point where we were met by Te Hira, fixing marks as we proceeded, two hands dropping the boat down the river, and joining us at Ohinemuri.

I extended the line a short distance on the west side of the Waihou towards the Waitoa, a main tributary of the Piako, and shall now proceed to the Waikato end to fix the terminus there and work back to that point.

I am pleased with the river; and the route of proposed line is, so far, very favourable. I enclose copy of note received from Mr. Puckey, of the Native Office, who happened to be at Ohinemuri at the time of our first visit. I think the fears exaggerated, and believe the idleness of the Natives, their non-production, and acquired necessities are fast sapping their barriers of exclusiveness, particularly with the younger portion.

Mr. J. Blackett, C.E.

DANIEL SIMPSON.

Enclosure.

Mr. PUCKEY to Mr. D. SIMPSON.

DEAR SIR,—

20th March, 1873.

The Natives here are under the impression that what you have in view will result in something unutterably awful, and they have asked me to write and advise you to return. They threaten all sorts of dreadful things in case you proceed. They do not know precisely what the object you have in view is; but sufficient secrecy has not been maintained. You know your own course as to whether you can hold your own in case you are beset by these people; and therefore I do not advise, lest the promoters, who did "not contemplate any difficulty," might impute to my advice the non-success of the scheme.

I have, &c.,

Mr. D. Simpson.

PUCKEY.

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Mr. D. SIMPSON to Mr. J. BLACKETT, C.E.

SIR,—

Grahamstown, 9th May, 1873.

I have the honor to report that during the last month the survey party have been cutting and chaining, and have reached to within four miles of Ohinemuri without any further obstruction from the Natives, except on a small portion about three miles from here, occupied by an old Maori, who objected to have his land entered upon; but, as it is level, and we can get the distance, it does not matter very much, having myself walked over it.

Myself and boat party proceeded up the Piako; found the river very low, and favourable for examination. After a tortuous course of about forty miles, found the channel so full of snags that it was dangerous for the boat. Sent it back, and engaged two Maoris with a canoe; but could only get some four or five miles further, so proceeded on foot, and have the pleasure to report the discovery of a very eligible route between the Thames and Waikato Rivers. After a thorough examination I recommend the terminus at Hamilton, as being the shortest, and situated midway between Newcastle and Cambridge, having the river between those points navigable at all seasons of the year.

Mr. J. Blackett, C.E., Grahamstown.

I have, &c.,  
D. SIMPSON.

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Mr. D. SIMPSON to the ENGINEER-IN-CHIEF.

SIR,—

Grahamstown, June, 1873.

I have the honor to forward report and sketch-plan of the navigation of the Thames and Piako Rivers, and also report and plan of flying survey of the proposed railway between Shortland and the Waikato Rivers.

The Engineer-in-Chief.

I have, &c.,

D. SIMPSON.

*vide p. 80* [For the report on the proposed line of railway referred to, see Appendix to the Journals of the House of Representatives, 1873, E.—2A.]

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Mr. I. R. VIALOU, Chairman of Conference, to the Hon. the COLONIAL SECRETARY, Wellington.

SIR,—

Hamilton, Waikato, 15th February, 1878.

I have the honor to forward, for the information of the Government, the attached copies of resolutions\* unanimously passed at a conference of delegates from the Thames, Waikato, Piako, and Waipa County Councils, and from the Thames and Hamilton Borough Councils, held this day, in the Courthouse, Hamilton.

I have, &c.,

I. R. VIALOU,

Chairman of Conference.

The Hon. the Colonial Secretary, Wellington.

Referred to Cabinet.—J. BALLANCE, 26/2/78.

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*Memorandum re Waikato and Thames Railway.*

PLANS Thames Railway for the Engineer-in-Chief. Herewith I send you tracings of Mr. Carr's recent survey from Hamilton to the Thames River at Aroha. I have only to remark that the country from about 3 miles to 14 miles is a peaty, rush swamp, much of the nature of the Rukuhia Swamp between Hamilton and Ohaupo. From 4 to 13½ miles the line is formed and ditched by the formation of the swamp roads. The other swamps in the Piako, Waitoa, and Thames Valleys are of a different nature, being generally of a hard clayey or sandy bottom. I have marked several notes on the sections to guide in forming an estimate of cost of bridges, but of course those are only from a very partial examination. The levels were only approximately taken in the last half mile, as the Maoris objected, and pulled up the pegs; but this will not affect the estimate.

Auckland, 5th March, 1878.

JAMES STEWART,

District Engineer.

Minutes on above Memorandum—

For Sir G. Grey's information.—J. MACANDREW, 2/4/78.

Hon. Minister for Public Works,—The estimated approximate cost is £170,000.—J. CARRUTHERS, 27/11/78.

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Dr. J. KILGOUR to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Council Chambers, Thames, 8th March, 1878.

Adverting to resolutions\* passed by a meeting of representatives of the various local bodies interested in the construction of a railway between the Thames and the Waikato held at Hamilton on the 15th ultimo, which the Chairman was instructed to forward to Government, it will be in your knowledge that the meeting was unanimously of opinion that the Government guarantee, limited by the District Railways Act to 2 per cent., ought to be increased, on account of the large proportion of Government and Native lands (unrateable) through which the line must pass. This question is one of great importance in the construction of the line in question, and may be met by the Government in three ways:—

1. By constructing the line themselves.
2. By increasing the guarantee, involving an amendment of the District Railways Act.
3. By getting a special Act passed, authorizing a company to construct the line under certain conditions.

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\* For Resolutions, *vide* p. 29.

You will see that it is very desirable I should possess some definite information upon this point, in order to satisfy capitalists as to the terms upon which they will be invited to advance their money. I should therefore esteem it a great favour to be put in possession of the views of the Government on this point as early as possible.

The Hon. the Minister for Public Works.

J. KILGOUR, Mayor.

Mr. J. T. CARR, Resident Engineer, to the ENGINEER-IN-CHIEF.

*Memorandum for the Engineer-in-Chief.*

THERE is ballast on the west bank of the Waikato River where the line crosses it. Metal for the road is being taken from there; this is at 1 mile. The next place where I think ballast will be found is at 16 miles, at a gorge called The Rocks, the sides of which seem in places to be composed of a sort of shell limestone rock, to judge by the large boulders lying about there. There is no more ballast along the line as far as surveyed, unless some be found in a low range of hills crossed by the line at 25 miles 60 chains. I found a few odd pieces of scoria lying about on the surface there, so that there is a possibility of finding some in the hill.

There is no timber along the line with the exception of a narrow strip of bush along the Waitoa River, which we cross at about 24 miles 60 chains, and which contains a little totara and matai, but I believe it is all in the hands of private people and Natives. Sufficient timber might perhaps be obtained from here for the bridges over the Waitoa at about 24 miles 60 chains, the Waihekau at about 25 miles 30 chains, and the Piraunui at about 27 miles 5 chains. For the Waikato Bridge, at about 1 mile 5 chains, and the Piako, at about 18 miles 60 chains, timber would best be got, I think, from Auckland by rail to Hamilton, and then by road to respective sites; for the Waiharakeke at 20 miles 76 chains, either the same way as the former, or by steamer from Shortland mills to landing-place at 30 miles 43 chains, and thence by road to site, whichever would be cheapest. Sleepers would best all be brought from the Auckland-Hamilton Railway.

Kopua, 20th March, 1878.

J. T. CARR, Resident Engineer.

Mr. J. KNOWLES to the MAYOR, Thames.

SIR,—

Wellington, 22nd March, 1878.

I am desired by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 8th instant relative to the proposed railway line between the Thames and Waikato, and to inform you that the same will receive the early consideration of the Government.

J. Kilgour, Esq.

J. KNOWLES.

Dr. J. KILGOUR to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

Grahamstown, 24th March, 1878.

AM urged on all hands to take action. Cannot do so in ignorance of Government's views as to Thames and Waikato Railway. Would therefore respectfully urge answer to my letter of 8th instant as soon as possible, yours of 22nd March not giving any information.

J. KILGOUR, Mayor.

The Hon. J. MACANDREW to Dr. J. KILGOUR.

(Telegram No. 956.)

Government Buildings, Wellington, 26th March, 1878.

YOUR letter was under consideration by Cabinet; the Government have no power to construct the Thames and Waikato line themselves, nor have they any power to depart from the terms of the District Railways Act so as to increase the guarantee. Regretting they are unable to assist you in either of the above ways, they will be willing to introduce a special Act next session, authorizing a company to construct the line under certain conditions to be agreed to.

J. MACANDREW.

The Hon. J. MACANDREW to Dr. J. KILGOUR.

(Telegram.)

Wellington, 24th April, 1878.

THE only terms on which a company can undertake construction of railway at present are those embodied in "District Railways Act, 1877," of which I presume you have a copy. It is impossible to say now what amendments may be made next session.

J. MACANDREW.

Dr. J. KILGOUR to the Hon. J. MACANDREW.

(Telegram.)

Grahamstown, 25th April, 1878.

RE Thames and Waikato Railway. You misunderstand my meaning. Referring to your telegram to me of 26th of March, you there say, "They [the Government] will be willing to introduce a special Act next session authorizing a company to construct the line under certain conditions to be agreed to." I ask you now to indicate, if you can do so, the probable tenor of these conditions, as the conference of the local Boards interested in this matter takes place to-morrow.

JAMES KILGOUR.

Dr. J. KILGOUR to the Hon. J. MACANDREW.

(Telegram.)

Grahamstown, 26th April, 1878.

KINDLY reply to my telegram of yesterday *re* Thames and Waikato Railway.

J. KILGOUR, Mayor.

The Hon. J. MACANDREW to Dr. J. KILGOUR.

(Telegram No. 1330.)

Wellington, 26th April, 1878.

I REGRET that I am as yet unable to indicate probable provisions of Bill to which you refer.

J. MACANDREW.

Dr. KILGOUR to the Hon. the MINISTER for PUBLIC WORKS.

*Re Thames and Waikato Railway.*

SIR,—

Council Chambers, Thames, 13th May, 1878.

I have the honor to request that you will be good enough to indicate whether the Government will expect the Committee to send draft of Bill to enable a company to construct the line above-mentioned—the draft to serve as a basis for the Bill on the subject which it is the intention of the Government to introduce. The draft would be based upon the resolutions of Conference telegraphed to you on the 29th of April last.

I have, &c.,

J. KILGOUR,

Chairman of Conference.

The Hon. the Minister for Public Works.

Mr. J. KNOWLES to the Hon. Mr. MACANDREW.

Memorandum.

30th May, 1878.

You have promised to introduce a special Act authorizing a company to construct line Thames to Waikato. If you have not determined the provisions it might be well to let the Council prepare a draft.

J. KNOWLES.

Approved.—J. M., 31/5/78.

Mr. J. KNOWLES to the CHAIRMAN, County Council, Thames.

(No. 2,435.)

SIR,—

Wellington, 2nd June, 1878.

In reply to your letter of 13th May, in which you suggest that the Council should prepare a draft Bill authorizing the construction of the Thames-Waikato Railway by a company, I am directed by the Hon. the Minister for Public Works to request that you will be good enough to do so as early as you conveniently can.

The Chairman, County Council, Thames.

J. KNOWLES.

(Telegram to same effect).

Dr. JAMES KILGOUR to the Hon. the MINISTER for PUBLIC WORKS.

(Telegram.)

Grahamstown, 3rd June, 1878.

GREATLY surprised to learn, by this day's paper, that Thames County Council have been authorized to draft Bill for construction Thames Valley Railway. Why is Committee ignored, with which alone you have had any authorized communications on this subject.

JAMES KILGOUR.

Mr. JOHN KNOWLES to Dr. J. KILGOUR.

(Telegram No. 1770.)

3rd June, 1878.

In reply to your telegram of this date, I am directed by the Hon. the Minister for Public Works to explain that there was no intention to go outside the gentlemen with whom the Government have been in correspondence. On referring to your letter of the 13th May, the inadvertency by which the Council was communicated with is explained, your letter having been addressed from the Council Chambers. I will wire the Chairman of the County Council explaining the mistake. A formal letter will be sent to you requesting that the proposed draft Bill may be prepared.

JOHN KNOWLES.

Mr. J. KNOWLES to Dr. J. KILGOUR.

(No. 2447.)

SIR,—

3rd June, 1878.

I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 13th May relative to the proposed draft Bill, Thames and Waikato Railway; and, in reply, to inform you that the Minister approves of your suggestion that the same should be prepared by the Conference Committee. I have, by wire, explained that, owing to your letter having been dated from the "Council Chamber," Thames, a reply was inadvertently sent to the Chairman of the County Council.

I have, &c.,

Dr. J. Kilgour.

J. KNOWLES.



Mr. J. KNOWLES to the CHAIRMAN, Thames County Council.

(No. 1773.)

SIR,— Public Works Office, 3rd June, 1878.  
The Chairman of the Conference Committee has called the attention of the Hon. the Minister for Public Works to an error in requesting you to prepare draft of Bill *re* the suggested Thames and Waikato Railway. There was no intention on the part of the Minister to go outside the gentlemen with whom the Government had been in communication; but, Mr. Kilgour's letter having been dated from "Council Chambers," the telegram requesting the preparation of the draft Bill was inadvertently addressed to the Chairman of the County. I am to request, therefore, that you will consider the telegram sent you on Saturday, and the letter therein mentioned, as having been forwarded to you in mistake.

I have, &c.,

JOHN KNOWLES,

Under Secretary for Public Works.

The Chairman, Thames County Council.

Dr. KILGOUR to the Hon. the MINISTER for PUBLIC WORKS.

SIR,— Council Chambers, Thames, 3rd June, 1878.  
I have already apprised you by telegraph of my surprise at seeing in this day's paper a statement that the Thames County Council have been authorized by you to draft a District Railways Bill applicable to the construction of the Thames Valley Railway.

The only body authorized to deal with this subject is the committee of the associated local bodies interested in the work, of which I am the chairman. The committee represent the Municipal Councils of Thames and Hamilton, the County Councils of Thames, Piako, and Waikato, the Highway Districts of Cambridge, Waipa, and Ngaruawahia.

These bodies have delegated to the committee chosen by them the duty of exposing their views and interests to the Government, which has been done by the transmission to you of their proceedings in conference. I also, on the 13th May ultimo, addressed to you a letter asking you to indicate whether the Government will expect the Committee to draft the Bill required to enable a company to construct the line above mentioned.

To the various communications on this subject sent by me to the Government, I have not received any replies. It appears to me that you have been misled in some way as to the position of the question.

I have, &c.,

JAMES KILGOUR.

The Hon. the Minister for Public Works.

Mr. KNOWLES to the CHAIRMAN of RAILWAY CONFERENCE.

SIR,— Wellington, 13th June, 1878.  
I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of 3rd June, relative to the error in corresponding with the Committee in Conference in reference to the preparation of a draft Bill for the Thames and Waikato Railway.

My letter of same date, crossing yours, will have explained how the inadvertence occurred.

I have, &c.,

J. KNOWLES.

Mr. JAMES KILGOUR, Mayor, Thames, to the Hon. the MINISTER for PUBLIC WORKS, Wellington.

SIR,— Council Chambers, Thames, 4th July.  
Adverting to your letter of 3rd June, No. 2447, approving my suggestion that the Thames and Waikato Railway Bill should be drafted by the Conference Committee, I have now the honor to report to you that the Committee has accomplished that work, after bestowing great care and attention upon the subject.

The Committee have taken the District Railways Act of last session as the basis of their draft Bill, and have not deviated from its provisions except when the peculiar circumstances of the proposed line seemed to render such alterations necessary.

Thus, the great extent of unrateable land—amounting to about three-fourths of the whole—through which the railway will pass makes an alteration in the proportions of the guarantee to be contributed severally by the Government and by the district necessary; but, as will be seen, the proportions as fixed by the Bill to meet present circumstances are liable to alteration as the lands now in the hands of the Natives, and consequently not rateable, become the property of Europeans.

The provisions for fencing the line contained in the draft Bill have been inserted chiefly with a view to the safety of the public, and are estimated to enhance the cost of construction to the extent of £10,000, part of which sum could be allowed for in valuing compensations when such should be claimed; but some of the largest landowners concerned have stated it to be their intention to grant the extent of land necessary for the construction of the line free of cost to the company.

The powers reserved to the Governor by the District Railways Act have generally been retained in the draft Bill, and as regards its other special provisions, they are to be found in clauses 10, 11, 12, 20, 49, 57, 58, 67, 68, 69, 70, 71, 72, 73, 74, 76, 77, 79, to which your attention is respectfully requested.

Three printed copies of the draft Bill, as prepared by the Committee, are enclosed.

I have, &c.,

JAMES KILGOUR,

Mayor.

The Hon. the Minister for Public Works.

Dr. JAMES KILGOUR, Mayor, Thames, to the Hon. the MINISTER for PUBLIC WORKS, Wellington.  
SIR,—

Council Chambers, Thames, 9th July, 1878.

I have the honor to enclose copy of a resolution of the County Council of Thames relative to the retention by the Government of 10 per cent. of the proceeds of the sale of Crown lands within Thames and Waikato Railway District. The object of the course here recommended is not stated, but, assuming it to be a fund the interest of which should be applied towards the reduction of the guarantee by the Government and local bodies—as provided for in the draft Bill which I lately sent to you for the consideration of the Government—the idea may be worth thinking about, supposing it could legally be carried out.

I have, &c.,

JAMES KILGOUR,  
Mayor.

The Hon. the Minister for Public Works.

### Enclosure.

*Resolutions*: “That, in the opinion of this Council, in any Bill introduced into Parliament for the construction of a Thames Valley line of railway, a contribution of 10 per centum should be made by the Government from the proceeds of all Crown lands sold within the district to be benefited by the line of railway.”

“That the County Chairman be requested to transmit the foregoing resolution to the Chairman of the Thames Valley Railway Committee, asking him to urge this course upon the Government.”

### *Memorandum for Mr. Blackett re Hamilton and Thames Survey.*

Public Works Office, Auckland, 22nd July, 1878.

I MADE no detailed report on the above railway survey, but only sent, on 5th March last, a covering memorandum, No. 230-78 (copy of which is enclosed). Reference in the monthly reports was from time to time made regarding the route and character of the works likely to be necessary. I purpose now to report in detail, so as to allow you all the data I can think of for the purpose of estimating the cost. You will observe that no curves have been run, but only tangents and straights. This will make some difference in the location at Hamilton junction, and I, in pencil, marked the curve on the tracings sent to you; in other places it will not matter. From Hamilton Station to the Waikato Crossing the line is through grass paddocks and unoccupied township land. By unoccupied I mean unbuilt on, as most of it is in private hands. A good site for a station at Hamilton West would be at 60 to 75 chains. I sent you an enlarged and natural scale section of the Waikato crossing, which is a difficult one, and I still lean to the opinion that a single span of 350 feet should be adopted for this, and I think the cost would be about £30,000 for a bridge for a double line. It is from a partial calculation only that I state that price, but I have gone sufficiently far into the matter to enable me to speak with considerable confidence. From the river-crossing to 2 miles the line is through grass land and bush. The main road at present in use for north and south traffic, east of the river, is crossed at 2 miles 6 chains; thence to 2 miles 46 chains is, I believe, Government land; at 3 miles 8 chains is crossed a road, which is, I believe, marked, on old Waikato plans, “Tramway,” and was intended to connect Taupiri and Cambridge. At about 4 miles the Waikato County Council road is struck and followed to the Swamp Company’s road at 4 miles 76 chains. This road and a continuation of it are followed to 13 miles 45 chains. I have kept the centre line about 15 feet from the edge of the left-hand ditch, which will allow of about half a chain each for road and railway; but I think land should be acquired giving at least one chain to each. At 9 miles a station should be placed; one will also be required between Hamilton East and this point, but I am not sure of the best position. From 13 miles 45 chains to 15 miles 68 chains the line is, with the exception of 15 chains, where it skirts the base of a hill, a level swamp of rather dryer and better nature than the first part which is ditched. The creek at 16 miles 70 chains has no drift timber, and one 20-foot span would clear all the water. I caused an alternative line to be run from 16 miles 13 chains to 17 miles 74 chains to avoid severing the grass fields, but I think the red line on the whole the best, if the land is not to be too dear.

The Piako is crossed at 18 miles 60 chains. One span of 80 feet is necessary, and land spans. At 19 miles 10 chains the great Piako and Waitoa Plain is struck, and left again at 25 miles 35 chains. This plain is a good swamp—nearly all a good clayey and sandy subsoil, and easily drained. The Waikarakeke Creek carries no drift timber, but will require long piles. The Waitoa River has abundance of drift timber, and I think no understrutting should be used on the first part of the flooded area, 24 miles 53 chains to 59 chains. The other part, at 24 miles 5 chains, may be small spans of any convenient construction. I think no drift timber flows in the next creek at 24 miles 30 chains. The Matamata Road joins the Hamilton and Thames Road hereabouts, and a station will be wanted about 25 miles.

After crossing the Saddle at 25 miles 65 chains the line passes over good country, rather swampy, but with a good hard subsoil. The creek at 27 miles does not carry drift timber.

The Omaha landing on the Thames is at 30 miles 40 chains, half a mile down river from where the direction of the straight part of the line would strike the river. If the line is to be carried on to the Thames Townships—Ohinemuri, Shortland, and Grahamstown—the crossing should be at 30 miles 15 chains on the straight direction, or thereabouts.

From the above you will see that 9½ miles are already formed and ditched, and about another 14 miles requiring only ditching and forming, and the remainder very ordinary earthworks. With the exception of the Waikato one, the bridges are all easy, and under the average length per mile.

JAMES STEWART,  
District Engineer.

The Hon. J. MACANDREW to the Hon. the ATTORNEY-GENERAL.

(Memorandum.)

BEFORE submitting the question to Cabinet, would you be good enough to glance over the draft Bill, with the view of considering how far the Government would be justified, under the special circumstances of the case, in recommending it to the approval of the Legislature.

23rd July, 1878.

JAMES MACANDREW.

The Hon. the ATTORNEY-GENERAL to the Hon. J. MACANDREW.

(Memorandum.)

THE pith of the Act lies in the proposed guarantee (*see* sec. 68); and there is also the question as to setting apart 10 per cent. for a railway fund. These, both, are matters of policy for Cabinet.

25th July, 1878.

R. STOUT.

For Cabinet.—The Hon. J. MACANDREW, 26/7/78.

J. BLACKETT to C. B. KNORPP, Superintending Engineer, Auckland.

30th July, 1878.

PLEASE make rough estimate of cost of this line.

J. BLACKETT.

C. B. KNORPP to J. BLACKETT.

(Memorandum.)

1st August, 1878.

MY estimate for the Waikato-Thames line amounts to £178,000, including rails, rolling-stock, land, and stations, with single track-bridge over Waikato River.

C. B. KNORPP.

Mr. L. EHRENFRIED, Acting Mayor, to the Hon. J. MACANDREW.

(Telegram.)

Grahamstown, 27th August, 1878.

YOU are not clearly reported last night. Do you mean railway from Grahamstown to Waikato? Public anxious to know, therefore excuse troubling you.

L. EHRENFRIED,

Grahamstown.

Hon. J. MACANDREW to Mr. L. EHRENFRIED.

(Telegram.)

28th August, 1878.

INTENDED railway is Waikato to Grahamstown.

J. MACANDREW.

Mr. L. EHRENFRIED, Deputy Mayor, to the Hon. the PREMIER, Wellington.

(Telegram.)

Grahamstown, 29th August, 1878.

I AM instructed to forward to you resolution passed unanimously at a large public meeting to-night:—  
First resolution: "That this meeting tenders its best thanks to Sir G. Grey and his Government for having placed upon the Public Works Statement the line of railway from Grahamstown to Hamilton."  
Second resolution: "That, in presence of the depression now existing upon this field, and the great want of employment amongst the wages-earning population, and the distress consequent thereupon, the Government be most earnestly prayed to at once commence the railway works from Grahamstown to Waikato."

L. EHRENFRIED,

Deputy Mayor.

Sir G. GREY to Mr. L. EHRENFRIED.

(Telegram.)

Wellington, 6th September, 1878.

NO authority for making the railroad has yet been received from Parliament. When it has been received, arrangements of various kinds will necessarily have to be made before the works can be commenced.

G. GREY.

HAMILTON-THAMES RAILWAY.—ESTIMATE OF APPROXIMATE COST.

Description of Work.	Amount of each Item.		
	£	s.	d.
Earthwork ... ..	26,000	0	0
Bridges and culverts, including Waikato Bridge ... ..	30,500	0	0
Fencing ten miles (double) ... ..	7,000	0	0
Sleepers ... ..	10,500	0	0
Ballasting ... ..	13,500	0	0
Rails ... ..	29,000	0	0
Stations ... ..	20,400	0	0
Rolling-stock ... ..	27,000	0	0
Land and engineering ... ..	14,100	0	0
Total ... ..	£178,000	0	0

Total length—34 miles, with siding, say, £5,236 per mile.

10th September, 1878.

C. B. KNORPP.

Mr. W. J. CADMAN, County Chairman, Coromandel, to the Hon. Sir G. GREY.

(Telegram.)

Coromandel, 17th September, 1878.

WHEN railway line from Waikato to Thames is being surveyed, will Government kindly allow the survey to be extended to Coromandel. I do not make this request with the intention of immediately beseeching Government to construct a railway between Thames and Coromandel.

W. J. CADMAN.

Hon. Sir G. GREY to Mr. W. J. CADMAN, Coromandel.

(Telegram.)

Wellington, 15th November, 1878.

YOUR telegram regarding the line from Grahamstown to Coromandel being surveyed at the same time that the line from Ohinemuri to Grahamstown is being surveyed. The Minister for Public Works says this shall be done.

G. GREY.

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

(Memorandum.)

15th November, 1878.

WAIKATO-THAMES, say, £30,000 for formation. A question as to which end of the railway this money shall be expended on will arise. The line to the Thames branches from the main line at Hamilton Station; from whence to the River Waikato is only about two miles. The bridge over the Waikato will be a costly work, probably some £10,000, and the order for the material of which (much of which will be iron) should be prepared as soon as possible.

The formation spoken of might be begun at Hamilton Station, thence to the river, thence on other side of river towards the Thames; and this would apparently be the best way, as materials could then all be brought by railway on to the ground where wanted. Instructions as to this, and as to ordering bridge materials, will be required.

JOHN BLACKETT.

(Memorandum on above.)

15th November, 1878.

COMMENCE at Waikato end, and get plans and estimates of railway ready.

Mr. J. Blackett.

J. MACANDREW.

23rd November, 1878.

MEMORANDUM. No 4909, instructing Mr. J. Stewart accordingly.

J. BLACKETT.

J. KILGOUR and OTHERS to Hon. J. MACANDREW, Wellington.

(Telegram.)

Grahamstown, 19th November, 1878.

THAMES people most anxious to know when railway works from Grahamstown will be commenced. Present most opportune time; labour plentiful.

JAMES KILGOUR, Mayor.

WILLIAM DAVIS, Chairman, Harbour Board.

ALEX. BRODIE, Chairman County Council.

J. KNOWLES to J. KILGOUR, Mayor, and Others.

(Telegram.)

20th November, 1878.

IN reply to your telegram of yesterday, I am directed to reply that, prior to commencing work, numerous necessary steps have to be taken.

J. KNOWLES.

J. KILGOUR, Mayor, and OTHERS to Hon. J. MACANDREW.

(Telegram.)

Grahamstown, 21st November, 1878.

Re Under Secretary for Public Works' telegram of yesterday. We are aware that numerous necessary steps have to be taken; and it is to get those steps at once taken we now address you. Will you authorize the Commissioners now in Auckland, to visit Thames, and start survey. Sir G. Grey has requested me to ascertain your views as regards this, and to telegraph your reply to him to Kawau.

J. KILGOUR, Mayor, and OTHERS.

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

(Telegram.)

22nd November, 1878.

THIS survey will be of little use until the survey is made from Te Aroha, on the Thames, to Grahams-town. After this survey is completed (but no instructions have ever been given to make it), then the survey might be extended to Coromandel.

J. BLACKETT.

FOR Hon. J. Macandrew, on his return from South.—J. KNOWLES.—23/11/78.

Mr. J. KNOWLES to Mr. J. KILGOUR and Others.

(Telegram.)

Wellington, 23rd November, 1878.

ENGINEER IN CHARGE of North Island works having been absent on business, could not reply to your telegram before. The Minister, before leaving for the South, left instructions that a portion of the Thames line was to be proceeded with, and the Engineer in Charge has the necessary preliminaries in hand. Hon. Mr. Macandrew hopes to be in the North shortly after his return from the South, where he now is, and will be for the next fortnight or so, and will then arrange various other works in the Auckland Provincial District.

J. KNOWLES.

Mr. J. KILGOUR to Mr. J. KNOWLES.

(Telegram.)

Grahamstown, 25th November, 1878.

THANKS for your telegram, which, however, does not answer our question, which is,—Are railway works referred to in your telegram to be commenced at Grahamstown end, and have any arrangements been made with Engineer in Charge with that view?

J. KILGOUR, Mayor.

W. M. DAVIS, Chairman, Harbour Board.

ALEX. BRODIE, County Chairman.

Mr. J. KNOWLES to the Hon. J. MACANDREW.

(Telegram.)

Wellington, 26th November, 1878.

THE Mayor, County Chairman, &c., have been wiring Premier and yourself asking that Conyers and Lawson, now in Auckland, may be set to work to start the Thames and Waikato Railway line. They were informed that you had given directions to Mr. Blackett before you went South, and a portion of the line would be begun as soon as necessary steps had been taken. They want, however, to know whether work will be begun Grahamstown end. What shall I reply, as Mr. Blackett tells me he is instructed to begin at Hamilton end?

J. KNOWLES.

Mr. W. A. MURRAY, M.H.R., to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Piako, 26th November, 1878.

As I propose visiting Australia, and going to Otago, I shall be glad to know when the Engineer will inspect the proposed railway, Thames to Waikato, so that I may be with him, as you said, to make certain suggestions. I think that it would be most undesirable that the gentleman who is blamed for the many costly errors in laying out the Auckland-Waikato line should be permitted also to make a mess of this Thames-Waikato line. I would advise that the line be begun without delay at Te Aroha, for following reasons: All material can be delivered there for less than at the Hamilton end, including splendid rata for sleepers and bridges, also splendid kauri—the best and strongest in the colony. The steamers can land the material, as I gather from Mr. Firth—by his large twin-screw steamer—direct from Auckland, at about 15s. per ton. The line will require little more than—to ballast, lay the rails, and make a very few inexpensive bridges. Indeed, except for the Waikato bridge (which would not have been needed, if the Auckland-Waikato line had been laid out as it should), the whole bridges on the line will only cost a few thousand pounds; and the line could be made and open in six months. Beginning at Te Aroha will give employment to the Thames unemployed—will help to please the Thames people, who think the line should begin at Shortland. This will be a compromise, and it will cause the Te Aroha lands to sell to better advantage.

There should be no delay in offering part of those lands; and I advise that the town lots should not exceed quarter of an acre, the suburban lots from one to five acres, the rural lots not over 320 acres, and at least half of these on deferred payment.

I have, &c.,

The Hon. the Minister for Public Works.

W. A. MURRAY, M.H.R.

Dr. KILGOUR and OTHERS to Mr. JOHN KNOWLES.

(Telegram.)

Grahamstown, 27th November, 1878.

WE await your answer to our telegram of the 25th instant.

JAMES KILGOUR, Mayor.

WILLIAM DAVIS, Chairman, Harbour Board.

ALEX. BRODIE, County Chairman.

W. ROWE, M.H.R. to Hon. Mr. MACANDREW, Dunedin.

(Telegram.)

29th November, 1878.

INTENSE dissatisfaction here at delay in commencing railway here. Must not commence from Hamilton. If so, the whole community be against you.

W. ROWE, Grahamstown.

Hon. J. MACANDREW to W. ROWE, M.H.R.

(Telegram.)

Dunedin, 2nd December, 1878.

THE intense dissatisfaction to which you refer must, I fear, be allowed to get more intensified. It will not make the railway, which Government are as desirous of pushing forward as are the complainants themselves. It is manifestly impossible to commence the work without receiving plans and surveys, which require time to prepare. This work was directed to be done shortly, after the Railway Bill became law; and my desire is to prosecute the undertaking vigorously, and to urge on the speedy completion of the line, uninfluenced by unreasonable impatience.

J. MACANDREW.

J. KNOWLES to Hon. Mr. MACANDREW, Dunedin.

(Telegram.)

Wellington, 3rd December, 1878.

IN a telegram of 26th November informed you that Thames County Council and others wanted to know whether Thames Railway was to be also begun at Grahamstown. And as they kept on wiring, I replied that I would send an answer as soon as I was in a position to do so. As you have not replied, perhaps you purpose leaving the matter until you return?

J. KNOWLES.

## MINISTER for PUBLIC WORKS to JOHN KNOWLES.

(Telegram.)

Dunedin, 3rd December, 1878.

THAMES County Council had better be informed that they will be replied to on my reaching Wellington, where I hope to arrive early next week.

J. MACANDREW.

## J. KNOWLES to J. KILGOUR, Mayor, and OTHERS.

(Telegram.)

Wellington, 9th December, 1878.

I AM directed to inform you that the Hon. Mr. Macandrew leaves for the North this afternoon, and that you can therefore see him in reference to your telegrams *re* Grahamstown end of railway.

J. KNOWLES.

(Telegram.)

W. A. MURRAY, Esq., M.H.R.

10th December, 1878.

*Re* your letter of 26th November, relative to commencement of Thames and Waikato line at Te Aroha. Minister and Mr. Blackett left yesterday for Auckland. Will you please see them thereon?

J. KNOWLES.

## Mr. W. A. MURRAY, M.H.R., to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Piako, 16th December, 1878.

I wrote to you on the 26th ultimo, but Mr. Knowles telegraphs that you and Mr. Blackett had left just before my letter reached Wellington, and suggesting that I should see you. I advised that, as I would be leaving for Otago soon, I should be glad to know when, in accordance with your wish, I could see and make certain recommendations to the Engineer. I shall be glad to see Mr. Blackett, but think that it would be undesirable that the gentleman who is blamed for many costly errors on the Auckland railway line should also be intrusted (if at all) with laying out the Thames line. I also advise that the line should be begun at Te Aroha, on Thames, for these reasons: The railway required nothing but to lay down the sleepers and ballast, and some ditching, and, in a few places, some earth-work and fascines where at present a little soft; that the unrivalled water carriage from Auckland to Te Aroha would supply material cheaper than you could even by rail and cartage by way of Hamilton till that bridge (which, had the main line been laid out right, would have been unnecessary) is made; and that is the only work of any consequence to prevent the line being made in six months, and will cost as much as the whole line between Te Aroha and Hamilton, excluding sleepers and rails. Beginning at Te Aroha would give employment to Thames unemployed, be a compromise, and please the Thames people; would render available for railway use the best kauri, rata, and puriri in the colony. It would also help to sell the Government land, whereas at Hamilton the land is nearly all in the great land company's hands. I would suggest that, in surveying the Te Aroha town, the town lots should not exceed one rood, and that suburban lots of from one to five acres be laid off on deferred payments; rural lots not to exceed 320 acres, and half at least on deferred payments, with settlement conditions. There should, I think, be no delay in offering part of these lands for sale; and with a considerable addition thus to the settlers, and the railway available for the five hundred Thames Volunteers, we should be under no further fear of Native troubles.

I have, &amp;c.,

The Hon. the Minister for Public Works, Auckland.

W. A. MURRAY.

## Mr. J. BLACKETT to Mr. J. STEWART.

*Memorandum for Mr. Stewart.*

Auckland, Public Works Office, 19th December, 1878.

*Re* Waikato—Thames Railway.—Hon. Minister for Public Works directs that the works for the above be commenced at Grahamstown as soon as the necessary surveys can be made, for which please make very early arrangements.

I expect plans to be sent from the Thames, which will enable me, on their arrival, to give detailed instructions. In general terms, the intention is to get ready a few small contracts, say, one for station reclamation on the foreshore, beginning at Kauaeranga Wharf; one from same point upwards, say to right-angle bend of new County Road; and one from that point upwards, say three, four, or five miles, as most convenient: these being got ready so as to give almost immediate employment. The survey of the remainder of the line could be proceeded with, and other contracts for a few miles got ready from time to time. These first contracts will be formation only.

The Minister is in correspondence with the Hon. the Native Minister as to securing the lands necessary for the line, and you will be duly informed when the arrangements are complete; but before this is the case the work, excepting the foreshore reclamation, must not be begun. It will be found that the course of the railway line must necessarily follow that of the County Road, or very nearly so, say on the river side of it. The road is one chain wide, and the same width alongside of the road will probably be enough for the railway, cutting off any unnecessary curves, and avoiding, if possible, any Maori cultivations, in crossing which opposition might be met with.

The Minister directs that every effort be made to carry out this work energetically and expeditiously, so that real progress may be made to a large extent during this year.

JOHN BLACKETT.

MR. BEEBE,—

19th December, 1878.

You will please prepare to proceed to this work with all energy, and at the earliest possible moment after receipt of plans. I will go with you.

JOHN SHEEHAN.

Mr. J. BLACKETT to Mr. J. STEWART.

(Telegram.) Auckland, 23rd December, 1878.  
*Re* Thames-Waikato Railway.—As the works on this line will now be commenced at the Grahamstown end, it will be necessary to establish a Public Works Office. Please to arrange this. Meantime, the Chairman of the County Council will allow the use of room in the Council Buildings.

J. BLACKETT.

Mr. J. BLACKETT to Mr. JAMES STEWART, Engineer, Auckland.

(Telegram.) Auckland, 23rd December, 1878.  
*Re* purchase of lands for railway Waikato to Thames—east of the Waikato River. Hon. Minister approves of your arranging the above, and of your obtaining the assistance of Mr. Whitaker, jun., if found to be necessary.

J. BLACKETT.

Mr. J. BLACKETT to Mr. J. STEWART.

(Telegram.) Auckland, 23rd December, 1878.  
*Re* purchase of land for railway lying within the Thames Valley, on the eastern side thereof. Hon. the Minister for Public Works has arranged that Mr. Brodie, Chairman of County Council, shall undertake the above. This for your information.

J. BLACKETT.

P.S.—In reference to any portion of the foreshore at Shortland and Grahamstown required for the above, the Harbour Board consents to give up any quantity that may be required.—J. B.

The Hon. J. SHEEHAN to the Hon. J. MACANDREW, Rotorua.

(Telegram.) Auckland, 25th December, 1878.  
 NATIVE officers at Thames will render all assistance to Mr. Brodie.

J. SHEEHAN.

The MAYOR, and CHAIRMAN, Harbour Board, Grahamstown, to the Hon. J. MACANDREW, Rotorua.

(Telegram.) 24th December, 1878.  
 WE hear with pleasure that you have placed at the disposal of the County Chairman the staff of the Native Office and the Engineers to acquire the land for the Thames Railway through the county; the same authority to the Chairman of the Harbour Board and myself, to acquire the land required in the borough and along the foreshore has not yet reached us, the which is rather urgent, as we only await the survey of this land before application for Crown grant of the foreshore (under the Thames Harbour Board Act of this session) will be made by us, and we wish to do so on the 1st or 2nd of January.

WILLIAM DAVIS, Chairman.

J. MACANDREW to CHAIRMAN, Harbour Board, and WILLIAM McCULLOUGH, Mayor.

(Telegram.) 2nd January, 1879.  
 You will be authorized to acquire the land necessary for railway within the borough and on foreshore so soon as the survey is completed showing the lands required. Directions have been given to get survey finished forthwith.

J. MACANDREW.

Mr. ALEXANDER BRODIE to the Hon. J. MACANDREW, Rotorua.

(Telegram.) Grahamstown, 2nd January, 1879.  
 SHALL have much pleasure in acting as requested in your telegram of to-day.

ALEXANDER BRODIE, Grahamstown.

THIS is in reply to telegram from me, requesting him to acquire land from the Natives for railway line.—J. M.

Mr. KNOWLES to Mr. MURRAY, M.H.R.

SIR,— 2nd January, 1879.  
 I am directed by the Hon. the Minister for Public Works to acknowledge the receipt of your letter of the 16th ultimo, addressed to him at Auckland, and to inform you that he has referred the same to the Engineer in Charge, North Island, who will duly consider the suggestions you make therein.

I have, &c,

J. KNOWLES,

Under Secretary, Public Works.

Mr. Murray, M.H.R.

Mr. J. BLACKETT to Mr. STEWART.

*Memorandum for Mr. Stewart.*

THE Harbour Board, Thames, has applied to the Minister for Public Works to be allowed to acquire the lands which may be within their jurisdiction necessary for the railway. To this a reply has been sent—namely, that, as soon as the limits and area of the lands have been determined by survey, a copy of the plan of the same will be sent to them, so that the necessary lands may be acquired. When you have plans ready please send tracing here for approval, after which you will be further instructed. Please send as soon as possible.

3rd January, 1879.

JOHN BLACKETT.

Mr. STEELE to the MINISTER for PUBLIC WORKS.

(Telegram.)

Hamilton, 10th February, 1879.

I AM desired by the Waikato County Council and settlers of Waikato to respectfully represent to Government their anxious desire to see a commencement made with the Waikato-Thames Railway at the Hamilton end, where over thirty miles has been surveyed and is ready for contract.

W. STEELE,  
Chairman, Waikato County Council.

(Telegram.)

Auckland, 13th February, 1879.

Re Thames Railway, Hamilton Branch.—Plans ready; tenders will be called for at once. Hunter will then proceed to stake out line for first few miles, say to end of swamp formation. Plans might be ready in five weeks.

Engineer in Charge, N. I., Wellington.

JAS. STEWART, D.E.

Mr. KNOWLES,—

14th February, 1879.

Please see Mr. Stewart's telegram within. Tenders for Hamilton branch can be called for at once, and a portion of the Waikato-Thames line, east of Waikato, in about five weeks.

JOHN BLACKETT.

Accordingly.—J. M., 18th February, 1879.

ENGINEER IN CHARGE, North Island.

19th February, 1879.

Please direct Mr. Stewart to push on with the two lines as above.

J. KNOWLES.

(Telegram.)

19th February, 1879.

MINISTER desires me to inform you, in reply to your telegram of 10th, that tenders for Hamilton branch line will be called for at once, and a portion of the Waikato-Thames line will be advertised in about five weeks.

Chairman, Waikato County Council, Hamilton.

J. KNOWLES,  
Under Secretary, Public Works.

The CHAIRMAN, Waikato County Council, to the MINISTER for PUBLIC WORKS.

Hamilton, 21st February, 1879.

THANK you for your courteous telegram. I am urgently requested to ask you respectfully if that portion of the Waikato-Thames line to be advertised in five weeks is the Hamilton end of the line.

W. STEELE,  
Chairman, Waikato County Council.

Reply sent by wire, 24th February, 1879.

YES. The Hamilton end of the line.

J. KNOWLES.

MEMORANDUM for Engineer in Charge.

Please receive herewith copy of memorandum to Mr. Stewart for record.

JAMES STEWART, District Engineer.  
EDMUND W. OTWAY.

Mr. J. BLACKETT to Mr. STEWART.

(Telegram.)

4th March, 1879.

Re Hamilton Branch contract. I note that plans, &c., only to be seen at your office. For all formation and permanent-way contracts they should always be exhibited at Wellington also; we have thus ready means of reference. Please send copy.

JOHN BLACKETT.

Mr. J. B. WHITE to the Hon. J. MACANDREW.

(Telegram.)

Hamilton, 8th March, 1879.

RESPECTING the Thames and Waikato Railway (Hamilton extension). Land outside borough secured. Four and a half acres required, amounting to £270. Borough cannot possibly pay this. Liabilities for bridge and approaches heavy; moreover, legal difficulty. If borough purchase, land must be vested in borough, and not in Crown. As this part of Thames and Waikato line, the Council solicited Government to add £170 to the amount already arranged. No difficulty with borough lands.

J. B. WHITE, Mayor, Hamilton.

Minute by Hon. Mr. Macandrew on foregoing Telegram.

REPLY that Government will pay amount if it be absolutely necessary, although it is in excess of the sum agreed upon.—J. MACANDREW.

Mr. J. KNOWLES to the MAYOR of HAMILTON.

(Telegram.)

Public Works Office, Wellington, 15th March, 1879.

IN reply to your telegram of the 8th, the Minister for Public Works will pay an amount not exceeding £270, as therein requested, if you should find it absolutely necessary, although it is in excess of the amount stipulated for.

J. KNOWLES.



Mr. BLACKETT to Mr. STEWART.

(Telegram.)

Wellington, 8th March, 1879.

*Re* advertising railway contracts and deposit of plans for same: These should always be advertised in Wellington, as well as in Auckland; and complete copy of contract, plans, and specifications should also be forwarded to Wellington for inspection—Hamilton branch, for example, plans for which have only been received to-day, although tenders have been received for the work.

Please arrange that this shall be attended to in the future.

JOHN BLACKETT.

*New Zealand Railways, Hamilton Branch Contract—Formation of Permanent Way, and Buildings.*

Public Works Office, Auckland, 18th February, 1879.

WRITTEN tenders will be received at this office up to noon of Friday, 7th March, 1879, for the above contract.

They must be addressed to the District Engineer, Public Works Office, Auckland, and marked outside, "Tender for Hamilton Branch Contract." Plans and specifications can be seen at this office. The lowest or any tender not necessarily accepted. By command.

JAMES STEWART, D. E.

TELEGRAMS, &C., RELATIVE TO WORKS AT GRAHAMSTOWN END.

Hon. J. MACANDREW, Wellington.

Grahamstown, 3rd January, 1879.

Stewart and Beere here will be pleased if you will allow the question site of terminus railway to remain until report from Mr. Stewart received.

W. J. McCULLOUGH, Mayor.

ENGINEER IN CHARGE, N.I., Wellington.

Grahamstown, 4th January, 1879.

*Re* site terminus here. I find the question considered by authorities to be still open, and Mayor and Chairman of Harbour Board wish it to be between Curtis's and Good's wharves, with a station at Shortland. I fully agree with this, and urge compliance with their wishes as the best for Government and community. Please reply to Auckland; full report by mail.

JAS. STEWART, D.E.

MEMORANDUM FOR HON. MINISTER FOR PUBLIC WORKS.

6th January, 1879.

The Public Works Department has no wish to force any station site on people of Grahams-town and Shortland. I think if question is left to the Municipality and Harbour Board in consultation with Mr. J. Stewart, a satisfactory solution of question will be arrived at.

J. BLACKETT.

Approved.—J. M., 6/1/79.

W. J. McCULLOUGH, Mayor, Grahamstown.

Wellington, 7th January, 1879.

*Re* terminus, Railway, Thames. Hon. Minister for Public Works will await report from Mr. Stewart, as requested.

JOHN BLACKETT.

JAMES STEWART, P.W.O., Auckland.

Wellington, 7th January, 1879.

*Re* railway station site, Thames. No objection to be reconsidered; will await report.

JOHN BLACKETT.

*Terminus at Grahamstown.—Memorandum for Engineer in Charge, N.I.*

(No. 51-79.)

Public Works Office, Auckland, 10th January, 1879.

ON proceeding to work at Grahamstown on Friday, 3rd instant, I found the question of the terminus site was considered as open, and that the site at Mary Street would give satisfaction to no party. I could not view it with favour myself, as I was certain it would be the cause of dissatisfaction sure to culminate in an alteration after much work had been done perhaps.

I think there are abundant precedents to justify that view, and when my personal opinion inclines strongly towards having two stations, I took the first opportunity of asking the question of site to be reopened.

The site between Curtis's and Burke Street Wharves is one which will give satisfaction to all parties as the Grahamstown Station. It is lower in level than at Mary Street, but it will not be much more costly, as it is much nearer the material for filling. It will work in with the harbour works much better; indeed, the site at Mary Street would be far from any possible shipping-place. At Shortland a very good site for a station may be had near the upper end of wharf, and the wharf may be connected with a back shunt.

The proposed changes would not add much to the first cost of the line, and will give satisfaction; while the Mary Street site may be cheaper to begin with, but would be certain to be altered at considerable cost and loss.

I hope, therefore, you will allow me to call for tenders for embanking between the wharves.

JAMES STEWART, D.E.

(79-258.)

Public Works Office, 18th January, 1879.

From District Engineer, Auckland.—Subject: Memo. as to terminus site at Grahamstown. Recommend two stations.

*Memoranda.*—Mr. Blackett.—J. P. M., 20/1/79.

C. C.—Have any plans been received with this?—J. B., 23/1/79.

Mr. Blackett.—None.—C. T. B.

Mr. Blow.—24/1/79.

Mr. Benzoni.—No plans received.—H. J. B.

Since received. See P.W. 78/367 above.—E. J. B.

4—I. 2A.

ENGINEER IN CHARGE, N.I., Wellington.

Auckland, 16th January, 1879.

35.—*Re* Thames-Waikato. Grahamstown Reclamation contract nearly ready, between wharves, extent about eight acres. Estimated cost, with rough stone protection and sewers, about twelve thousand pounds (£12,000). If you approve, I will get contract out at once.

JAMES STEWART, D.E.

To James Stewart, wired No. 212, 17/1/79.

*Re* Grahamstown Reclamation: The contract is for a greater sum than Minister thinks desirable to enter into at once. Please send rough tracing showing extent of work proposed, and suggest whether portion of same could not advantageously be let to begin with. We shall also want information for Proclamation very soon, which please bear in mind. This might embrace only portion of line extending out of Shortland a mile or two. Wire reply meanwhile.

JOHN BLACKETT.

ENGINEER IN CHARGE, N.I., Wellington.

Auckland, 18th January, 1879.

44.—*Re* Grahamstown Reclamation contract: I will send tracing of what was proposed. Area might be reduced to four acres, and would do temporarily; but rough stone protection would be lost in great measure when further area reclaimed. I will bear in mind Proclamation. Could keep contract down to £6,000 by that means.

JAMES STEWART, D.E.

Hon. the Minister for Public Works for consideration.—J. BLACKETT, 18/1/79.

Keep it down to £6,000.—J. M., 18/1/79.

Telegram No. 237, James Stewart, accordingly.—J. B., 18/1/79.

James Stewart wired No. 237, 20/1/79.

*Re* Grahamstown Reclamation: Minister approves of keeping down first contract to £6,000. Will await your tracing, and send approval on receipt thereof.

JOHN BLACKETT.

J. BLACKETT, Esq., Wellington.

Grahamstown, 18th January, 1879.

Understand Mr. Beere finished survey of line to Kuaeranga River. Waiting your decision regarding extension to Grahamstown before completing plans. Kindly wire instructions as quickly as possible, that work may be speedily commenced. Much distress prevails.

ALEXANDER BRODIE.

Telegram No. 234 in reply.—J. B.

Alexander Brodie wired No. 234, 20/1/79.

*Re* Thames Railway line, and extension to Grahamstown: Plans are now on way to Wellington, with report by District Engineer. On receipt, no time will be lost in calling tenders, and proclaiming a portion of the line. Am in communication with District Engineer on all points necessary.

JOHN BLACKETT.

No. 112-1879.

Public Works Office, Auckland, 20th January, 1879.

*Grahamstown Railway Reclamation.—Memorandum for the Engineer in Charge, North Island.*

I HEREWITH send you tracing of foreshore between Grahamstown and Shortland Wharves. The area tinted red is that estimated to cost, for reclamation, protection, and sewers, nearly £12,000. I believe that is an over-estimate, allowing for the state of things in Grahamstown, and seeing there is no sawn timber wanted, almost the only expensive thing just now. Provided the policy of having two stations is approved, there are two methods of lessening the first cost: firstly, to reduce the reclamation to about the pencil line on the red area. This would reclaim only about four and a quarter acres, and be sufficient for a time. But the stone protection would, in a measure, be lost when the extension was made; secondly, to begin at the Shortland reclamation, marked, in pencil, at Willoughby Street. That is the only eligible site for a station there, and would suit very well. The line could then be extended towards Grahamstown at your convenience.

I recommend the first of these courses, and to do with as little stone protection as we can possibly risk the works with safety. I would make No. 2 contract, then, extend from 20 chains to 1 mile 13 chains. The rest is dependent on the land being first procured.

JAMES STEWART, D.E.

HON. JAMES MACANDREW, Wellington.

Grahamstown, 24th January, 1879.

Will there be railway station, Shortland—principal shipping place. Distance from Grahams-town wharf fully one mile. When harbour improvements completed, greatly superior shipping accommodation.

E. HANSEN.

WILLIAM CARPENTER.

W. J. SPEIGHT.

ENGINEER IN CHARGE, N.I.

24th January, 1879.

Will you enable the Hon. Mr. Fisher to reply.

J. K.

Mr. KNOWLES.

27th January, 1879.

Please reply that there will be stations at both Grahamstown and Shortland.

J. BLACKETT.

Hon. J. MACANDREW, Minister for Public Works.

24th January, 1879.

Am informed that plans ready for calling for tenders first section railway from goods wharf to Albert Street. In the interests of the place, trust you will order that tenders be called for it at once. Our working-men leaving for want of employment.

WILLIAM McCULLOUGH, Mayor,  
Grahamstown.

Mr. KNOWLES.

25th January, 1879.

I have received plans, and am now wiring to Hon. Minister for Public Works that I approve of them, and ask his instructions to proceed. If granted, will wire this day to Stewart to call for tenders.

J. BLACKETT.

Reply accordingly.—J. T. F., 27/1/79.

Mr. KNOWLES.

27th January, 1879.

Hon. Minister has since approved, and I have wired J. Stewart to call for tenders.

J. BLACKETT.

J. BLACKETT, Wellington.

Dunedin, 25th January, 1879.

Thames Station reclamation: I approve of your suggestion. Call for tenders at once, keeping within limit named.

J. MACANDREW.

Telegram to Mr. James Stewart.

Re Thames railway. Hon. Minister approves of arrangement of stations on your plan received, and directs call for tenders at once for portion of main station between wharfs, not exceeding, say, six thousand pounds, or according to pencil line on plan. Thames people have been wired that you are instructed to call for tenders.

JOHN BLACKETT.

Mr. McCullough wired No. 331, 27/1/79.

In reply, plans are ready, and instructions have this day been wired to Mr. Stewart, District Engineer, to call for tenders.

JOHN KNOWLES.

J. E. Hansen, Carpenter, and Speight wired 27/1/79.

In reply, there will be railway stations at Shortland and Grahamstown both.

J. KNOWLES.

ENGINEER IN CHARGE, N.I., Wellington.

Auckland, 15th February, 1879.

132.—I have ten tenders for Grahamstown reclamation contract—William Souter, £7,538 13s.; John Taylor, £8,164 5s.; John Britton, £8,340 8s. 4d.; J. Fergusson and Co., £8,387 7s. 10d.; Patrick Fraser, £8,422 2s. 3d.; Henry Hopper Adams, £8,823 4s. 3d.; D. F. Ryan and Patrick Kelly, £9,099 7s.; Robert Smith, £9,649 3s.; Thomson and Sinclair, £9,809 16s.; J. J. O'Brien, £10,033 16s. 4d.; office estimate, £7,552. I recommend the tender of William Souter for acceptance; sureties and deposit in order.

J. STEWART, District Engineer.

Recommended acceptance of lowest tender.—J. Blackett, 17/2/79.

Accept lowest.—J. M., 17/2/79.

J. Stewart wired No. 664, 18/2/79.

J. STEWART, Auckland.

18th February, 1879.

664.—William Souter's Grahamstown reclamation, seven thousand five hundred and thirty-eight pounds thirteen shillings (£7,538 13s.). Add clause to letter re penalties, and wire. &c., as usual.

J. P. MAXWELL.

ENGINEER IN CHARGE, N.I., Wellington.

Grahamstown, 26th February, 1879.

Re Grahamstown reclamation contract, Waikato and Thames Railway. Contract signed this day, 26th February. Amount of bond, one thousand pounds. Contractor, William Burns Souter. Sureties, Alfred Price and Maurice Casey; all in Grahamstown.

JAS. STEWART, D.E.

Mr. Giesen.—Make notice please.—C. T. B., 26/2/79.

Sent, see under.—L. G.

Notice to contractor, No. 931; notice to engineer, No. 932.—27/2/79.

(No. 370-79.)

Public Works Office, Auckland, 4th March, 1879.

Contract Bond, Grahamstown Reclamation Contract.—Memorandum for Engineer in Charge.

HEREWITH please receive contract bond duly signed for Grahamstown reclamation contract, and nine rejected tenders.

For James Stewart, D.E.

EDMUND W. OTWAY.

ENGINEER IN CHARGE, N.I., Wellington.

Auckland, 5th April, 1879.

180. Please authorize a further sum of £300 for survey of Waikato-Thames railway.

J. STEWART, D.E.

£300 recommended—J. P. Maxwell.

Approved—8th April, 1879.—J. T. F.

Mr. Thomas—J. K.—8/4/79.

Authority No. 367.—£300.—W. A. Thomas. 9/4/79.

(No. 548-79.

Public Works Office, Auckland, 7th April, 1879.

In reply to Memo. 21, 3rd January, 1879. *Re* Harbour Lands, Thames, Memorandum.

THE ENGINEER IN CHARGE, N.I.

Herewith please receive tracing showing lands required from foreshore Grahamstown to Shortland, for the purposes of the Thames and Waikato Railway. I have tinted red the area which I think will be sufficient for the railway purposes, irrespective of our present reclamations. I am a little doubtful if enough has been taken at the Grahamstown end, considering what may possibly be required in the future, when it might be exceedingly costly to take more. Therefore, it might be wise to secure another width of four or five chains.

The block extending from twenty chains to thirty chains is marked on the foreshore plan as a reserve for a parade ground, but that can be just as well put elsewhere.

JAMES STEWART, D.E.

*Memoranda on No. 548-79.*

Mr. Wrigg.—15/4/79.

H. C. R. W.—16/4/79.

Mr. Blackett.—J. P. M., 16/4/79.

HON. MINISTER FOR PUBLIC WORKS.

18th April, 1879.

I recommend extra land being taken as shown by pencil lines on plan.

J. BLACKETT.

Extra width of land to be taken as suggested.—J. M., 18th April, 1879.

MR. WRIGG.

19th April, 1879.

Please mark off in red the extra land shown by pencil lines, and memo. Mr. Stewart informing him.

J. BLACKETT.

(No. 1799.)

J. STEWART.

22nd April, 1879.

*Re* foreshore reclamation, Grahamstown. The Minister for Public Works directs that the several parcels of land (additional) as shown in green upon accompanying tracing to be taken for railway purposes, in addition to the portions recommended by yourself.

JOHN BLACKETT.

*Waikato-Thames Railway.*

No. 661-79.)

Public Works Office, Auckland, 29th April, 1879.

*Kauaerangi Bridge Contract.—Memorandum for the Engineer-in-Charge, N.I.*

I HEREWITH send you design for the Kauaerangi Bridge, which will form the third contract on the Thames-Waikato Railway. The main thing to be kept in view in the design is the large rafts of kauri logs which are brought down to the Shortland Saw-mill, situated just below the bridge. I have left four feet of clearance between the under side of floor-beams and the level of high water of springs. I have also provided a fender-pile on the upper side of the main pier.

Vessels have been taken up above the bridge site to the cattle slaughter-yards; but the cost of providing for this by an opening in the bridge would far outweigh the advantages, and cattle must be landed at the wharf and driven to the yards, a distance of about one mile.

If you approve I will advertise the work at once. The cost will be about £1,100 to £1,300. I have not made a detail estimate.

JAMES STEWART, D.E.

From District Engineer, Auckland.—Subject: Forwarding design for Kauaeranga Bridge, Thames-Waikato line, for approval.

*Memoranda.*

HON. MINISTER FOR PUBLIC WORKS.

This is the third contract on Thames-Waikato Railway now ready for tender. Shall it be advertised (I am only waiting a tracing showing actual position of bridge over river), and then it can be proceeded with.—J. BLACKETT, 9th May, 1879.

Proceed, if within the authorized amount.—J.M., 9/5/79.

HON. MINISTER FOR PUBLIC WORKS.—Appropriation £30,000, and this is now liable to be overspent by £14,543.—J. BLACKETT, 10/5/79.

Defer.—J.M., 12/5/79.

Memo. No. 209L.—Mr. J. Stewart; accordingly.—J. BLACKETT, 14/5/79.

Mr. J. BLACKETT to Mr. J. STEWART.

(No. 209L.)

Wellington, 14th May, 1879.

*Re* Thames-Waikato Railway.—Plans and specifications for Kauaeranga Bridge duly received. These, with the addition of a plan already asked for showing position of bridge in reference to the river, and a few small modifications, will be approved and returned in a short time.

As the funds available for this line of railway are limited, the Hon. the Minister for Public Works directs that tenders be not called for this work until further orders. This will also apply to the next sections in the Thames Valley you are now preparing for tender. The plans, &c., for these may be

completed and forwarded for approval, but it will be useless continuing the contract surveys beyond what you have in hand.

The survey to locate the line may, however, be still proceeded with.

J. BLACKETT.

(No. 751-79.)

Public Works Office, Auckland, 13th May, 1879.

*In reply to Telegram re Kauaeranga Bridge Contract.—Memorandum for the Engineer in Charge, N.I.*

I HEREWITH send you tracing showing the Thames-Waikato Railway, Shortland to Parawhai. You will see the crossing of the Kauaeranga is a good and square one. I forgot to mention that, when I sent the design for the bridge.

Mr. Beere suggests the third formation contract should extend to about Parawhai Station site. That would only be a distance of about one mile, and would include, as works of any consequence, the earthworks (from side borrowpits) from Shortland Station to about 1 mile 73 chains, and the bridge across the Mill Canal and Hape Creek diversion. The rest of the line for some miles ahead would be merely ditching and formation.

I think the contract should extend to about four or five miles further.

I hope to be at the Thames this week, and will endeavour to get the land question settled, so that we may be able to issue the contract.

Please say what length you think the third section should embrace.

You will see we propose to extend the Shortland Wharf as indicated in green line. If you approve, I must get the drawings ready.

JAMES STEWART, D.E.

Mr. Knapp—Tracing for reconstruction, then to Engineer in Charge.—C. T. B., 19/5/79.

C. A. K.—20/5/79.

Memo. No. 2317.—JAMES STEWART.

J. Blackett—27/5/79.

(P.W. 79-2256.)

Wellington, 27th May, 1879.

*Your Memo. of 13th instant—Re Thames-Waikato Railway, Shortland to Parawhai.*

THE crossing of the Kauaeranga seems to be well located.

I think the length of contract as proposed by Mr. Beere too short, and I agree with your proposal.

The Shortland Wharf should be lengthened as shown, and form part of the contract.

The grades, instead of being 1 in 66, should not be less than 1 in 100, but I would prefer 6 in. in a chain, or 1 in 132, which please adopt.

James Stewart, Esq., Auckland.

JOHN BLACKETT.

*Resolutions referred to at foot of page 14.*

THAT in the opinion of this Conference, the construction of the Thames-Waikato Railway is a work as important to the welfare of the colony as it is to the settlement and advancement of the various districts through which the proposed line will run. And this Conference pledges itself to promote to the utmost the interests of any company or capitalist who may undertake its construction under "The District Railways Act, 1877."

2. That, in consequence of the large area of land in possession of the Government and Native owners which is exempt from rating, the Government be requested to amend the provisions of "The District Railways Act, 1877," so as to equitably meet these exceptional circumstances, and in such manner as the Government may deem advisable.

3. That the Mayor and Chairmen of the various districts through which this line of railway will pass be requested to convene a public meeting of the ratepayers, for the purpose of eliciting an expression of opinion respecting this important work.

4. That, after the meetings to be convened in accordance with the foregoing resolution are held, the Chairman of each meeting do carefully ascertain if the members present represent the majority of the ratepayers, as required by the Act, and satisfy themselves that the meetings represent a fair and full expression of the public opinion of each district in favor of the same; and also that Mayors of the Boroughs and Chairmen of County Councils interested be empowered to obtain information from capitalists and others, for terms of construction of the line, under the provisions of "The District Railways Act, 1877," or any Amendment Acts which may be introduced during the ensuing session of Parliament.

5. That an Executive Committee be appointed, to be called "The Thames-Waikato Railway Committee," of which the Mayor of Thames be Chairman, to carry out the purpose of the Conference, such Committee to consist of the Chairmen of the Thames, Piako, Waikato, and Waipa Councils, and the Mayors of Thames and Hamilton.

6. That in consequence of large areas of Native lands in certain counties and boroughs being exempt from local rating, claims of such Native districts do deserve consideration of the Government, and that subsidies be granted to such local bodies in compensation for the losses sustained by such exemption.

7. That the Chairman of the Conference forward copies of the resolutions to the Government.

## REPORT ON FLYING SURVEY OF PROPOSED RAILWAY—SHORTLAND TO WAIKATO.

(Referred to in Mr. Simpson's letter on page 14).

This survey has, from the beginning, been prosecuted under unusual difficulties, arising from the sullen and defiant conduct of the Natives, requiring great caution on our part to enable us to proceed with the work. The greatest opposition was from the Ohinemuri Natives, who at last drove us off by force of arms. Many of the Natives between the Thames and Waikato seemed to favour the undertaking; but, the murder of Sullivan occurring whilst I was in the vicinity of Cambridge, the Natives became excited, and advised me to desist. I spent a week returning slowly over the ground, when an accident to the instrument prevented the survey of this portion being as complete as I could have wished. The survey commences at the terminus of the Grahamstown and Tararu line, traversing the beach to the south end of Shortland, when it crosses property of little present value, to the Kauwaeranga Stream, passing close to Shortland Wharf. The works required are a retaining-wall along the beach, with filling, as shown on section marked A, which is similar to that of the G and T line in front of Grahamstown, and is an average section. Provision will be required for the passage of the Karaka Creek, and four street drains. The Grey Street crossing will be level, and a filling of two and a half feet required to the Hape Creek, with retaining-wall. The filling and retaining-wall will be continued to the Kauwaeranga Creek. As the population is increasing above this point, and the stream navigable for small craft, it would require a swing.

From this point the line runs over a succession of fern plains and swamps, passing through three small bushes, to the Thames Crossing, between Ria Te Papa and Te Aroha Mountains, a distance of twenty nine and a half miles. The whole of this distance is practically level, and the swamps are easily drained where the line crosses them. The longest bridge on this length is the Ohinemuri, and the aggregate length of all the bridges on this portion is 986 feet. The Thames will require a bridge of 184 feet; and, as it is some miles below where navigation by steamers can be carried, and the banks too low to allow crafts to pass under, it will require a swing.

The country between the Thames Crossing and Hamilton is very favourable, crossing the fern flats and swamps forming the lower portion of the great plain of this province to the gorge at Te Awa, Waikato. This gorge is formed by the passage of the Waitukaruru, which, rising on the Waikato side of the range, runs several miles parallel to that river, and then, turning east, falls into the Piako. From Te Awa, Waikato, the line runs along the higher or south side of the great swamp of 62,000 acres, and, leaving it, enters on the fern flat which extends into Hamilton, passing down Clyde Street into the reserve at the ferry landing. With the exception of about 6,000 yards of cuttings near Te Awa, Waikato, the whole of the line is level, the swamps requiring a ditch on each side, the material thrown into the formation. There are no heavy bridges on this portion, the aggregate length required being 652 feet. This portion has not been chained, and I estimate the length at under thirty miles.

The Kauwaeranga Creek and sea-beach would furnish an unlimited amount of excellent ballast, and most of the creeks between Shortland and the Thames Crossing would furnish an adequate supply. The pumice formation from the Thames to Waikato would furnish its own ballast.

A large quantity of excellent timber for sleepers would be furnished by the ranges to the east of the line between Shortland and the Thames Crossing. On the portion between the Thames and Waikato, near the Waitoe, the line passes large totara bushes, a large portion of which is on Government land. An unlimited supply of first-class kauri timber of all dimensions can be supplied by the powerful saw-mills in operation on the Thames, and also from the various mills on the coast near us. All material used on the line could be conveyed by water either from this place or direct from Auckland to any point up to the Thames Crossing. Rails, &c., for the Waikato portion would have to be delivered at this crossing, the cost of carriage being much less than by the route through Mercer and the Waikato. Material could be delivered at the crossing at 17s. per ton from Auckland, and at 10s. from Grahamstown.

Vessels of any draught could discharge here into steamers suitable to convey it direct to the crossing. The advantages of cheap and direct communication between the large consumers of this district and the producers of the Waikato cannot be too highly estimated. At present all the agricultural produce consumed on the gold field is procured at uncertain intervals, chiefly from the adjacent provinces or colonies.

With direct communication, the bulk of these supplies could be procured from the Waikato,—they receiving, in return, besides gold, many articles suited for their use: amongst others, an unlimited supply of first-class timber, of which their district is nearly destitute.

The supplies required by this mining population (already the second in the province and third in the colony) will in all probability be largely increased, as sufficient evidence was offered of the auriferous character of a large portion of the district through which I explored, as well as of the existence of extensive coal deposits, so essential to the welfare of a mining community.

The establishment of this route would materially increase the security of the Waikato Settlements, by giving command of the country in their rear. This country, extending as far as the eye can reach, and capable of supporting a nation, could be traversed by cavalry, and supplies could reach the foot of the plain from this place in five hours by steamer, or by rail in one. The steam service from Shortland reaches to within two hours' run of this point daily. The population of this district (nearly equal in numbers to that of two neighbouring provinces) will not receive any benefit from the lines in progress in this province; whilst, from the superior advantages offered by this route, its adoption would confer an inestimable benefit on this large community, and be without doubt the cheapest route between Auckland and the Waikato Settlements. This would be the case with the Waikato Settlements in their present extent; and any extension of settlement on the fertile lands between the Waikato and Thames Rivers would increase the advantage in its favour.

Almost immediately after leaving the Thames Crossing, the line reaches a fertile district extending to Te Awa, Waikato, nearly the whole of which is in the hands of the Government or Europeans, and awaiting settlement. This district, before the late war, was noted for its production of wheat, and would, if cultivated, produce sufficient for the whole province.

The cost of passage by steamers between Auckland and Ohinemuri is 13s. first-class and 10s. second-class, and for this price they could be conveyed to the Thames Crossing,—which, allowing 4d. per mile on the rail to Hamilton, would make the total 23s. first-class and 20s. second-class. This service could be wrought to the greatest advantage, as it would embrace the whole of the passenger traffic between this place and Auckland and likewise between this place and Waikato, as well as a large portion of the passenger traffic to Tauranga and the East Coast, which route is growing into favour even in its present imperfect state.

It will be seen from the foregoing statement of facts that the adoption of this route to the Waikato would directly benefit nearly all the population of the province south of Auckland, and this result would be obtained by a small expenditure, both in construction and maintenance, compared with any other route, the thirty miles of railway required not passing through high-priced land, being nearly straight and without inclines.

Looking at the proposed route in all its bearings, I should advise the extension of the Grahams-town and Tararu to Kopu three miles, from thence making use of the river (decidedly the best in the province) to the Thames Crossing, and a railway of thirty miles to the Waikato.

The advantage of extending the Grahamstown line to Kopu would be that fast steamers suitable for river traffic could be employed. They would not be subject to the delay so often experienced by the present steamers of having a circuitous route to travel at low water, and to wait for tide to cross the mud flats into Shortland.

As a large amount of the traffic between the gold fields and Waikato would consist of live stock they could be landed at Kopu, where there is suitable accommodation for their keep, and, when slaughtered, the carcase brought in by rail. At present the cattle consumed here are ship-borne; each cargo is confined in sheds close to the town, and hand-fed until killed, which must be attended with loss.

For the reason mentioned in my preliminary report, I adopted Hamilton as a terminus, but an additional distance of about three miles, over a favourable country, would reach Cambridge.

DAVID SIMPSON.

Grahamstown, June, 1873.

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By Authority: GEORGE DIDSBUY, Government Printer, Wellington.—1879.

Price 1s. 3d.]

