

date, bearing on the freights per mile on the southern line and on the Lyttelton line:--

	Lyttelton Line.	Southern Line.
Merchandise ...	7d. per ton	4d. per ton
Grain ...	7d. per ton	3d. per ton
Sawn Timber ...	2d. per 100 super	1d. per 100 super
Wool (4 cwt. bls)	2d.	1d.
„ (over 4 „ „)	3d. per cwt.	1d. per cwt.
Sheep, Pigs & Goats	1/- per 100	6d. per 100

The same ordinance mentions the passenger fares to be charged. These are remarkable in that the passenger who travelled four miles did so for less fare than he who travelled three miles. The rates were:—First-class, fourpence a mile exceeding three miles, under three miles 6d. per mile; second class, threepence a mile exceeding three miles, under three miles 1d. per mile.

At this time two great railway matters agitated Canterbury. One was the question of abandoning the broad gauge for the narrow gauge; the other was the transfer of the whole system to the General Colonial Government. In 1870 a report was made by Messrs. Bray and Marshman as to the relative values of the gauges. After comparing the costs of construction of lines and of rolling stock (waggons of 2¼ and 3¾ tons weight, and “light” engines of 12 tons as against “heavy” engines of 27 tons weight), these gentlemen reduced the argument as to whether the Northern Railway then being surveyed should be broad or narrow to three heads: (1) to build the line on the broad gauge; (2) build it on the narrow gauge and tranship at Christchurch; or (3) to build it on the narrow gauge and lay a third rail to Lyttelton from Christchurch. The second alternative found most favour in their eyes, and the report continues: “We propose, therefore, to make the narrow gauge terminate at Addington, and make that the station for Christchurch for passengers and goods. . . . As to the third rail to Lyttelton, it is more than probable that the necessity for it would not arise. We have estimated the cost of transhipment of 20,000 tons (per year) at Christchurch at £2000. Within no time with which we are concerned will the country north of Waipara Plains yield 20,000 tons freight per annum (unless a line were made to the Hokitika coalfield.) We do not stop to consider what the effect would be of breaking up the existing line from Lyttelton to Christchurch and laying down in its stead a double line in the narrow gauge. We cannot imagine that a proposal, involving as this would, an immense outlay, the disruption of the business of the country, and the substitution of a system far less efficient and more costly to work, could for a moment be entertained.”

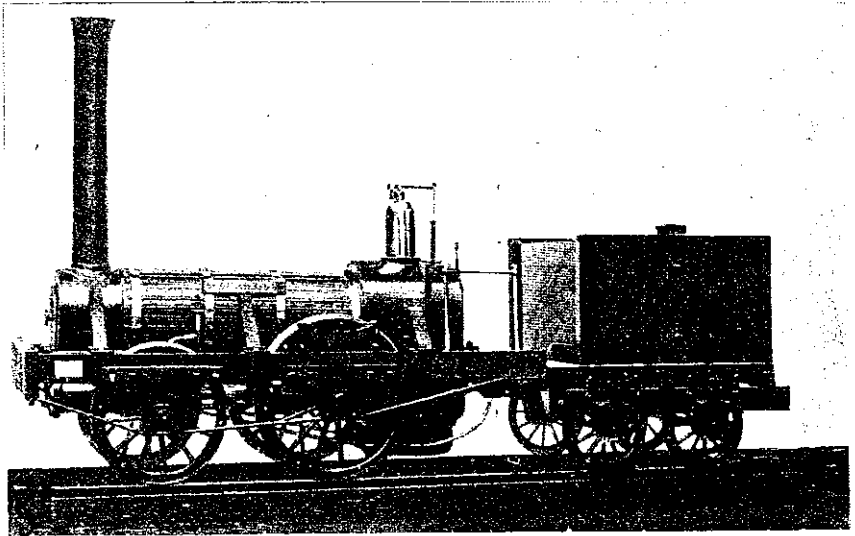
Despite this dignified argument, in 1873, when the Colonial Government took over the railways, the broad gauge was discarded. All the rolling stock was sold to the South Australian Government, and was shipped in the ship “Hyderabad” to Adelaide. The vessel was wrecked on the Otagi beach, from which place the railway

ADVENT OF THE NARROW GAUGE.

Bluff-Invercargill Railway.

At the time of the opening of the broad gauge railway between Christchurch and Ferryman-1, the good people of the most southern New Zealand town began to feel the need for communication by rail between Invercargill and her port, 17 miles away, and also between Invercargill and Winton, 19 miles inland. In the year 1863 the Southland Provincial Council passed ordinances reserving land for the construction of these lines, which were known, respectively, as the Bluff Harbour-Invercargill Railway and the Oreti Railway. Messrs. A.

into working order, and whether it proposes to complete it with wooden rails only.” In reply he was informed that it was intended to obtain estimates to complete the railway with iron rails. In 1866 a contract was made, the first one having been cancelled, with Messrs. Smyth, Hoyt and Co, to complete the Bluff line, the price being 25,000 acres of land. However, the contractors, on the completion of the line in 1867, received also £23,000, which provoked from a councillor the query whether they had paid in full for the completion of the line, exclusive of the terminus at Bluff, and, if so, whether the work had been passed as completed by the Provincial Engineer, and, further, how it was that the line was open for goods and not



“OLD IRONSIDES”—FIRST LOCOMOTIVE BUILT BY THE BALDWIN WORKS, 1832.

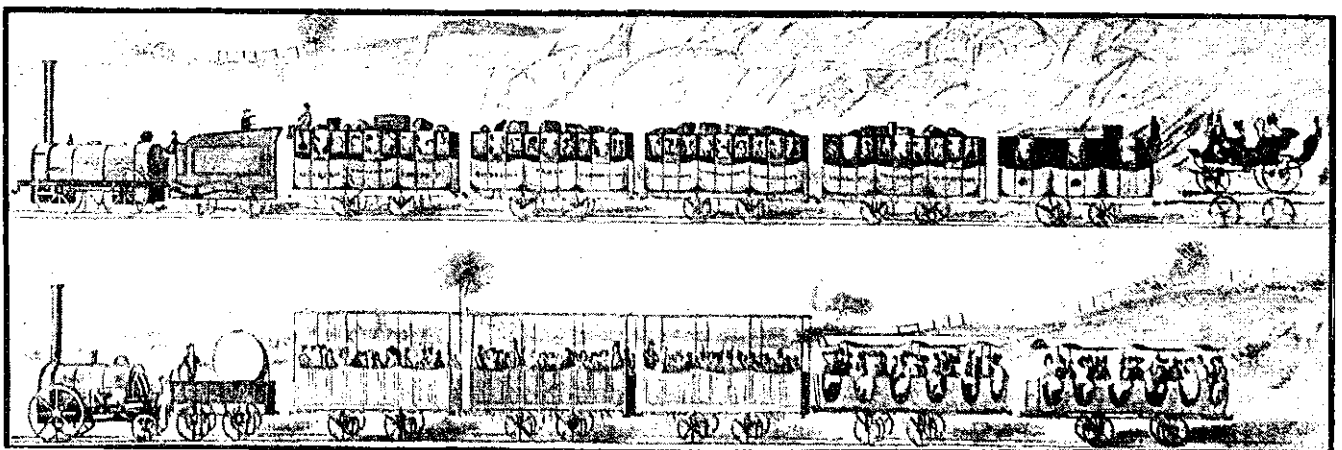
Gairns and J. McKenzie, contractors from Dunedin, who had been asked to report on the matter of a route for the Bluff Railway, recommended, amongst other things, that the line be built strong enough to carry light locomotive engines, but for a beginning and until the district carried a population of 60,000 souls, that horse-haulage be utilised. By this means the cost of locomotives at £1700 each and waggons and carriages would be saved, since the horse vehicles could be built by local labour. They considered that goods would constitute the principal freight, but suggested that a passenger car from each end be run at morning and evening, the cost of which was estimated at £10 a day, or four trips at £2 10s. each.

In 1864 a short piece of the line was opened, but progress appears to have been slow, while the contract price for building the line had been much exceeded. So much so that on 22nd

passengers, “except the friends of the Railway Engineer”? In the report of the proceedings of the Council it is stated that “the Provincial Treasurer replied”? How to work the line was a troublesome question, and for a long time an arrangement was under consideration to lease the railways. Bills to authorise this were made law, but it does not appear that anything in this direction was ever done. At any rate, nothing of any permanent nature was arranged, and the Provincial Council set up a Public Works and Railways Department which was eventually taken over by the General Government.

As showing the primitive nature of the railways, the following list of salaries, wages and costs of running the partially finished Bluff line in 1866 is interesting:—

Locomotive Engineer ..	£240	per annum
Engineman	208	..
Fireman	156	..



FIRST AND SECOND CLASS PASSENGER TRAINS, 1830.

material was brought, after salvage, to Wellington, where it lay on the reclaimed land awaiting re-shipment. Such was the inglorious end of the broad gauge in New Zealand. Its passing was a foregone conclusion, for, though it suited the level lands of Canterbury, in other parts where the railways skirt sea cliffs or pierce mountainous country, the building of the lines on the broad gauge would have been very costly.

June, 1865, the Council resolved to appoint a commission of impartial and competent engineers to be selected from some place other than Southland for the purpose of inquiring and reporting upon the excess of expenditure over the contract prices.”

There was also trouble with the Oreti line about this time, and Dr. Menzies asked the Government “What steps it proposes to take to complete the Oreti railway to Winton or put it

Shedman	140	..
Blacksmith	208	..
Repairer	187	..
Labourer	140	..
Fuel, grease and small stores ..	1000	..
Traffic Manager	250	..
Station Agents	400	..
Guard and Porters	655	..
Books, Tickets, etc.	150	..
Incidental	100	..