

1885.

NEW ZEALAND.

KAIHU VALLEY RAILWAY GUARANTEE

(PAPERS RELATIVE TO).

Presented to both Houses of the General Assembly by Command of His Excellency.

No. 1.

MESSRS. IZARD and BELL to the Hon. the MINISTER for PUBLIC WORKS.

Kaihu Valley Railway Company.

SIR,—

Wellington, 19th July, 1882.

We have the honour to transmit herewith for perusal and approval of the Crown Law Officers a draft of the contract proposed by the above company under "The Railways Construction and Land Act, 1881," as to be amended by the Bill now passing through the House.

We some time since addressed a letter to the Hon. the Premier on behalf of the promoters of the company, to which we would refer.

The plan of lands to be made available for grant to the company will no doubt be shortly prepared. We cannot, of course, send such a plan at present, as its details must probably depend on further arrangements.

We have the honour to request that, if the Government approve, as we understand they do, of the company having a contract for the construction of the railway, you will direct the draft to be perused and settled by the Crown Law Officers.

We have, &c.,

The Hon. the Minister for Public Works, Wellington.

IZARD AND BELL.

Enclosed is a plan of the proposed line and a report of Mr. James E. Fulton, A.M.Inst.C.E., upon the line and the probable cost thereof.—I. and B.

Enclosure 1.

J. E. FULTON, Esq., A.M.Inst.C.E., to J. M. DARGAVILLE, M.H.R.

SIR,—

Wellington, 24th June, 1882.

I have the honour to report that, in accordance with your instructions, I have examined the route of the proposed Kaihu Valley Railway.

From the Town of Dargaville, on the west bank of the Wairoa River, the line will pass along flat and nearly level ground for a distance of one and three-quarter miles; it will then cross the Kaihu River to the left bank; from thence it will continue up the valley, traversing comparatively flat country, occasionally intersected by small creeks and swamps, to the proposed station site, thirteen and a half miles; thence recrossing the Kaihu River, which it follows up on the right bank to eighteen and a half miles, where it again crosses to the left, on which side of the river it continues to the terminus at nineteen and a half miles.

From Dargaville to sixteen miles the railway will be easy of construction, with very slight gradients. From sixteen miles to the terminus at nineteen and a half miles the line will pass over steep sidling ground, involving heavier works. The grade also will be somewhat steeper than on the first portion, but will probably in no case exceed 1 in 60.

I estimate the cost of constructing this railway, with a reasonable amount of rolling-stock, to be £59,320, as per schedule attached. Attached also is a plan (on which the railway is drawn in black) showing the various blocks of land through which the line will pass.

I have, &c.,

JAMES E. FULTON,
A.M.Inst. C.E.

J. M. Dargaville, Esq., M.H.R.

SCHEDULE.

ESTIMATED cost of constructing the proposed Kaihu Valley Railway, as shown on the plan herewith: Formation, 215,000 cubic yards at 1s. 6d., £16,125; improvements to present wharf, £500; bridges and culverts, £4,700; station-buildings, £1,500; sleepers, 40,000 at 2s., £4,000; 40-lb. steel rails and fastenings, 1,440 tons at £9, £12,960. Rolling-stock: 2 four-wheel tank engines, £2,000; 6 four-wheel carriages, £1,920; 20 timber-trucks, £1,400; 12 wagons, £1,200; 3 brake-vans, £450. Platelaying—viz., 35,200 lineal yards at 4s.—£7,040; bush-felling, £1,500; surveys, £1,200; engineering and office, at 5 per cent., £2,825. Total, £59,320.—JAMES E. FULTON, A.M.Inst.C.E., 24th June, 1882.