

tenance of the works, or as to the expense of additional works, or of alterations or deviations from the specifications or plans, or as to any other matter connected with the execution of the works, or with the contract, specifications, drawings, or conditions, or as to any matter which by this contract it is expressly provided is to be settled, ascertained, or determined by arbitration, such dispute shall be referred in writing to the sole determination, arbitration, and award of the Judge of the Supreme Court assigned to that judicial district of the Supreme Court in which the works relative to which the dispute shall have arisen, have been or are to be executed, whose award shall be final, binding, and conclusive on all parties: Provided, however, that, before any such dispute as aforesaid shall be so referred, the Contractor shall give to the Minister for Public Works one calendar month's notice in writing of such dispute, and of the matter and cause thereof, and in such notice the Contractor's claim shall be explicitly stated; and, if such claim be for pecuniary compensation, the amount thereof shall also be stated.

SPECIFICATION OF THE MANNER OF CONSTRUCTING THE WAITARA AND NEW PLYMOUTH RAILWAY.

General Description.

1. The line of railway included under the title "Waitara and New Plymouth Railway," and to which this specification applies, begins at Waitara and terminates at New Plymouth, as delineated on the accompanying plans and sections; the total length of the contract being eleven miles thirteen chains and six links or thereabouts, with an addition of half a mile of sidings.

Drawings.

2. The drawings, including general plans and longitudinal sections, as shown on List A, accompany this specification. These show the character of the works to be executed. Further drawings of details will be issued from time to time as may be necessary.

The general plan is drawn to a scale of three chains to an inch, and shows the course of the railway, the centre line of which has been staked out on the ground, and is represented on the general plan by a red line.

The road and stream diversions are shown on the general plan.

The longitudinal section is drawn to a horizontal scale of three chains to the inch, and to a vertical scale of thirty feet to the inch. It represents the natural profile of the ground along the centre line of the railway. The red line shows the level of the bottom of the ballast. On the longitudinal section are shown the positions and sizes of the culverts and bridges described in the specification.

Alignment of Structures.

3. In the construction of bridges, culverts, road-crossings, and generally, it is to be understood that they are to intersect the line of railway at such angle or curve as may be necessary and approved in each case, although they may be shown on the drawings straight and at right angles; and in the interpretation of the drawings and schedules, and of this specification, it shall be distinctly understood that all works or materials necessary to the due and workmanlike completion of every erection are to be provided, whether specially described or not.

Contractor to provide Labour, Plant, and Materials.

4. The Contractor is to provide all labour, tools, implements, plant, and materials, and is well and substantially to construct and complete the railway in accordance with the plans and specifications, and to deliver the same complete, on first of April, one thousand eight hundred and seventy-five, and is to maintain and keep the said railway, and all works connected therewith, in perfect order and repair for the space of three months from the delivery of the same to the Government.

The said railway shall be made in accordance with this specification, and with the plans and sections herein referred to, or with such modifications of the plans and sections as the Engineer shall order.

Felling, Clearing, and Grubbing.

5. The whole of the timber within one chain and a half of the centre line is to be felled over a length of about 38.6 chains. Of this extent the central chain is to be cleared by removing all logs and under brushwood half a chain from the centre line, and to a greater distance where the formation requires it. Throughout all cuttings and along formations on the level all stumps and roots are to be grubbed out entirely and removed, so as to leave no loose timber whatever, and no stumps within two feet of formation level along centre or within one foot of the surface in the slopes.

Fencing.

6. Seven and a quarter miles of the line are to be fenced on two sides; and wherever present fences are disturbed or interfered with they are to be made good at the expense of the Contractor. At all crossings of roads, and other places where cattle-stops are used, fences are to be completed across the line up to the cattle-stops.

The description of fencing used shall be that described in General Fencing Specifications attached, viz., post and four rails, with slip panels, to the number of forty-two, as shown and described therein.

Earthworks.

7. All flax, scrub, rushes, or other vegetation growing on the line of the railway shall be cut down and removed to the full width between the outside of the slopes, and there burnt.

No public or private road that crosses or intersects the railway or works thereof shall be obstructed by excavation or otherwise until the Contractor shall have provided such temporary roads as may be necessary for the traffic.

The cuttings are to have a base at formation level of 10 feet in rock, 11 feet in loose rock, and 13 feet elsewhere, and are to be made in accordance with plan and section attached; but should the Engineer require any of the cuttings or banks to be made with different slopes from those shown in