ENGINEERS' ESTIMATES, AND CONTRACTS ENTERED INTO, FOR CONSTRUCTION OF LINES FROM INVERCARGILL, ETC.

ENGINEERS' ESTIMATES.

		ELT.	-				DOLLMALDO.
INVERCARGILL AND M	ATAU1	RA E	RAT	LWAY	ζ.		£ s. d. £ s. d.
	£		d.		s.	a	Brought forward
Earthwork:—		S.	u.	a.	٠.	u.	Permanent Way in New Zealand :-
Big Cut, lead 45 chs., 9,5000		10					Ballast, 64,050 c. yds. at 2s 6,405 0 0
c. yds. at 1s. 8d	7,916		4				
30 Waggons at £25	750		0				
Rails, 35 tons at £8	280		0				Boxing, 75,152 c. yds. at 9d 2,818 4 0
Sleepers	175	0	0				Sleepers, 87,535, No., at 3s 13,130 5 0
Laying Temporary Way	131	0	0				Cartage, 5,240 tons at 10s 2,620 0 0
Other Cuttings, 135,438 c. yds.							Ross 510 0 0
at 1s. 3d	8,464	17	6				
Stream Diversions, 10,000		•	-				30,180 9 0
c. yds. at 1s. 3d	625	0	0				Contingencies 12½ per cent 3,772 11 0
Ditches in Cuts, 12,540 c. yds.	020	Ü	•				
	450	5	Δ				Rolling Stock in New Zealand :
at 9d	470	Ð	0				Erecting Locomotives, 3 at £75 225 0 0
Ditches, top of Slopes, 6,270	100	1 h					Carriage Stock, 12 at £25 300 0 0
c. yds. at 7d	182		6				
Swamp Ditches, 300 c. yds. at 2s.		0					Waggons, 24 at £10 240 0 0
Sidings, 3 miles	440	0	0				70° A A
Forming Line, 3,176 chs. at							765 0 0
7s. 6d	$1,\!191$	0	0				Contingencies, $12\frac{1}{2}$ per cent 96 0 0
							861 0 0
	20,656	13	4				Management 8,000 0 0
Contingencies, 12½ per cent							Marie and the second se
Commissioners, 222 per contr			_ 2	5,239	0	0	77,183 0 0
Bushing:—				,	-	-	Contractor's Profit 7,718 0 0
Felling, $31\frac{1}{2}$ acres at £2 5s	70	17	6				
		10					£84,901 0 0
Clearing, $31\frac{1}{2}$ acres at £5							
Grubbing, 104 chs. at £1	104	0	v				
	000	<u> </u>	_				
			6				·
Contingencies	41	12	6			_	
			_	374	O	O	
$\operatorname{Road}:$							DUNEDIN AND CLUTHA RAILWAY.
Excavation, 1,000 c. yds. at 9d.	37	10	0				TAIERI CONTRACT.
Diversions :—							TATERI CONTRACT.
Making new Road, 25 chains							Excavation: £ s. d. £ s. d.
at £6	150	0	0			1	Cutting in Rock, 22,760 c. ft. at
Lievel Crossing, Let., 4, 85 fb/ os.	300	v	o				
Level Crossing, 1 cl., 4 at £87 5s.	350	0	0				4s. 6d 5,121 0 0
Level Crossing, 2 cl., 6 at							4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft.
Level Crossing, 2 cl., 6 at £53 17s. 6d	323		0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at	323	5	0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at 3½d. 2,508 18 4
Level Crossing, 2 cl., 6 at £53 17s. 6d	323		0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at 3½d. 2,508 18 4 , 96,830 l. ft. at 11d 4,438 0 10
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at	323 238	5	0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at 3½d. 2,508 18 4 " 96,830 l. ft. at 11d 4,438 0 10 " 60,300 c. ft. at 4½d. 1,130 12 6
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d	323 238 1,098	5 1 16	0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 96,830 l. ft. at 11 d 4,438 0 10 , 60,300 c. ft. at $4\frac{1}{2}$ d. 1,130 12 6 Rails, 35 tons at £8 280 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at	323 238 1,098	5	0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 96,830 l. ft. at 11 d 4,438 0 10 , 60,300 c. ft. at $4\frac{1}{2}$ d. 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d	323 238 1,098	5 1 16	0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, $300,170 \text{ c. ft.}$ at 9d 11,256 7 6 Haulage, $172,040 \text{ l. ft. at } 3\frac{1}{2}\text{d.}$ 2,508 18 4 96,830 l. ft. at 11d 4,438 0 10 3 60,300 c. ft. at $4\frac{1}{2}\text{d.}$ 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, $30 \text{ at } £25 $ 750 0 0 Sleepers 175 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d	323 238 1,098	5 1 16	0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 96,830 l. ft. at 11 d 4,438 0 10 , 60,300 c. ft. at $4\frac{1}{2}$ d. 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies	323 238 1,098	5 1 16	0 0 0 0 0	1,236	0	O	4s. 6d 5,121 0 0 Cutting in Earth, $300,170 \text{ c. ft.}$ at 9d 11,256 7 6 Haulage, $172,040 \text{ l. ft. at } 3\frac{1}{2}\text{d.}$ 2,508 18 4 96,830 l. ft. at 11d 4,438 0 10 3 60,300 c. ft. at $4\frac{1}{2}\text{d.}$ 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, $30 \text{ at } £25 $ 750 0 0 Sleepers 175 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at	323 238 1,098 137	5 1 16	0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, $300,170$ c. ft. at 9d $11,256$ 7 6 Haulage, $172,040$ l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 96,830 l. ft. at $11d$ 4,438 0 10 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0 Sleepers 175 0 0 Laying Temporary Way, 2,640
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d	323 238 1,098 137	5 1 16 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	O	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at 3½d. 2,508 18 4 " 96,830 l. ft. at 11d 4,438 0 10 " 60,300 c. ft. at 4½d. 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0 Sleepers 175 0 0 Laying Temporary Way, 2,640 yds. at 1s 132 0 0 Surface forming, 500 chs. at 25s. 564 15 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s	323 238 1,098 137	5 1 16 4 4	0 0 0 0 -	1,236	o	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at 3½d. 2,508 18 4 " 96,830 l. ft. at 11d 4,438 0 10 " 60,300 c. ft. at 4½d. 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0 Sleepers 175 0 0 Laying Temporary Way, 2,640 yds. at 1s 132 0 0 Surface forming, 500 chs. at 25s. 564 15 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura	323 238 1,098 137 123 90 275	5 1 16 4 11 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	o	0	4s. 6d 5,121 0 0 Cutting in Earth, $300,170$ c. ft. at $9d$ $11,256$ 7 6 Haulage, $172,040$ l. ft. at $3\frac{1}{2}d$. $2,508$ 18 4 $60,300$ c. ft. at $4\frac{1}{2}d$. $1,130$ 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0 Sleepers 175 0 0 Laying Temporary Way, $2,640$ yds. at $1s$ 132 0 0 Surface forming, 500 chs. at $25s$. 561 15 0 Forming Line for Ballast, $2,775$
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s	323 238 1,098 137 123 90 275 2,046	5 1 16 4 11 0 0	6000	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, $300,170$ c. ft. at 9d 11,256 7 6 Haulage, $172,040$ l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 $96,830$ l. ft. at $11d$ 4,438 0 10 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 175 0 0 Sleepers 175 0 0 Laying Temporary Way, 2,640 yds. at 1s 132 0 0 Surface forming, 500 chs. at 25s. Side Ditching, 753 chs. at 15s. Forming Line for Ballast, 2,775 chs. at 10s 1,387 10 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d	323 238 1,098 137 123 90 275 2,046 264	5 1 16 4 11 0 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, $300,170$ c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,864, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron. 23.400 lbs. at 6d	323 238 1,098 137 123 90 275 2,046 264 585	5 1 16 4 11 0 0 5 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2	323 238 1,098 137 123 90 275 2,046 264 585 1,892	5 1 16 4 11 0 0 5 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d	123 238 1,098 137 123 90 275 2,046 264 585 1,892 9	5 1 16 4 11 0 0 5 0 0 15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d 11,256 7 6 Haulage, 172,040 l. ft. at $3\frac{1}{2}$ d. 2,508 18 4 " 96,830 l. ft. at 11d 4,438 0 10 " 60,300 c. ft. at $4\frac{1}{2}$ d. 1,130 12 6 Rails, 35 tons at £8 280 0 0 Waggons, 30 at £25 750 0 0 Sleepers 175 0 0 Laying Temporary Way, 2,640 yds. at 1s 132 0 0 Surface forming, 500 chs. at 25s. 564 15 0 Surface forming, 753 chs. at 15s. Forming Line for Ballast, 2,775 chs. at 10s 1,387 10 0 Planting Willows, $14\frac{1}{8}$ miles at £10 141 5 0 Retaining Walls, 4,000 c. yds. at 17s. 6d 3,500 0 0
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s	323 238 1,098 137 123 90 275 2,046 264 585 1,892	5 1 16 4 11 0 0 5 0 0 15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
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Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s	123 238 1,098 137 123 90 275 2,046 264 585 1,892 9	5 1 16 4 11 0 0 0 0 0 15 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds.	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9	5 1 16 4 11 0 0 0 0 15 0 7	600000000000000000000000000000000000000	1,236	0	0	4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
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Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds.	323 238 1,098 137 123 90 975 2,046 264 585 1,892 9 9 87	5 1 16 4 11 0 0 0 0 15 0 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d	323 238 1,098 137 123 90 975 2,046 264 585 1,892 9 9 87	5 1 16 4 111 0 0 0 5 0 0 15 0 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236 6,0 5 5			4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d	323 238 1,098 137 123 90 975 2,046 264 585 1,892 9 9 87	5 1 16 4 111 0 0 0 5 0 0 15 0 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent	323 238 1,098 137 123 90 975 2,046 264 585 1,892 9 9 87	5 1 16 4 111 0 0 0 5 0 0 15 0 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts :— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:—	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672	5 1 16 4 11 0 0 0 0 0 15 0 7 2 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:— 20 miles on one side, 1,600 chs. at 25s	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672	5 1 16 4 111 0 0 0 5 0 0 15 0 7 2 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:— 20 miles on one side, 1,600 chs. at 25s Cattle Stops, 40, at £16	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672 2,000 640	5 1 16 4 11 0 0 0 5 0 0 15 0 7 2 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:— 20 miles on one side, 1,600 chs. at 25s	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672 2,000 640	5 1 16 4 11 0 0 0 5 0 0 15 0 7 2 18	600000000000000000000000000000000000000				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:— 20 miles on one side, 1,600 chs. at 25s Cattle Stops, 40, at £16	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672 2,000 640 440	5 1 16 4 11 0 0 0 5 0 0 0 15 0 7 7 2 18	600000000000000000000000000000000000000				4s. 6d 5,121 0 0 Cutting in Earth, 300,170 c. ft. at 9d
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Level Crossing, 2 cl., 6 at £53 17s. 6d Level Crossing, 3 cl., 6 at £39 13s. 6d Contingencies Bridges and Culverts:— Excavation, 1,643 c. yds. at 1s. 6d Outfalls, 1,811 c. yds. at 1s Stanks at Mataura Timber, 1,364, 3 in. at 30s Piling, 1,510 c. ft. at 3s. 6d Iron, 23,400 lbs. at 6d Masonry, 946 c. yds. at £2 Coping, 150 c. ft. at 1s. 6d Puddle, 30 c. yds. at 6s Loading Culverts, 2,330 c. yds. at 9d Contingencies, 12½ per cent Fencing:— 20 miles on one side, 1,600 chs. at 25s Cattle Stops, 40, at £16 Gates, 40 pairs at £11	323 238 1,098 137 123 90 275 2,046 264 585 1,892 9 9 87 5,382 672 2,000 640 440 3,080	5 1 16 4 11 0 0 0 5 0 0 15 0 7 2 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,085	0	O	4s. 6d