

extra; Landing and erecting rolling stock; Management; Maintenance for three months without extra ballast; Freight for rails and rolling stock from Auckland to Napier. The cost of stations is not included in the specification or tender; and should line from Napier to Port Napier not be made, extra haulage on material to be allowed.

JOHN BROGDEN AND SONS.

INVERCARGILL AND MATAURA RAILWAY.

Work to be executed in compliance with Plans and Specifications.

Excavation, earth; Stream Diversions; Ditching, top of cuttings one side, bottom of cuttings both sides, ditching at 38 miles 21 chains; Trimming and forming before ballasting; Felling timber $1\frac{1}{2}$ chain on each side of centre line; Grubbing stumps and roots; Road Diversions, including metalling; Level crossings 1st class, level crossings 2nd class, level crossings 3rd class; Bridges and Culverts, excavation for foundations and outfalls, timber, piling, iron, masonry, coping, puddle, loading culverts, fencing, cattle stops, gates; Permanent Way in New Zealand, exclusive of rails and fastenings, ballast, rail-laying, sleepers, cartage, waste and loss; Sidings, earthwork, extra; Landing and erecting rolling stock; Management; Maintenance for three months with 1,200 c. yds. extra ballasting. The cost of stations is not included in the specification or tender.

JOHN BROGDEN AND SONS.

SIR,—

Wellington, 3rd July, 1872.

We beg to tender for the construction of the Dunedin and Clutha Railway, so far as regards the matters mentioned in the enclosed specification of works, for the sum of £142,000 for the proposed length of 34 miles and 55 chains, with two miles of sidings, with the addition of £1,835 for maintenance for three months, without extra ballast.

The whole of the permanent way materials, and all other materials required for the purposes of the work, as also all men employed by us, to be carried free of charge from Port Chalmers to the commencement of the contract, and from Balclutha to the end of the contract.

This offer is subject to the terms, conditions, and provisions contained in our letter of the 20th of June last, enclosing tenders for the Auckland and Waikato, Invercargill and Mataura, Napier and Paki Paki, and Napier and Port Napier Railways.

The Hon. the Minister for Public Works.

We have, &c.,

JOHN BROGDEN AND SONS.

DUNEDIN AND CLUTHA RAILWAY.

Taieri Contract, 34 miles 55 chains, and two miles sidings.

Work to be executed in compliance with Plans and Specifications.

Tunnel; Excavation, earth, rock; Pitching, retaining walls; Ditching top of cuttings one side bottom of cuttings both sides; Trimming and forming before ballasting; Road Diversion, including metalling; Level crossing 1st class with cattle stops, level crossing 2nd class with cattle stops; Bridges and Culverts, excavation for foundation and outfalls, timber, piling, iron, masonry, punning; Fencing; Permanent Way in New Zealand, exclusive of rails and fastenings, ballast, rail-laying, sleepers, cartage, waste and loss; Sidings.

Earthwork not to exceed 10,000 cubic yards; Management; Maintenance for three months without extra ballast.

3rd July, 1872.

JOHN BROGDEN AND SONS.

Memorandum on Messrs. Brogden's Tender.

My estimate amounts to £141,369. Mr. Brogden objected to the prices fixed for wrought and cast iron, and has increased his estimate on these items. I find the price has been put too low, and would recommend that £142,000 should be offered to Mr. Brogden, and, if he agreed to this, that his tender should be accepted.

My report on this line has not yet been written, but it will be favourable as regards the prospects of the line paying working expenses.

4th July, 1872.

JOHN CARBUTHERS,

Engineer-in-Chief.

GENTLEMEN,—

Public Works Office, Wellington, 4th July, 1872.

I have the honor to acknowledge the receipt of your letter of the 3rd July, in which you tender for the construction of 34 miles and 55 chains, with two miles of sidings, being the Taieri portion of the Dunedin and Clutha Railway, according to the specification therein enclosed, for the sum of £142,501, together with £1,835 for the maintenance thereof for three months, without extra ballast.

In reply, I beg to inform you that the Chief Surveyor's estimate for the construction being lower than the amount above stated, the Government are prepared to meet you liberally, and agree to the terms contained in your letter, provided you reduce the amount for construction to the sum of £142,000.

I have, &c.,

Messrs. John Brogden and Sons, Wellington.

W. REEVES.

SIR,—

Wellington, 5th July, 1872.

We have the honor to acknowledge the receipt of your letter of yesterday's date, and in reply beg to state that we will construct the Dunedin and Balclutha Railway for the sum of £142,000, in accordance with the terms of our letter of 3rd instant.

To the Hon. the Minister for Public Works.

We have, &c.,

JOHN BROGDEN AND SONS.