

to Reefton, Brunnerton to Jackson's, Belgrove to Norris's Gully, and Springfield to Patterson's Creek—as asked for in the said letters—such statement to be afterwards substantiated by evidence; and also to show what proportion of this cost was provided by the company, by the debenture-holders, and by the Crown.

The Commission also desire that information should be furnished showing—

(1.) The actual cost of surveys of each of the above sections of railway, with the names of surveyors and number of staff with each surveyor, the period of employment, and the amount paid to each surveyor and his staff.

(2.) The cost of land bought for railway-construction, with names of vendors, locality, areas, and amount paid to each individual owner; each of the above-sections of railway to be shown separately.

(3.) The area and value of land given by the Government on which the railway is constructed; each of the above sections of railway to be shown separately. (Values will be supplied by Crown Lands Department.)

(4.) The actual cost of construction of each of the above sections of railway, showing items in the following order, viz.: (a) Grading, (b) bridging, (c) tunnelling, (d) buildings and station, (e) permanent-way, (f) fencing, and (g) rolling-stock, &c. The Commission will accept contractors' tenders, including schedules for any work let by public competition, and also any additions to or deductions from any contract let by public tender—additions and deductions to be shown separately.

(5.) The amount expended for supervision, showing the names of officers, the period of employment, and amount (and the annual rate of salary) paid to each; such expenditure to be apportioned to each of the above sections of railway. The amount of money paid in commissions, showing the names of the persons or parties to whom such commissions were paid and the amounts paid to each person or party; such expenditure to be apportioned to each of the above sections of railway. The amount paid in salaries, showing the names of officers, the period of employment, and amount (and the annual rate of salary) paid to each; such expenditure to be apportioned to each of the above sections of railway. The amount paid in incidental expenses; such expenditure to be shown in detail and separately from the above, and to be apportioned to each of the above sections of railway.

(6.) The condition of the permanent-way, rolling-stock, and buildings of the above lines of railway at the date when the Governor took possession of the same (25th May, 1895).

(7.) Evidence in regard to the returns numbered (3) and (4) in the Commission's letter to the attorney for the company of the 5th February, 1901.

(8.) Evidence as to the present selling-value of the above sections of railway as a going concern, having regard to prospective increase in net revenue.

I have, &c.,

R. MCKENZIE,

Chairman of Commission.

Dr. Findlay, Counsel for the Receiver,
New Zealand Midland Railway Debenture-holders, Greymouth.

The Commission adjourned at 3 p.m. till 10 a.m. on Monday, the 11th March, 1901.

GREYMOUTH.

MONDAY, 4TH MARCH, 1901.

The Commission met at 10 a.m. in the County Council offices.

Present: Mr. McKenzie (Chairman), Mr. Fraser, Mr. Graham, Mr. Hudson, and Mr. McKerrow.

The minutes of the previous meeting were read and confirmed.

Resolved, on the motion of Mr. Graham, That the Receiver for the debenture-holders and the attorney of the company be informed that the Commission will require them to produce all books from which returns are compiled, as the Commission may from time to time direct.

A letter was received from Mrs. Evans, of Poerua, calling attention to an unsettled compensation claim of £20 for land taken by the Midland Railway Company for railway purposes.

Resolved, That the letter be received and the matter be inquired into.

Mr. Bell (counsel for Crown), Dr. Findlay (counsel for the Receiver), Mr. Coates (Receiver for the debenture-holders), Mr. Dalston (attorney for the New Zealand Midland Railway Company), and Mr. Blow (Under-Secretary for Public Works) were in attendance.

Henry William Young, civil engineer, Greymouth, was called, sworn, and examined.

Thomas Whillians Bruce, sheep-farmer, Inchbonnie, was called, sworn, and examined.

At 5 p.m. the Commission adjourned till 10 a.m. to-morrow.

TUESDAY, 12TH MARCH, 1901.

The Commission met at 10 a.m.

Present: Mr. McKenzie (Chairman), Mr. Fraser, Mr. Graham, Mr. Hudson, and Mr. McKerrow.

The minutes of the previous meeting were read and confirmed.

Resolved, on the motion of Mr. Fraser, That while in Greymouth the Commission meet at 9.45 a.m. for private and at 10 a.m. for public business, and adjourn at 1 p.m. till 2.30 p.m. for lunch, and adjourn again at 5 p.m., except on such occasions as when the Commission may deem it advisable to prolong the sitting.

Mr. Bell (counsel for Crown), Dr. Findlay (counsel for Receiver), Mr. Coates (Receiver for the debenture-holders), Mr. Dalston (attorney for the New Zealand Midland Railway Company), and Mr. Blow (Under-Secretary for Public Works) were in attendance.

Henry George Hankin, mining agent, Reefton, was called, sworn, and examined.

Thomas Pavitt, land agent, Greymouth, was called, sworn, and examined.

Henry Samuel Castle, accountant, Reefton, was called, sworn, and examined.

Horace Baxter, Audit Inspector, New Zealand Railways, Dunedin, was called, sworn, and examined.

George Vanderput Drury Butts, foreman, New Zealand railway workshops, Greymouth, was called, sworn, and examined.

Henry Edward Whitfield, Inspector of Permanent-way, New Zealand Railways, Greymouth, was called, sworn, and examined.

At 5 p.m. the Commission adjourned till 9.45 a.m. to-morrow.