

1898.
NEW ZEALAND.

SILVER-PINE SLEEPERS USED ON HURUNUI-BLUFF RAILWAY

(COMPARATIVE COST OF).

Return to an Order of the House of Representatives dated the 2nd August, 1898.

Ordered, "That there be laid before this House a return showing the cost, including, but setting forth separately, the items of transit expenses, of the 77,889 silver-pine sleepers used last year on the Hurunui-Bluff section of railway; and, similarly, what would have been the relative cost if matai or totara had been used and bought at prevailing contract rates in Otago or Southland, or if puriri sleepers had been procured from the Auckland District."—
(Mr. DUTHIE.)

RETURN showing Cost, including, but setting forth separately, the Items of Transit Expenses, of 77,889 Silver-pine Sleepers used Last Year on the Hurunui-Bluff Section of Railway; and what would have been the Relative Cost if Matai or Totara had been used and bought at Prevailing Contract Rates in Otago or Southland, or if Puriri Sleepers had been procured from the Auckland District.

	£	s.	d.
THE 77,889 silver-pine sleepers used last year on the Hurunui-Bluff line cost	...	9,736	2 6
The transit expenses came to	...	2,271	15 3
Total	...	£12,007	17 9

The relative cost if matai had been used and bought at prevailing prices would have been ... £8,762 10s. 3d.

The relative value of the silver-pine as against matai is at least three to one in durability, so that the use of matai in such quantities and cost would have been a great loss to the railways. Besides which, matai could not have been obtained; the 17,336 used were all that were procurable.

The relative cost if totara had been used and bought at prevailing prices would have been ... £10,709 14s. 9d.

But totara was not available. The 40,302 totara sleepers that were obtained were all that were procurable.

The relative cost if puriri had been procured from the Auckland District would have been ... £18,174 2s. 0d.

Puriri sleepers were not procurable in quantities sufficient to enable this to be done. 11,386 puriri were procured from Auckland.

All offers of totara made in the Hurunui-Bluff district were accepted.

All offers of puriri made in Auckland District were accepted.

Head Office, Railway Department,
Wellington, 6th August, 1898.

T. RONAYNE,
General Manager.

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