

Christchurch to Reefton and Brunnerton <i>via</i> Cannibal Gorge	... £1,875,000
Christchurch to Brunnerton and Reefton <i>via</i> Arthur's Pass	... 1,866,000

CONCLUSION.

It is unnecessary in this report to discuss the questions of traffic likely to be developed, or the country to be opened up, by the various routes proposed for the East and West Coast Railway, as the subject has been fully considered in the Royal Commission's report of last year. It is also referred to in my own report of 1879.

The information obtained by the recent surveys, particulars of which are given herein, confirms more strongly than ever the conclusion in my report of 1879, and which is endorsed by the Royal Commission, that "the maximum amount of facilities for transporting the West Coast products to a market is afforded by the Arthur's Pass route."

The line which has been most strongly advocated, as against the Arthur's Pass route, is the one by Cannibal Gorge. In my opinion there is no comparison between them. With the single exception of the amount of tunnelling through the main range, every point is in favour of the former; and, if it is decided to construct a railway between the east and west coast of the Middle Island, I unhesitatingly recommend the Arthur's Pass route.

This report is accompanied by a general map, and a series of sections showing the line and levels of the various routes surveyed during the past year. The Amuri line is not shown, the survey not being in detail like the others.

I have, &c.,

W. N. BLAIR.