

Mr. Carruthers, Engineer-in-Chief, attended the Committee, and gave his evidence. (*Vide Minutes of Evidence.*)

Mr. O'Connor, District Engineer, produced plans of the Hokitika and Greymouth Railway, and gave a description of the lines and the country passed through. (*Vide Appendix D of evidence.*)

The Committee then adjourned to allow time for Mr. O'Connor's promised evidence as to the probable traffic on the railway to arrive.

FRIDAY, 23RD NOVEMBER, 1877.

The Committee met pursuant to notice.

PRESENT:

Mr. Barff in the chair.

Hon. Mr. Gisborne,
Mr. Joyce,

Mr. Woolcock.

The minutes of the previous meeting were read and confirmed.

1. The Chairman read a telegram from Mr. O'Connor *re* traffic returns of proposed railway from Hokitika to Greymouth.

2. On motion of the Hon. Mr. Gisborne, *Resolved*, That the Chairman be directed to prepare a draft report for presentation to the House, setting forth the advantages and recommending the construction of a railway from Hokitika to Greymouth, and submit the same to the Committee on Monday next.

The Committee then adjourned.

MONDAY, 26TH NOVEMBER, 1877.

The Committee met pursuant to notice.

PRESENT:

Mr. Barff in the chair.

Sir R. Douglas, Bart.,
Hon. Mr. Gisborne,

Mr. Woolcock.

The minutes of the previous meeting were read and confirmed.

The Committee considered the draft report submitted to them by the Chairman.

On the motion of Sir R. Douglas, Bart., *Resolved*, That the draft report submitted by the Chairman be adopted.

On the motion of Sir R. Douglas, Bart., *Resolved*, That such papers as the Chairman may consider necessary to be printed be recommended to the House to be printed.

The Committee then adjourned.

MINUTES OF EVIDENCE

ON THE HOKITIKA AND GREYMOUTH RAILWAY.

THURSDAY, 8TH NOVEMBER, 1877.

Mr. CARRUTHERS, Engineer-in-Chief, being in attendance, was examined.

1. *The Chairman.*] Mr. Carruthers, the Committee have instructed me to call evidence with regard to the proposed construction of the Hokitika and Greymouth line of railway, and I have requested you to attend and give such information as you can. If you wish, we can proceed by question and answer; but I would prefer you should make your statement as to what has been done and how the matter stands?—So far the line has been completely surveyed and plans have been made, beyond which I do not think I can give any further information. The cost of the line is estimated at £221,000, which includes everything—actual construction, rolling-stock, and so on.

2. Which way does the line run?—Along the coast.

3. Does it go to Kumara?—No.

4. How near Kumara does it go?—Some distance from it. It crosses the Teremakau River close to the sea.

5. Then it does not cross the river where the tramway now crosses it?—No; it crosses by the sea. It was laid out to cross it a little bit higher up.

6. Does it open up any valuable land—agricultural or gold fields?—Yes. There is a gold field; but there is not much agricultural land, except at Hokitika.

7. How far from the sea does it run?—It is close to the sea.

8. Would the survey that has been made be all that is necessary for preparing plans and specifications for the work, or would there be reason for a further survey?—No; it would be sufficient. The work could be gone on with at once if sanctioned.

9. Where is the terminus, Greymouth?—It would join the Brunner line.

10. Do you know the country between Greymouth and Hokitika?—Not very well. I have been over it once or twice riding along the beach or else taking the back country.

11. Would it increase the cost very much if we took an inland line or route?—Yes; it would be ruinous.