

SUMMARY.

Province.	Name.	Length.	Estimated Cost.				Previous Appropriation (for Works only).	Additional Appropriation required.
			Works.	Land.	Engineering and Office.	Total.		
		M. ch.	£	£	£	£	£	£
	Main Lines	637 25	3,120,246	178,500	137,754	3,436,500	2,442,410	994,090
	Coal Field Railways	27 0	156,000	4,400	7,000	167,400	126,250	41,150
	Branch Railways	100 0	260,000	10,000	13,000	283,000	150,350	132,650
	Totals	764 25	3,536,246	192,900	157,754	3,886,900	2,719,010	1,167,890

- a. The previous appropriation was for a Tramway, to cost £2,000 a mile; the appropriation now asked for is for a Railway.
b. The present estimate includes a Bridge over the Rakaiia, not previously provided for.
c. The present estimate includes Bridges over the Rangitata, Orari, and Hinds, not previously provided for.
d. The former appropriation was not founded on any estimate, the Engineer's estimate, which amounted to £186,149, having been received too late.
The total estimated cost for Works amounts to £3,661,516, against £2,719,010 formerly appropriated, the difference being £942,506. This difference is accounted for as follows:—

Rise in cost of Iron	£450,000
Rakaiia Bridge, not formerly provided for	40,000
Rangitata, Orari, and Hinds Bridges, not formerly provided for	80,000
Increased rates for Work	247,230
	£817,230
To this add—Approximate estimate for Purchase of Land	192,900
Engineering and Office	157,760
Total	£1,167,890

In the estimate on which the former appropriation was founded, the prices were based on those paid for comparatively small works on Roads, &c., and sometimes the lowest of these was taken as the standard. It will be found, however, that large works cannot be carried out for the same rates, and I have therefore added £200,000 to the estimates on this account, as well as a sum of £450,000 for the rise in iron which has taken place since the former estimates were framed. In other respects, the former estimates have not been altered, and as they were founded on mere trial lines, they can only be regarded as approximate.

JOHN CARUTHERS.