

209. You were the man that was chosen to do it?—Yes, Mr. Vickerman told me to see to it.
210. At the time of the 17th December, did you then look how they were leaving your brickwork?—I am always the last man in the tunnel when the brickwork has been going on.
211. Then you were the last man there before they closed down?—
212. Did you inspect the last length of brickwork in that arch previous to the Christmas holidays?—Yes.
213. Were you satisfied with the way in which it was left?—Yes, perfectly satisfied with the way it was left before Christmas.
214. None of the brickwork came down?—It is real good work; the cement is sound and the bricks were good, and it was well executed in every way.
215. *Mr. R. McKenzie.*] You have had considerable experience in mining in England, Mr. Witheridge?—I have seen any amount of mining. I came from one of the largest mining districts in the Old Country.
216. What was the nature of the mining?—Copper, lead, and tin.
217. What were you doing there?—Working there in engine-houses, in boiler-houses, in well-pits, and all sorts of occupations.
218. How many years ago is that?—I suppose thirty-eight or thirty-nine years ago.
219. How old are you now?—I am fifty-eight, and I was working in South America between thirty-five or thirty-six years ago.
220. What part of South America?—In Brazil.
221. Do you understand how to timber a railway tunnel, Mr. Witheridge?—Yes.
222. You said you learnt all about tunnelling before you left England?—I said I had been underground.
223. Did you know how to timber a railway tunnel before you left England?—It is all timbered on the same principle.
224. Did you have any instructions to insist on these sills being taken out?—I have answered that question before.

EXHIBITS.

EXHIBIT No. 1.

Messrs. McLEAN AND SON to C. VICKERMAN, Esq., District Engineer, Auckland.

DEAR SIR,—

Auckland, 26th September, 1891.

Re *Makarau Railway Contract*.—The difference in the levels in the tunnel detected by you when last there has given us very serious trouble and anxiety. Notwithstanding that you and Witheridge consider that we have made an error in giving the levels, we are quite sure that the proper levels were given, and the brickwork was built to the correct levels at the time of building. We are therefore of opinion that subsidence has taken place. We can hardly think that the brickwork has gone perpendicularly down, but it is possible for it to shift towards the centre at the footings. If such is the case every inch that it shifts weakens the structure until it will become unsafe. We were testing the widths at formation level to-day (Saturday), and will wire you the result on Monday.

We have, &c.,

JOHN McLEAN AND SON,
Contractors, Makarau Section, Helensville Northwards Railway.

EXHIBIT No. 2.

Public Works Office, Kanohi, 14th December, 1891.

GENTLEMEN,—I am directed to instruct you to discharge William Webb at once, for executing improper brickwork, to save further trouble.

JOHN WITHERIDGE, Inspector of Works.

John McLean and Son, Contractors, Makarau Contract.

EXHIBIT No. 3.

CLAIM for EXTRAS, MAKARAU SECTION, HELENSVILLE NORTHWARDS RAILWAY.

Slips.—At 43 miles 45 chains to—					Cubic Yards.	
"	43	"	50	"	...	480
"	44	"	8	"	...	1,200
"	44	"	33	"	...	1,250
"	44	"	63	"	...	7,050
"	46	"	9	"	...	1,600
					11,605 cubic yards at 1s. 3d.	£ 725 6 3
Tunnel—					Cubic Yards.	
Additional cost of excavating 20 chains of tunnel					13,370 at 6s.	£ 4,011 0 0
Additional cost of excavating to allow for timbering					530 " 12s.	318 0 0
Additional cost of brick invert					635 " 10s.	317 10 0
						4,646 10 0
						<u>£5,371 16 3</u>