

PASSENGER VEHICLES.

As the cuttings are narrow, I would recommend that windows and platforms of passenger vehicles be protected with metal rods and gates.

In a general way I might remark that I was surprised to find the line and works so efficiently maintained. There is nothing in the condition of the track to-day, with the exception of the narrowness of some of the banks, to which any objection can be raised. As I have pointed out, these can be widened at a small cost, and I should have no hesitation in giving a certificate that the line is fit for passenger traffic at moderate speeds, say, twenty to twenty-five miles an hour on the straight lines, as soon as this has been done.

ESTIMATED COST OF ALTERATIONS AND ADDITIONS.

Widening cuttings, Lichfield-Kopokoraki	..	..	..	..	£
Widening banks, Lichfield-Mokai	..	..	..	..	25
Accommodation at stopping-places	..	..	..	..	400
Providing stop-blocks and point-locks at sidings (say)	..	..	..	..	200
					50
Total	..	..	..	..	£675

I have, &c.,

JOHN COOM, M.Inst.C.E.

The Chairman of Directors, Taupo Totara Timber Company.

EXHIBIT No. 2.

ORDER IN COUNCIL.

Counties of Piako, East Taupo, and West Taupo.—Taupo Tramway.

PLUNKET, Governor.

ORDER IN COUNCIL No. 1.

At the Government Buildings, Wellington, this 29th Day of January, 1908.

Present: The Right Honourable Sir J. G. Ward presiding in Council.

In the matter of the Tramways Act, 1894, and the Counties Act Amendment Act, 1903; and in the matter of an application made by the Wellington Industrial Development Company (Limited), as the promoters under the provisions of the said Act.

Recitals.

WHEREAS the said Counties of East Taupo and West Taupo are counties wherein the Counties Act, 1886, is not in force: And whereas the Wellington Industrial Development Company (Limited) has constructed a tramway from Putaruru, in the Piako County, to Mokai, in the County of Taupo, a distance of fifty-one miles or thereabouts: And whereas a tramway has with the consent required by law been constructed in the said counties as shown upon the plans of the said tramway deposited in the office of the Minister for Public Works at Wellington, and marked P.W.D. 22755: And whereas more than two-thirds of the said tramway lies within the said Counties of East Taupo and West Taupo: And whereas application has been made by the said company pursuant to the provisions of section 3 of the Counties Act Amendment Act, 1903, for an Order in accordance with the Tramways Act, 1894: And whereas the Council of the Piako County having been applied to has not consented to the said application: And whereas it is expedient to grant the said application:

Operative part.

Now therefore His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities in that behalf vested in him by the Tramways Act, 1894, and the Counties Act Amendment Act, 1903, and of any and every other power and authority enabling him in this behalf, and by and with the advice and consent of the Executive Council of the said Dominion, doth hereby authorize and empower the Wellington Industrial Development Company (Limited) (hereinafter called "the promoter") to constitute, maintain, and use within the said counties the said tramway: Provided always that the powers hereby conferred upon the promoter shall be deemed to be subject to the regulations and upon the terms and conditions following, that is to say,—

Short Title, &c.

1. This Order may be cited as "The Taupo Tramway Order No. 1," and it shall come into force on the date hereof.

Motive power.

2. The power to be used upon the tramway shall be steam or other mechanical power, or horse traction.