

From	To	Cost under £6,000 per Mile.	Cost under £8,000 per Mile.	Cost under £11,000 per Mile.	Cost under £18,000 per Mile.	Cost under £24,000 per Mile.	Cost under £30,000 per Mile.
M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
0 0	8 0	...	8 0	...	...	...	...
8 0	16 0	...	8 0	...	...	...	...
16 0	23 0	7 0	...	...	...	...	...
23 0	29 0	...	...	...	...	...	6 0
29 0	35 0	...	...	...	6 0	...	...
35 0	42 0	...	...	7 0	...	...	...
42 0	46 75	...	...	4 75	...	...	...
46 75	55 32	...	...	0 70	...	...	...
54 42	60 59	...	...	5 24	...	...	...
60 59	64 73	...	...	...	3 77	...	...
64 73	68 73	...	...	...	3 74	...	...
68 73	75 63	...	...	6 66	...	...	...
75 63	83 56	7 73	...	...	...	...	...
83 56	88 56	...	5 0	...	...	...	...
88 56	93 54	...	...	4 78	...	...	...
93 54	98 56	...	5 2	...	...	...	...
98 56	103 56	...	...	5 0	...	...	...
		14 73	26 2	34 73	13 71	...	6 0

This route may also be divided into three zones as regards works of construction, viz.: First zone, moderate works—From Waitara at 0 m. 0 ch. to Uruti at 23 m. 0 ch., average cost per mile = £6,543. Second zone, heavy works—From 23 m. 0 ch. to Mangaroa Valley at 75 m. 63 ch., average cost per mile = £14,321. Third zone, moderate works—From 75 m. 63 ch. to Kawakawa Junction, average cost per mile = £7,757.

The remarks *re* tunnels under Ngaire route apply equally to this route, there being thirty-eight, with a total length of 318½ chains. There are four viaducts, averaging £8,300 each.

Awakino Route.

The following table shows in a tabulated form the comparative degrees of extent and cost of works required to construct the line, with all equipment:—

From	To	Cost under £6,000 per Mile.	Cost under £8,000 per Mile.	Cost under £11,000 per Mile.	Cost under £18,000 per Mile.	Cost under £24,000 per Mile.	Cost under £30,000 per Mile.
M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
0 0	8 0	...	8 0	...	...	...	...
8 0	16 0	...	...	8 0	...	...	...
16 0	27 0	11 0	...	...	...	...	...
27 0	28 0	...	...	...	...	1 0	...
28 0	52 0	...	...	24 0	...	...	...
52 0	57 0	...	...	...	5 0	...	...
57 0	62 0	5 0	...	...	...	...	...
62 0	65 0	3 0	...	...	...	...	...
65 0	76 0	...	...	11 0	...	...	...
76 0	90 0	14 0	...	...	...	...	...
90 0	94 0	4 0	...	...	...	...	...
		37 0	8 0	43 0	5 0	1 0	...

This route cannot be divided into zones for comparing extent of construction-works, as the works on the whole are moderate, with only short lengths of heavy work unevenly distributed throughout.

From Waitara to 21 m. 70 ch., in the Mimi Valley, the line coincides with the Waitara route, the construction-works being moderate. The crossings of the Waiau, Onairo, and Urenui Rivers cause a good deal of rise and fall.

From 21 m. 70 ch. the line continues up the bottom of the Mimi Valley, with easy formation-work to 27 miles where it passes by means of a tunnel about 40 chains in length through the ridge near Mount Messenger into the Mangaonga Creek Valley, a tributary of the Tongaporutu River. From this point to 52 miles, in the Awakino Valley, the formation-works will be moderate and similar in character to the part up to 16 miles. The only difficulty will be the bridging of the Mokau River, which is complicated through having to make provision for the passage of shipping. If the line proceeds up Mokau Valley for a short distance, thence by a tunnel through ridge into the Awakino Valley, the bridge would most probably have to be a low-