

ABSTRACT OF BRIDGES ABOVE 10 FT. OF WATERWAY.—GISBORNE-OPOTIKI ROUTE.

Bridges.	Spans.		Total Length.	
	No.	Length.	Beam.	Truss.
		Ft.	Ft.	Ft.
Sundry, eight	24	20	480	...
" four	24	20	480	...
Waipaoa	6	80	...	480
"	6	20	120	...
Sundry, eight	24	20	480	...
Rangiriri	1	40	...	40
"	4	20	80	...
Motu	1	80	...	80
"	10	20	200	...
Pakihi	1	60	...	60
"	4	20	80	...
Waiti	1	60	...	60
"	4	20	80	...
Tutaetoko	1	60	...	60
"	4	20	80	...
Totals			2,080	780

The UNDER-SECRETARY for PUBLIC WORKS to Mr. JAMES STEWART.

(Telegram.)

Wellington, 23rd August, 1899.

COULD you kindly wire rough approximate estimate of total cost of Gisborne-Rotorua and Gisborne-Opotiki Railways respectively, including rails, sleepers, stations, rolling-stock, and everything complete. Also wire separately approximate cost per mile of same railways in sections, the character of line to be estimated for being that recommended in your recent report. Also, have you any knowledge of country between Opotiki and Rotorua? If so, could you send brief description by mail, and wire in meantime rough approximate estimate of cost of line between those points? Mark your reply "Collect."

James Stewart, Esq., C.E., Auckland.

H. J. H. BLOW.

Mr. JAMES STEWART to the UNDER-SECRETARY for PUBLIC WORKS.

(Telegram.)

Auckland, 23rd August, 1899.

TELEGRAM *re* Gisborne Railways received. Will compile and wire rough estimates within a day or two; further report on country between Opotiki and Rotorua by mail.

The Under-Secretary, Public Works, Wellington.

JAMES STEWART.

Mr. JAMES STEWART to the UNDER-SECRETARY for PUBLIC WORKS.

(Telegram.)

Auckland, 26th August, 1899.

ROUGH approximate estimate of cost of Gisborne-Rotorua and Gisborne-Opotiki Railways. Firstly, Gisborne-Rotorua—Earth and rock formation, £296,500; tunnels, £40,700; bridges and culverts, £26,290; fencing, gates, and level crossings, £30,090; permanent way, £207,000; stations, platelayers' cottages, and water supplies, £46,310; rolling-stock, £57,400; total, £704,290. Cost per mile in sections (exclusive of rolling-stock). Section 1, 35 miles (curve, minimum 10 chains), £3,171. Section 2 (curve, minimum 1½ chains), 100 miles, £4,163. Section 3 (curve, minimum 10 chains), £2,657. Secondly, Gisborne-Opotiki Railway—Earth and rock formation, £176,055; tunnel, £7,800; bridges and culverts, £17,750; fencing, gates, and level crossings, £17,003; permanent way, £112,700; stations, platelayers' cottages, and water supplies, £34,800; rolling-stock, £57,400; total, £423,508. Cost per mile in sections, exclusive of rolling-stock; Section 1, Gisborne to Poututu, 31 miles, minimum curves 10 chains, £3,223. Section 2, Poututu to Opotiki, 67 miles, minimum curves 1½ chains, £3,973. In above estimate rails are taken as 40 lb. steel; fastenings, standard; gauge, standard; sleepers, ten per rail throughout, but somewhat lighter than standard; rolling-stock, bogie throughout; stations, standard, and include workshops for light repairs; speed on Section 2, 15 miles per hour.

The Under-Secretary, Public Works, Wellington.

JAMES STEWART.