

Surveys.

With reference to these, we would propose one of two courses to be adopted, either—1st. That one of our partners should visit the Colony for a short time, to advise with the Government upon all points, and to organize the surveys, taking with him one of our chief Assistant Engineers, who would be answerable to us for the correctness of the surveys; thus enabling us to report to the Government accurately as to the total cost of the railways. For this we should charge, for our partner's time, £100 per month absent from England, and all expenses; and for the Assistant Engineer, £70 per month and all expenses. Or, 2nd. That we should send out a confidential Engineer to represent us, and also to complete the surveys on our behalf. In this case, we should charge for our agent's time £100 per month and all expenses. These charges to include our detailed report and estimates.

We would suggest that the Government should provide and pay for the necessary assistants, instruments, horses &c., upon a monthly requisition to be made by our Engineer, and approved by Government,—the staff during the survey being under the absolute control of our Engineer.

We need hardly say that our best efforts would be directed to completing the surveys as rapidly and as economically as was consistent with success.

Whilst we should be quite ready to agree upon a fixed sum per mile for the surveys and estimates, we believe that the plan proposed will be found less costly and more satisfactory to the Government. If however the Government should think otherwise, our partner, on his arrival in the Colony, would be in a better position to arrive at a fair mileage rate than could be done here.

Construction.

In the event of the Government committing to our trust the construction of the railways, we should be prepared to act as the Engineers of the Government, taking entire charge of the construction of the railways, providing and paying the resident staff, and carrying out all the duties of the London agency, including inspection of materials and engagement of freight and insurance,—

1. If the works are let by contract in the usual way, for a commission of 5 per cent. on the cost of the railway; or, if the Government prefer it, for a fixed mileage rate of £250 per mile, provided in that case that the mileage be not less than fifty miles.

2. If the works are carried out departmentally, which is far more economical (in which case the Engineering staff have to perform the duties of contractor's agents), for a commission of 6 per cent. upon the cost of the railway; or, if the Government prefer it, for a fixed mileage rate of £300 per mile, provided in either case that the mileage be not less than fifty miles.

These rates would represent the total cost to the Government of the engineering and agency.

Agency.

Although we believe the interest of the Government would be better served by the engineership and agency being combined, we should be willing to act as the Consulting Engineers and Agents of the Government in England, to advise generally, prepare designs for materials to be sent out, let contracts by competition, inspect during manufacture, superintend marking, packing, shipment and insurance, and certify for payment, for a commission of 3 per cent. upon the cost of the materials shipped, including freight and insurance; or, if the Government prefer it, for a fixed mileage rate of £60 per mile, to include all expenses of the London Agency, provided the length be not less than fifty miles; or, should the Government desire the goods to pass through the hands of their present Agent here, we should have much pleasure in acting in conjunction with that gentleman.

The instalments in which the payments should be made, and other matters of detail, to be settled hereafter.

Should the Government think fit to appoint us as their Consulting Engineers to construct the railway, we should include our professional charges in connection with the survey in our engineering charge—our expenses out of pocket only for the same being then paid by the Government.

Having thus mentioned the arrangements which we think would fairly meet the case, we would remark, in conclusion, that we are prepared to give our best consideration to any modification thereof which the Government may think it right to suggest, and

We have, &c.,

CHARLES FOX AND SONS.

The Hon. the Commissioners for New Zealand,
London.

No. 3.

Mr. MORRISON to the Hon. W. GISBORNE.

Office of the New Zealand Government Agency,

SIR,—

3, Adelaide Place, King William Street, London, 22nd November, 1870.

I have the honor to transmit herewith a proposition from Mr. Brogden, M.P., seeking to be put into the position of making the surveys for the proposed railways in New Zealand, with the view to furnish the Government with the information as to the sums at which he will be prepared to construct them, or the conditions necessary to establish them as railways held by an independent company.

Regarding it important that without delay the matter should be brought under the notice of the Government, I beg to enclose copy of the telegram I forwarded to the Hon. Dr. Featherston at Suez, in order that he might do this immediately on his arrival.

I also enclose copy of my letter to Mr. Brogden in reply to his of the 10th instant, requesting more definite information; and the attention of the Government is invited to his answer of the 20th, enclosing letter from Mr. Brunlees, dated the 18th instant.

I am led to expect a communication to the effect that whether Mr. Brogden's proposition be entertained or no, Mr. Brunlees has arranged with Messrs. Sir Charles Fox and Sons (who have already submitted proposals) to co-operate with them on the terms they have submitted to the