

Formation, Track, and Structures.

Putaruru to 19 m. (near Kopokorahi):—

(a.) Cuttings and embankments—

Widening cuttings and embankments, 5 m. to 19 m. ...	£ 6,500
Relocation, 6 m. to 7 m., and near 10 m., one mile and a half at £5,000 ...	7,500

(b.) Bridges—

470 ft. at £10 ...	£ 4,700
Culverts ...	500
	5,200

(c.) Track—

New track (55 lb. rails) at £3,100 per mile, less value of existing rails, &c., at £500 per mile: nineteen miles at £2,600 (say) ...	50,000
--	--------

(d.) Clearances—

Altering existing structures to standard clearances ...	69,200
---	--------

(e.) Stations—

Standard flag stations, five at £1,200 ...	6,000
Roading ...	1,000
	7,000

(f.) Water-services

... ..	500
--------	-----

(g.) Fencing—

Fences, eleven miles at £240 ...	2,640
Cattle-stops, twenty at £30 ...	600
	3,240

(h.) Dwellinghouses: Houses for staff, eight at £800...

... ..	6,400
--------	-------

Contingencies

... ..	86,440
	8,560

Total ...	£95,000
-----------	---------

19 m. to 46 $\frac{3}{4}$ m. (near Oruanui):—

New construction and location, twenty-eight miles at £16,000 ...	448,000
Contingencies ...	22,000
	470,000

Total, Putaruru to Oruanui ...	£565,000
--------------------------------	----------

Oruanui to Taupo:—

New railway extension, twenty miles at £16,000 ...	320,000
Contingencies ...	15,000
	335,000

Total, Putaruru to Taupo ...	£900,000
------------------------------	----------

Rolling-stock.

Engines, three at £10,000 ...	£ 30,000
Passenger-cars, four at £1,300 ...	5,200
Wagons, twenty at £400, twenty at £600 ...	20,000
Vans, two at £700 ...	1,400

Contingencies ...	56,600
	3,400

£60,000*Summary of Estimated Cost.*

Formation, track, and structures—

Putaruru to 19 m. ...	£ 95,000
19 m. to 46 $\frac{3}{4}$ m.	470,000
46 $\frac{3}{4}$ m. to Taupo ...	335,000

Rolling-stock ...	900,000
	60,000

£960,000

(Say, £1,000,000.)

NOTE.—The cost (say, £60,000) of altering the existing railway from 46 $\frac{3}{4}$ m. (the proposed junction of an extension to Taupo) to Mokai has not been included, as this portion of the railway would probably be worked as a branch for the purposes of the Timber Company.