

PAPERS RELATING TO THE

No. 86.

His Honor W. ROLLESTON to the Hon. W. GISBORNE.

Superintendent's Office,

Christchurch, Canterbury, New Zealand, 21st April, 1871.

SIR,— At its recent Session a sum of £1,000 was voted by the Provincial Council for the purpose of constructing a bridge across the River Temuka, on the Timaru and Temuka Railway Line, on the same terms and conditions as have been arranged in the case of the Rakaia Bridge—viz., that the bridge should be available for both railway and ordinary traffic, and that the General Government would refund the amount expended on the bridge when they took it for railway traffic.

I shall be glad to be informed whether the General Government will sanction the construction of a bridge across the River Temuka, at the point above mentioned, which will serve as both a railway and ordinary traffic bridge, with the view of the work being at once proceeded with by the Provincial Government, on the understanding that the amount thus expended will be refunded, on the bridge in question being used as a railway bridge.

I have, &c.,
W. ROLLESTON,
Superintendent.

The Hon. the Minister of Public Works, Wellington.

No. 87.

The Hon. W. GISBORNE to His Honor W. ROLLESTON.

Colonial Secretary's Office, 10th July, 1871.

SIR,— At your request sections have been taken by Mr. Selby Tancred of the Opihi and Temuka Rivers, with a view to estimate the probable cost of bridging those rivers; and I am informed that the former river requires 19 chains of bridging, which at £5 per foot would cost £6,270, and that the latter requires at least 10 chains of bridging, while possibly 19 chains may be needed, so that £3,300 is the smallest estimate.

As it is probable that a good site can be found just below the junction of the Opihi and Temuka Rivers, not more than 15 chains long, care will be taken to fix the best site when the railway line is laid off.

I have, &c.,
W. GISBORNE.

His Honor the Superintendent, Canterbury.

Note.—For further correspondence arising incidentally out of the Timaru and Temuka Railway Line, see Section VII. of the Canterbury series—"Transfer of Canterbury Railways to the Colonial Government."

VI.—BRANCH LINES.

MALVERN HILLS, OXFORD LINE *via* MOERAKI DOWNS, AND WAIMATE TO WAITAKE.

No. 88.

Mr. BLACKETT to the Hon. W. GISBORNE.

(Telegram.)

Greymouth, 1st June, 1871.

THE Superintendent of Canterbury telegraphs that Provincial Government is desirous that the northern branch of the line to the Malvern Hills should be surveyed simultaneously with the one now under survey, and asks that instructions may be given to Mr. Bray to have it done; not having plans, and not knowing the country, I cannot advise. Similar request is made for survey of alternative line of the Oxford Tramway, by way of the reserve, to south of Moeraki Downs. Cannot advise on this for same reason.

Hon. W. Gisborne, Wellington.

J. BLACKETT.

No. 89.

The Hon. W. GISBORNE to His Honor W. ROLLESTON.

(Telegram.)

Wellington, 2nd June, 1871.

MR. BRAY has been instructed to survey the northern branch of line to Malvern Hills simultaneously with the one now under survey; also the alternative line of Oxford Tramway, by way of the reserve, to South Moeraki Downs, as requested by Provincial Government.

His Honor W. Rolleston, Christchurch.

W. GISBORNE.

No. 90.

Mr. BRAY to Mr. BLACKETT.

SIR,—

Christchurch, 29th June, 1871.

A line of railway having been surveyed from the Rolleston Station to the River Selwyn, where, according to the report of Dr. Haast, the most abundant supply of coal is to be found, and where, from the analyses published, the coal contains much less ash than at the northerly workings, the Government was requested to have the northerly coal line to the Kowai also surveyed. Both these