

Referring to the third length, that is, from Waimarino to junction of routes, there are no tunnels in that section as far as we know on the present survey—that is to say, of the present trial-survey given of this line.

2. In that case also you are not prepared with information as to the earthworks?—No, there is no information obtainable that would enable us to get anything approaching correct quantities. Calculation on the Waimarino to the junction of routes is as follows:—

Tunnels.		Bridges.		Viaducts.			
Number.	Length.	Number.	Length.	Name.	Mileage.	Length.	From Level to Lowest Foundation.
	Lin. yd.		Ft.			Ft.	Ft.
...	...	5	1,440	Piopiotea Stream	...	280	90
...	...	...	...	Mangapuri	...	300	96
...	...	...	...	Waikoikoi	...	330	70
...	...	...	...	Te Puri	...	462	60
...	...	...	...	Te Awakino	...	450	100
...	...	...	...	Viaduct	...	590	120
...	...	...	...	"	...	600	60
...	...	...	...	Piopiotea	...	660	50
...	...	...	...	...	...	640	110
Total number, 9					...	4,312	...

NGAIRE ROUTE.—Details of Principal Items of Works, as follows:—

Subdivision.	Tunnels.		Bridges over 50ft. long.		Lofty Viaducts.		Earthwork.	Ballast.		
	No.	Length.	No.	Length.	No.	Length.				
		Lin. yd.		Lin. yd.		Ft.	Cubic yd.	Average Cost per Mile.	M.	ch.
Ngaire Section	6	1,165	7	940	...	...	1,109,132	£580	38	73
Tangarakau Section	12	1,410	21	2,263	1	437	1,327,762	£440	26	00
Heao Section	9	1,006	6	745	..	*	716,688	£332	10	70
Ohura Section	4	547	13	1,773	...	*	879,952	£347	27	25
...	31	4,128	47	5,721	1	437	4,033,534	£425	...	...

*Maximum height of piers, 97ft.

There is only one lofty viaduct on this line. We begin at Eltham.

3. Mr. Hales, is the information which you have supplied all that you were asked for on the 16th?—Yes, except with regard to the other line between Marton and Eltham. I think there is something in your letter about that.

4. In addition to this, I should like you to tell the Committee what has been the cost of the completed portion of the central line from Marton to terminus?—The total cost of the opened railway from Marton to Rangatira was £103,597.

5. And the estimated cost of the next section?—The contract for the next section is £26,499; distance, 3 miles 70 chains in length.

6. That stops short of the Makohine viaduct?—Yes, it is about two miles from the site of that viaduct.

7. Do the figures which you have given represent the finished cost?—All with the exception of the rails, sleepers, and station-buildings for the last section of 3 miles 70 chains.

8. Will you give us the present estimate of the cost of the next section, which is about 16 miles, I think?—I do not think I can give that just now.

9. Take any point you choose. You have given us the cost of 3 miles 70 chains; can you give us the cost of the next 14 miles?—The next section, $13\frac{1}{2}$ miles in length, will cost about £181,000. This amount includes the viaduct at Makohine, and is one of the heaviest sections on the line.

10. As to the 19 miles which cost £103,597, can you state what the original estimate was?—No. There is an estimate of that; it could be put in. [Estimate furnished: 19 miles, at £5,693 per mile, £108,167.]

11. Will you put it in when correcting your evidence?—Yes.

12. I am referring to the original estimates which were prepared eight years ago?—Yes, I know.

13. Upon which the estimated cost of £1,293,134 for the entire line was based?—Oh, yes, I can get that, but it will not refer specially to that particular section, which is a more easy section to construct than some of the other portions.