

Copy of Mr. H. M. Williams's Estimate for Kaihu Valley Railway.

<i>Grading.</i> —Wharf, station-ground, earthwork, bush-felling, level crossings, fencing, &c. ...						£29,494	1	6
<i>Permanent-way.</i> —Ballast and sleepers on 19½ miles and 1½ miles of sidings ...						17,269	0	0
<i>Buildings.</i> —Stationmasters' houses, engine-sheds, goods-sheds, stations, platforms, coal-sheds, carriage-sheds, water-supply, smithy, crane, turn-table, weighing-machine, and tools ...						5,354	0	0
<i>Rails and Fastenings.</i> —								
53lb. steel ...						16,800	0	0
Points and crossings ...						480	0	0
Surveys and management ...						4,500	0	0
<i>Rolling-stock.</i> —								
3 locomotives ...						£4,500	0	0
2 first-class carriages ...						600	0	0
3 second-class carriages ...						800	0	0
1 composite smoking carriage ...						250	0	0
2 second-class smoking carriages ...						220	0	0
60 timber-trucks ...						4,800	0	0
16 low-side wagons ...						1,280	0	0
6 high-side goods-wagons ...						480	0	0
2 goods-trucks ...						184	0	0
2 covered goods-trucks ...						184	0	0
2 cattle-trucks ...						160	0	0
Tarpaulins ...						300	0	0
						13,758	0	0
						£87,655	1	6

No. 9 of printed correspondence D.—5c, memorandum from Chairman of railway: He gives my estimate at £59,000, which is asserted to be incorrect, and says Mr. Williams's estimate, after survey, is £87,000.

Mr. Williams's estimate was not made after survey; it was made before July, 1883, and although three years have elapsed, and £10,649 have been spent in wharf extension, &c., the surveys are not finished yet.

Mr. Knorpp, in March, 1885, as stated in his report (No. 8, D.—5c), was unable to get sufficient information to enable him to go into earthwork quantities.

In No. 10 of printed correspondence, D.—5c, I see you have been led to conclude that I have made an incorrect estimate. I would submit that this is not the case.

A good line for timber trade could have been made for the £60,000 if the directors had laid it and the money out economically. 53lb. steel rails, wharf extensions, and the largely excessive amount of rolling-stock they proposed to purchase for the 19½ miles, was not the way to do this.

Herewith also I enclose you a copy of revision of my original estimate that Mr. Dargaville asked for (see his telegram) in June, 1883.

In fairness to myself I trust that you will see your way to lay this communication with it enclosures upon the table of the House, in continuation of the paper D.—5c, which, without the fuller information herein contained, does not fairly represent my position in this matter, and the instructions upon which my estimate was framed.

I have, &c.,

The Hon. the Minister for Public Works.

JAMES E. FULTON.