

1881.
NEW ZEALAND.

COST OF CONSTRUCTION OF RAILWAYS
(RETURN OF).

Being Return to an Order of the House of Representatives, dated the 2nd day of June, 1880.

"That a return be laid before this House, showing the cost of construction of each section of the railways, and of each branch railway, mentioned on page 784 of the *New Zealand Gazette*, dated the 20th May, 1880, together with the estimated value of the rolling stock in use on each section and each branch."—(Mr. Montgomery.)

RETURN showing the Approximate Cost of the SECTIONS and BRANCHES of the NEW ZEALAND RAILWAYS Opened for Traffic on the 31st March, 1880, as given on Page 784 of the *New Zealand Gazette*, dated 20th May, 1880.

	Land.	Surveys.	Grading.	Bridges and Culverts.	Fencing.	Permanent Way, New Zealand.	Permanent Way, England.	Rolling Stock, New Zealand.	Rolling Stock, England.	Workshops, Stations, and Wharves.	Engineering and Office.	Incidental.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
NORTH ISLAND:													
Kaipara Section	1,088 4 10	1,345 5 2	17,525 9 11	8,176 2 5	635 2 4	16,572 8 0	18,011 11 0	1,389 3 9	5,036 17 9	14,973 10 1	4,024 4 11	539 18 0	89,317 15 2
Hevensville-Riverhead Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland Section	45,892 15 2	9,085 9 4	197,139 15 2	88,948 17 4	13,413 1 4	116,267 12 0	126,347 14 0	13,793 14 7	56,442 1 9	109,592 11 4	44,291 4 3	5,028 18 1	826,243 14 4
Waikomiti-Ohaupo Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Napier Section	6,595 2 9	7,840 11 7	59,595 18 1	58,312 17 0	11,785 13 3	64,720 4 0	70,337 3 0	6,203 17 6	25,375 5 0	35,225 0 6	13,801 2 10	573 18 7	360,366 14 1
Napier-Kopua Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Wellington Section	20,400 12 2	11,291 15 10	202,990 16 7	70,522 19 8	11,051 14 9	46,192 4 0	50,182 13 0	6,863 12 11	28,074 6 9	66,339 9 3	23,705 10 5	515 3 5	538,130 18 9
Wellington-Featherston Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Wanganui Section	21,827 13 7	13,995 4 4	96,923 2 5	82,730 17 10	17,995 7 5	99,323 8 0	107,937 16 0	7,851 8 2	32,155 11 4	66,289 1 7	25,332 6 3	870 5 6	567,202 2 5
Foxton-Kai Iwi Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
New Plymouth Section	11,758 19 3	5,396 13 8	57,914 7 2	37,761 14 1	7,458 3 3	33,228 8 0	36,112 1 0	2,062 9 5	8,436 6 9	19,412 18 11	8,845 19 0	501 12 0	227,989 12 6
Waitara-Stratford Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Waitara-New Plymouth Main Line	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Opened Lines, North Island	107,593 7 9	48,954 19 11	631,189 9 4	346,453 8 4	62,399 2 4	376,304 4 0	408,928 18 0	38,164 6 4	155,520 9 4	305,832 11 8	120,000 7 8	8,029 12 7	2,609,250 17 3
Total Unopened Lines, North Island	13,455 0 0	12,736 5 5	128,991 16 0	56,055 10 1	8,037 3 0	28,562 8 0	31,041 6 0	...	...	20,053 6 0	14,234 10 10	1,339 13 9	313,666 19 1
Trial Surveys	...	...	...	...	...	...	...	...	...	...	...	...	9,955 15 6
Total Cost of North Island Lines	121,018 7 9	61,691 5 4	759,281 5 4	402,508 18 5	70,346 5 4	404,866 12 0	439,970 4 0	38,164 6 4	155,520 9 4	325,885 17 8	134,234 18 6	9,369 6 4	4,293,281 11 10

NOTE.—Permanent way, New Zealand and England, is computed on a mileage basis, after deducting the value of the material in stock on 31st March, 1880, which in the North Island amounted to £101,428 3s. 10d. Rolling Stock is apportioned on the basis of the Traffic Receipts for a period ending 31st March, 1880.

