

1888.

NEW ZEALAND.

TRAMWAY BETWEEN TEREMAKAU BRIDGE AND KUMARA

(CORRESPONDENCE RELATIVE TO).

Return to an Order of the House of Representatives dated 1st June, 1888.

Ordered, "That all papers and correspondence between the Greymouth Tramway Company and the Government relative to that part of the company's tramway that is constructed between the Teremakau Bridge and the Borough of Kumara, and the proposition for protection and laying of iron rails on such tramway, be laid before this House."—
Mr. SEDDON.

The SECRETARY, Greymouth Tramway Company, to the Hon. the MINISTER for PUBLIC WORKS,
Wellington.

SIR,—

Tramway Office, Greymouth, 10th May, 1888.

Acting under instructions from the directors of the Greymouth and Kumara Tramway Company (Limited), I respectfully submit to your consideration the following facts:—

The company, on the 1st day of March, 1877, obtained by special order from the Government a permit to construct a tramway from Greymouth to Kumara, under certain conditions and a schedule of charges. The company constructed the line, and did work beneficial to the public by quickening the transit between the two places, reducing cost of traffic, and by keeping communication open constantly when floods and other accidents rendered intercourse by road impossible. The grant was for ten years on wooden rails, and eleven years more on iron rails. The time for working on wooden rails has now lapsed, and the period has come for the substitution of iron ones. The company has been prepared to lay iron rails, and would have probably done so before, but the resolution adopted by the Government, some five years ago of constructing a railway from Greymouth to Hokitika, parallel to the tramway-line, modified, under the influence of common sense, the company's views and actions; and not only did such resolution affect the actions of the company from Greymouth to Teremakau, wherein railway-construction is almost an established fact, but also from Teremakau to Kumara, wherein the deviation of the line has been matter of consideration for the last two years. You will therefore perceive, sir, that the delay of the work by the company has been due to evident facts, because it would have been an absurdity to construct a tramway-line in opposition to a railway.

It seems probable, however, that the question of deviation will definitively occupy the attention of Parliament this session; therefore I take the liberty of approaching you on the subject with the view of drawing your attention to the fact that the tramway-line could be made the permanent and satisfactory means of communication between Kumara and the Grey to Hokitika by Teremakau line to Kumara. Improvements can be introduced that would be efficient for a speed of ten or twelve miles per hour, and reduction of charges adopted that would be palatable and acceptable to all public requirements. The directors, on behalf of the company, offer, therefore, to your consideration the following suggestions: Is the Government inclined to make permanent arrangements with the tramway company for the purpose of carrying the traffic from the railway at Teremakau, south bank, to Kumara under the following tariff?—

Passengers, 4d. per mile; minimum charge, 1s.

Children under fourteen years, half-price.

Return-tickets, available for day of issue, half-price more than single fares.

Goods, per ton, 1s. per mile; minimum charge, 2s. 6d.

If so, what concession and privileges will the Government grant to the company?

I have, &c.,

The Hon. the Minister for Public Works.

HENRY S. CASTLE, Secretary.

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