

837. That is only hearsay evidence?—Only hearsay evidence.

838. *Mr. Montgomery.*] How far have you gone on each side of the line?—I have been right up the Ohura Valley to the Ongaruae, and right across the Native track from the Ongarue to the Mokau, about twenty miles up the Ohura, fifteen miles east of the line and about ten miles to the west, in the same latitude. Between the 100th mile and the end—the 123rd mile—I have only been a mile or so on each side.

839. You said you did not explore particularly as to where you could get ballast. That is an important matter?—We had no means of prospecting.

840. And along the line you saw no ballast except at the place you mentioned?—That is all.

841. *Mr. Fulton.*] As far as your explorations have gone, you believe you have found the best route that could be found on that line?—Yes; with the exception of Tangarakau. I have an idea that that can be avoided by following the Eao instead of the Tangarakau.

842. *Mr. Larnach.*] You say that in your opinion the line can be improved upon. Do you mean that by improving upon it you would increase the cost, or would you improve upon it without increasing the cost?—I believe you could improve the Tangarakau portion without increasing the cost.

843. Any other portion?—Not that I am aware of.

844. Are there many gullies or ravines to be bridged on the route that you surveyed?—About the usual number of cross gullies that one meets with.

845. Any deep ones?—In two places there are bad ones.

846. You made no cross-section survey?—No.

847. Then, how did you make your calculations without them?—Just by comparing the country with other country that I know on which lines have been made, and by taking the prices that I know.

848. You wrote a report of this line?—Yes.

849. Did you travel over the whole of it?—Not between the 15th and 50th mile. I was never over those thirty-five miles.

850. And your report includes that?—Yes.

ESTIMATE HANDED IN BY MR. R. W. HOLMES.

NORTH ISLAND MAIN TRUNK LINE.—WESTERN ROUTE. *Estimate of Part between Stratford and Te Awamutu.*

From Stratford to Junction with Central Route.

From	To	Easy Work.	Moderate Work.	Heavy Work.	Very Heavy Work.	Tunnels.
M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.
0 0	12 50	12 50	..	..	..	..
12 50	14 35	..	1 65	..	..	..
14 35	14 45	..	..	..	..	0 10
14 45	16 0	..	1 35	..	..	..
16 0	27 75	11 75	..	..	..	..
27 75	30 15	..	2 20	..	..	..
30 15	30 20	..	..	..	..	0 5
30 20	32 0	..	1 60	..	..	..
32 0	33 70	1 70	..	..	..	..
33 70	35 50	..	..	1 60	..	..
35 50	35 66	..	..	..	..	0 16
35 66	39 6	..	..	3 20	..	..
39 6	42 30	3 24	..	..	..	..
42 30	44 20	..	1 70	..	..	..
44 20	44 24	..	..	..	..	0 4
44 24	45 40	..	1 16	..	..	..
45 40	45 46	..	..	..	..	0 6
45 46	47 40	..	1 74	..	..	..
47 40	48 30	..	..	0 70	..	..
48 30	48 35	..	..	..	..	0 5
48 35	50 25	..	..	1 70	..	..
50 25	51 0	0 55	..	..	..	..
51 0	60 40	..	..	9 40	..	..
60 40	63 60	..	..	..	3 20	..
65 60	66 40	2 60	..	..	..	..
66 40	68 60	..	2 20	..	..	..
68 60	80 72	12 12	..	..	..	..
80 72	82 72	..	2 0	..	..	..
82 72	83 72	..	..	1 0	..	..
83 72	84 0	..	..	..	..	0 8
84 0	85 0	..	..	1 0	..	..
85 0	87 20	..	2 20	..	..	..
87 20	88 70	..	..	..	1 50	..
88 70	89 0	..	..	..	..	0 10
89 0	91 50	..	..	..	2 50	..
91 50	94 20	2 50	..	..	..	..
94 20	97 40	..	3 20	..	..	..
97 40	109 32	11 72	..	..	..	..
109 32	109 72	..	..	..	0 40	..
109 72	110 0	..	..	..	..	0 8
110 0	112 0	..	..	..	2 0	..
112 0	123 0	11 0	..	..	..	..
		70 68	22 0	19 20	10 0	0 72