ENGINEERS' ESTIMATES,

AND

CONTRACTS ENTERED INTO,

FOR

CONSTRUCTION OF LINES FROM INVERCARGILL TO MATAURA, AND DUNEDIN TO BALCLUTHA.

(*Return to an Order of the House of Representatives, No.* 14, *of the* 25*th July*, 1872.)

"That a copy of the Engineers' Estimates, in detail, for the Lines of Railway, Invercargill to Mataura, Dunedin to Balclutha, be laid on the Table. Also copies of any offers received by the Government for the construction of the whole or any portion of said Lines, and of the Contracts entered into, giving names of Contractors and Schedule of Prices in each case."

(*Mr. Reid.*)

WELLINGTON.

1872.

ENGINEERS' ESTIMATES, AND CONTRACTS ENTERED INTO, FOR CONSTRUCTION OF LINES FROM INVERCARGILL, ETC.

ENGINEERS' ESTIMATES.

INVERCARGILL AND MATAURA RAILWAY.

	£ s. d.	£ s. d.
Earthwork :—		
Big Cut, lead 45 chs., 9,5000 c. yds. at 1s. 8d.	7,916 13 4	
30 Waggons at £25	750 0 0	
Rails, 35 tons at £8	280 0 0	
Sleepers	175 0 0	
Laying Temporary Way ...	131 0 0	
Other Cuttings, 135,438 c. yds. at 1s. 3d.	8,464 17 6	
Stream Diversions, 10,000 c. yds. at 1s. 3d.	625 0 0	
Ditches in Cuts, 12,540 c. yds. at 9d.	470 5 0	
Ditches, top of Slopes, 6,270 c. yds. at 7d.	182 17 6	
Swamp Ditches, 300 c. yds. at 2s.	30 0 0	
Sidings, 3 miles	440 0 0	
Forming Line, 3,176 chs. at 7s. 6d.	1,191 0 0	
	20,656 13 4	
Contingencies, 12½ per cent. ...	2,582 6 8	
		25,239 0 0
Bushing :—		
Felling, 31½ acres at £2 5s. ...	70 17 6	
Clearing, 31½ acres at £5 ...	157 10 0	
Grubbing, 104 chs. at £1 ...	104 0 0	
	332 7 6	
Contingencies	41 12 6	
		374 0 0
Road :—		
Excavation, 1,000 c. yds. at 9d.	37 10 0	
Diversions :—		
Making new Road, 25 chains at £6	150 0 0	
Level Crossing, 1 cl., 4 at £87 5s.	350 0 0	
Level Crossing, 2 cl., 6 at £53 17s. 6d.	323 5 0	
Level Crossing, 3 cl., 6 at £39 13s. 6d.	238 1 0	
	1,098 16 0	
Contingencies	137 4 0	
		1,236 0 0
Bridges and Culverts :—		
Excavation, 1,643 c. yds. at 1s. 6d.	123 4 6	
Outfalls, 1,811 c. yds. at 1s. ...	90 11 0	
Stanks at Mataura	275 0 0	
Timber, 1,364, 3 in. at 30s. ...	2,046 0 0	
Piling, 1,510 c. ft. at 3s. 6d. ...	264 5 0	
Iron, 23,400 lbs. at 6d. ...	585 0 0	
Masonry, 946 c. yds. at £2 ...	1,892 0 0	
Coping, 150 c. ft. at 1s. 6d. ...	9 15 0	
Puddle, 30 c. yds. at 6s. ...	9 0 0	
Loading Culverts, 2,330 c. yds. at 9d.	87 7 6	
	5,382 2 0	
Contingencies, 12½ per cent. ...	672 18 0	
		6,055 0 0
Fencing :—		
20 miles on one side, 1,600 chs. at 25s.	2,000 0 0	
Cattle Stops, 40, at £16 ...	640 0 0	
Gates, 40 pairs at £11 ...	440 0 0	
	3,080 0 0	
Contingencies	385 0 0	
		3,465 0 0
Carrried forward		

	£ s. d.	£ s. d.
Brought forward ...		
Permanent Way in New Zealand :—		
Ballast, 64,050 c. yds. at 2s. ...	6,405 0 0	
Laying, 75,152 c. yds. at 1s. 3d.	4,697 0 0	
Boxing, 75,152 c. yds. at 9d. ...	2,818 4 0	
Sleepers, 87,535, No., at 3s. ...	13,130 5 0	
Cartage, 5,240 tons at 10s. ...	2,620 0 0	
Ross	510 0 0	
	30,180 9 0	
Contingencies 12½ per cent. ...	3,772 11 0	
		33,953 0 0
Rolling Stock in New Zealand :—		
Erecting Locomotives, 3 at £75	225 0 0	
Carriage Stock, 12 at £25 ...	300 0 0	
Waggons, 24 at £10	240 0 0	
	765 0 0	
Contingencies, 12½ per cent. ...	96 0 0	
		861 0 0
Management		8,000 0 0
		77,183 0 0
Contractor's Profit		7,718 0 0
		£84,901 0 0

DUNEDIN AND CLUTHA RAILWAY.

TAIERI CONTRACT.

	£ s. d.	£ s. d.
Excavation :—		
Cutting in Rock, 22,760 c. ft. at 4s. 6d.	5,121 0 0	
Cutting in Earth, 300,170 c. ft. at 9d.	11,256 7 6	
Haulage, 172,040 l. ft. at 3½d.	2,508 18 4	
„ 96,830 l. ft. at 11d....	4,438 0 10	
„ 60,300 c. ft. at 4½d.	1,130 12 6	
Rails, 35 tons at £8	280 0 0	
Waggons, 30 at £25	750 0 0	
Sleepers	175 0 0	
Laying Temporary Way, 2,640 yds. at 1s.	132 0 0	
Surface forming, 500 chs. at 25s.	625 0 0	
Side Ditching, 753 chs. at 15s.	564 15 0	
Forming Line for Ballast, 2,775 chs. at 10s.	1,387 10 0	
Planting Willows, 14⅛ miles at £10	141 5 0	
Retaining Walls, 4,000 c. yds. at 17s. 6d.	3,500 0 0	
Excavation for Retaining Walls, 1,000 c. yds., at 3s.	150 0 0	
Pitching Slopes, 6″ thick, 5,900 s. yds. at 4s.	1,180 0 0	
	33,340 9 2	
Contingencies	4,167 10 10	
		37,508 0 0
Stream Diversions :—		
Cuttings, 16,000 c. yds. at 1s. 3d.	1,000 0 0	
Pitchings, 200 s. yds. at 4s. ...	40 0 0	
Large Ditches, 200 l. chs. at 5s.	50 0 0	
	1,090 0 0	
Contingencies	136 0 0	
		1,226 0 0
Carried forward		

	£ s. d.	£ s. d.
Brought forward ...		
Road Diversions :—		
Earthwork, including formation 5,000 c. yds. at 1s. 3d. ...	312 10 0	
Metalling, 1,250 c. yds. at 8s.	500 0 0	
Crossings, with Cattle Stops, 1 cl., 4 at £87 5s.	349 0 0	
Crossings, with Cattle Stops, 2 cl., 25 £53 7s. 6d. ...	1,334 7 6	
Iron Gates, 100, at £5 10s. ...	550 0 0	
	3,045 17 6	
Contingencies	380 2 6	
		3,426 0 0
Tunnel :—		
484 yds. long, complete, at £36 net	...	19,424 0 0
Bridges :—		
Excavation in Foundation, 500 c. yds. at 1s. 6d.	37 10 0	
Sinking Columns, 428 tons at £5	2,140 0 0	
Concrete in Sinking Columns, 770 c. yds. at 30s.	1,155 0 0	
Rubble, Masonry in Sinking Columns, 1,030 c. yds at 30s.	1,545 0 0	
Ashlar, 36 c. ft. at 2s.	3 12 0	
Brickwork, 6 c. yds. at 50s. ...	15 0 0	
Cast Iron in Cylinders, 428 tons at £11	4,708 0 0	
Bolts for Cylinders, 111 cwt. at 25s.	138 15 0	
Timber in piles, 2,190 l. ft. at 4s.	438 0 0	
Timber in Piers, B.M. 1, 1,749 at 35s.	3,235 15 0	
Cast Iron in Blocks, 350 c. ft. at 11s.	192 10 0	
Plate Iron Girders, 1,141 c. ft. at 18s.	1,026 18 0	
Malleable Iron in Straps and Bolts, 57,220 lbs. at 6d. ...	1,430 10 0	
	16,066 10 0	
Contingencies	2,008 10 0	
		18,075 0 0
Culverts and Drains :—		
Excavation, 2,090 c. yds. at 1s. 6d.	156 15 0	
Rubble in Cement, 882 c. yds. at 30s.	1,323 0 0	
Rubble in Mortar, 1,030 c. yds. at 25s.	1,287 10 0	
Concrete in Cement, 85 c. yds. at 30s.	127 10 0	
Brickwork, 54 c. yds. at 40s. ...	108 0 0	
Puddle, 280 c. yds. at 5s. ...	70 0 0	
Pitching 9″ thick, 545 c. yds. at 4s.	109 0 0	
Plastering, 310 s. yds. at 2s. ...	31 0 0	
Timber in Large Culverts, 31,800 l. ft. at 30s.	477 0 0	
Box Drains, in Timbers, 300 l. yds. at 10s.	150 0 0	
Tile Drains, 12″, 300 l. yds. at 10s.	150 0 0	
Tile Drains, 9″, 300 l. yds. at 7s.	105 0 0	
Tile Drains, 6″, 300 l. yds. at 4s.	60 0 0	
Punning, not to exceed 10,000 c. yds. at 1s.	500 0 0	
	4,654 15 0	
Contingencies	581 5 0	
		5,236 0 0
Fencing :—		
Repairing present Fencing, 500 chs.	50 0 0	
Sod Fencing, 500 chs. at 17s. 6d.	437 10 0	
Posts and Rails (mound and wire fence), 2,520 chains at 30s.	3,780 0 0	
Posts and Wire (mound and wire fence), 560 chs. at 30s.	840 0 0	
	5,107 10 0	
Contingencies	638 10 0	
		5,746 0 0
Carried forward ...	...	

	£ s. d.	£ s. d.
Brought forward ...	...	
Permanent Way in New Zealand :—		
Ballast, 1,467 c. yds. at 3s. 3d.	238 7 9	
Sleepers, including adzing, 2,050 c. yds. at 3s....	307 10 0	
Laying Sleepers, 1,760 l. yds. at 2s.	176 0 0	
Haulage of Materials, 132 tons at 10s.	66 0 0	
Waste and Loss	20 0 0	
Length : Total for 1 mile ...	807 17 9	
34 miles 55 chs. at £807 17s. 9d.	28,023 11 11	
Contingencies	3,503 8 1	
		31,527 0 0
Sidings :—		
Earthwork, not to exceed 10,000 c. yds. at 1s. 6d.	750 0 0	
Permanent Way in New Zealand, 2 miles at £807 17s. 9d.	1,615 15 6	
	2,365 15 6	
Contingencies	295 4 6	
		2,661 0 0
		105,405 0 0
Contractor's Profits		10,540 0 0
		115,945 0 0
Management		8,000 0 0
Tunnel		17,424 0 0
		£141,369 0 0

OTAGO SOUTHERN TRUNK.

Dunedin Contract.

	£ s. d.	£ s. d.
Fencing :—		
On Reclaimed Ground, 39 chs. at 25s.	48 15 0	
Ordinary, 227 chs. at 22s. 6d.	255 7 6	
		304 2 6
Clearing Line, 133 chs. at 2s. 6d.	... ...	16 12 6
Cuttings, 40,650 c. yds. at 1s. 3d.	2,540 12 6	
Side Cuttings, 1,350 c. yds. at 1s. 3d.	84 7 6	
		2,625 0 0
Embankments :—		
Formation, 133 chs. at 5s. ...	... ...	33 5 0
Pitching Slopes complete, 900 s. yds. at 9d.	... ...	33 15 0
Level crossing Gates and Wickets, 2 pairs at £20 ...	... ...	40 0 0
Bridges.		
Bridge over Main South Road :—		
Excavation, 85 c. yds. at 2s. ...	8 10 0	
Concrete in Foundations, 25 c. yds. at 30s.	37 10 0	
Rubble Masonry, 310 c. yds. at 25s.	387 10 0	
Ashlar in Blocks, 24 c. ft. at 4s. } Aslar in Coping, 23 c. ft. at 4s. }	17 16 0	
Cement Plastering, 35 sup. yds. at 1s.	1 15 0	
Carriage and Erection of Girders, allow	10 0 9	
		463 1 0
Bridges over Railway :—		
Excavation for Cills and Refilling Trenches, 12 c. yds. at 2s.	1 4 0	
Timber in Cills and Plates, 64 c. ft. at 3s. 6d.	84 17 6	
Timber Upright and Bracing, 120 c. ft. at 3s. 6d.		
Timber Beams and Struts, 123 c. ft. at 3s. 6d.		
Timber Planking, including Spikes, 178 c. ft. at 3s. 6d. ...		
Timber Parapets and Ballast Beams, 70 c. ft. at 4s. 6d. ...	20 15 0	
Iron in Straps and Bolts, 200 lbs. at 6d.	5 0 0	
Painting and Tarring, allow ...	8 0 0	
		119 16 6
Carried forward ...	...	

	£ s. d.	£ s. d.
Brought forward ...	... ...	
Culverts :—		
Timber Culverts, at 0-35, 9 c. yds. at 20s.	... ...	9 0 0
Culvert at 1-28 :—		
Excavation, 35 c. yds. at 1s. 6d.	2 12 6	
Rubble Masonry, 155 c. yds. at 25s.	193 15 0	
Brickwork in Arch, 37 c. yds. at 40s. 6d.	78 12 6	
Concrete, 35 c. yds. at 30s. ...	52 10 0	
Pitching, 32 sq. yds. at 1s. ...	1 12 0	
Cement Plastering, 96 sq. yds. at 1s.	4 16 0	
Puddle, 24 c. yds. at 2s. ...	2 8 0	
		336 6 0
Maintenance, say	... ...	19 1 6
		£4,000 0 0

CAVERSHAM CONTRACT, No. 2.

	£ s. d.	£ s. d.
Fencing :—		
Ordinary Fencing, 194 chs. at 30s.	291 0 0	
Close Fencing, 2-17 to 2-21, 4 chs. at 50s.	10 0 0	
		301 0 0
Clearing Lines, 96 chs. at 2s. 6d.	... ...	12 0 0
Cuttings :—		
3 cuttings, 20,100 c. yds. at 1s. 6d.	1,507 10 0	
1 cutting, rock, 11,200 c. yds. at 2s. 6d.	1,400 0 0	
1 cutting, soft material, 2,200 c. yds. at 1s. 6d.	165 0 0	
1 cutting, rock, 1,450 c. yds. at 2s. 6d.	181 5 0	
2 cuttings, 3,000 c. yds. at 1s. 6d.	225 0 0	
		3,478 15 0
Side cutting :—		
Embankments, 41,350 c. yds.,	... ...	3,791 15 0
Soiling slopes of Embankments, 8,800 superf. yds. at 3d. ...	... ...	110 0 0
Formation, including Side Ditches, 96 chs. at 10s. ...	... ...	48 0 0
Ditches, 25 chs. at 20s. ...	... ...	25 0 0
Road Alterations :—		
From 1-68 to 1-76 Earthwork, including formation, 300 c. yds. at 1s. 6d.	22 10 0	
Metalling, 130 c. yds. at 8s. ...	52 0 0	
		74 10 0
From 2-17 to 2-21 Earthwork, including formation, 130 c. yds. at 1s. 6d.	9 15 0	
Metalling, 70 c. yds. at 8s. ...	28 0 0	
		37 15 0
Where directed, Earthwork, including formation, 1,000 c. yds. at 1s. 6d.	75 0 0	
Metalling, 200 c. yds. at 8s. ...	80 0 0	
		155 0 0
Level Crossings :—		
Gates and Wickets complete, 4 pairs, at £15	60 0 0	
Ordinary Crossings complete, 3 pairs, at £17	51 0 0	
		111 0 0
Tunnel :—		
Excavation, including Drains, &c., 902 l. yds. at £18, Brick lining, 22 l. yds. at £18 ...	... ...	11,632 0 0
Ashlar Masonry in fronts, 1,420 c. ft. at 4s.	... ...	284 0 0
Bridges.		
Bridge over Street :—		
Excavation, 115 c. yds. at 1s. 6d.	8 12 6	
Concrete in Foundation, 30 c. yds. at 30s.	45 0 0	
Rubble Masonry in Cement, 300 c. yds. at 32s. 6d. ...	487 0 0	
Rubble Masonry in Lime, 250 c. yds. at 30s.	375 0 0	
Carried forward ...	...	

Bridges—continued.

	£ s. d.	£ s. d.
Brought forward ...	...	
Bridge over Street—*continued.*		
Ashlar in Coping, 15 c. ft. at 5s.	3 15 0	
Cement Plastering, 40 sup. yds. at 2s.	4 0 0	
Timber in Wall-Plates, 12 c. ft. at 4s.	2 8 0	
Iron in Bed-Plates, 66 lbs. at 6d.	2 9 0	
Iron in Rods and Spikes, 32 lbs. at 6d.		
Carriage and Erection of Girders, allow	8 0 0	
		936 14 6
Bridge over Railway at 2-21 :—		
Excavation for Foundation and Trough, 30 c. yds. at 1s. 6d.	2 5 0	
Rubble Masonry in Cement, 22 c. yds. at 32s. 6d.	35 15 0	
Cement Plastering, 7 sup. yds. at 2s.	0 14 0	
Timber in Waill-Pates, 12 c. ft. at 4s.		
Timber in Beams and Trough, 160 c. ft. at 4s.	56 8 0	
Timber in Planking, including Spikes, 110 c. ft. at 4s. ...		
Timber in Parapet, 38 c. ft. at 5s.	9 10 0	
Galvanized Iron, 3 sq. at 50s.	7 10 0	
Iron in Bed Plates, 60 lbs. at 6d.		
Iron in Rods, Bolts, and Spikes, 95 lbs. at 6d.	3 17 6	
Puddling round Trough, allow		
Carriage and erection of Girders, allow	25 0 0	
Painting and Tarring, allow ...		
		140 19 6
Bridge over Railway at 2-69 :—		
Excavation for Cills and Refilling Trenches, 15 c. yds. at 1s. 6d.	1 2 6	
Timber in Cills and Plates, 65 c. ft. at 1s. 6d.		
Timber Uprights and Bracing, 150 c. ft. at 1s. 6d. ...	176 0 0	
Timber Beams and Struts, 165 c. ft. at 4s.		
Timber Planking including Spikes, 200 c. ft. at 4s. ...		
Timber Parapets and Ballast Beams, 66 c. ft. at 5s. ...	16 10 0	
Iron in Straps and Bolts, 320 lbs. at 6d.	8 0 0	
Painting and Tarring	8 0 0	
		209 12 6
Bridge over Kaikorai at 2-73 :—		
Excavation, 10 c. yds. at 1s. 6d.	0 15 0	
Rubble Masonry in Cement, 18 c. yds. at 32s. 6d.	29 5 0	
Cement Plastering, 6 sup. yds. at 2s.	0 12 0	
Timber in Wall Plates, 12 c. ft. at 4s....	2 8 0	
Iron, in Bed Plates, 63 lbs. at 6d.	2 7 6	
Iron Rods and Spikes, 32 lbs. at 6d....		
Carriage and Erection of Girders	10 0 0	
		45 7 6
Bridge over Kaikorai at 3-6 :—		
Excavation, 10 c. yds. at 1s. 6d.	0 15 0	
Rubble Masonry in Cement, 20 c. yds. at 32s. 6d.	32 10 0	
Cement Plastering, 6 sup. yds. at 2s.	0 12 0	
Timber in Wall Plates, 11 c. ft. at 4s.	2 4 0	
Iron in Bed Plates, 64 lbs. at 6d.	2 13 0	
Iron Rods and Spikes, 42 lbs. at 6d....		
Carriage and Erection of Girders	10 0 0	
		48 14 0
Carried forward...		

	£ s. d.	£ s. d.
Brought forward		
Bridge over Kaikorai at 3-22 :—		
Excavation, 15 c. yds. at 1s. 6d.	1 2 6	
Concrete in Foundations, 5 c. yds. at 30s.	7 10 0	
Rubble Masonry in Cement, 28 c. yds. at 32s. 6d.	45 10 0	
Cement Plastering, 7 sup. yds. at 2s.	0 14 0	
Timber in Wall Plates, 14 c. ft. at 4s.	2 16 0	
Iron in Bed Plates, 70 lbs. at 6d. } Iron in Rods and Spikes, 40 lbs. at 6d. ... ... }	2 15 0	
Carriage and Erection of Girders	10 0 0	
		70 7 6
Culverts and Drains.		
Two Culverts, including Excavations, 57 l. yds. at £11 ...	627 0 0	
Five Culverts including Excavations, 89 l. yds. at £5 ...	445 0 0	
Two Culverts under road, including Excavations, 40 lin. yds. at £2	80 0 0	
Box Drains, 50 l. yds. at 5s....	12 10 0	
		1,164 10 0
Temporary Fencing and Roads	... ...	100 0 0
Plant and Tools...	... ...	300 0 0
Maintenance for Six Months ...	... ...	274 14 6
		£24,500 0 0

KAIKORAI CONTRACT (No. 3).

	£ s. d.	£ s. d.
Fencing :—		
370 chs. at 30s.	... ...	555 0 0
Clearing line, 185 schs. at 2s. 6d.	... ...	23 2 6
Cuttings, 24,300 c. yds. at 1s. 6d.	... ...	1,822 10 0
Side cutting, 4,000 c. yds. at 1s. 6d.	... ...	300 0 0
Embankments :—		
Soiling Slopes of Embankment, 13,500 sup. yds. at 3d. ...	... ...	168 15 0
Formation, including side ditches, 185 chs. at 10s. ...	... ...	92 10 0
Ditches, 10 chs. at 20s. ...	... ...	10 0 0
Level Crossings :—		
Gates and Wickets complete, 4 pairs at £15	60 0 0	
Ordinary Crossings complete, 3 pairs at £17	51 0 0	
		111 0 0
Road Alterations :—		
At 4-64 Earthwork, including formation, 150 c. yds. at 1s. 6d.	11 5 0	
Metalling, 36 c. yds. at 8s. ...	14 8 0	
		25 13 0
At 4-65½ Earthwork, including formation, 500 c. yds. at 1s. 6d.	37 10 0	
Metalling, 80 c. yds. at 8s. ...	32 0 0	
		69 10 0
Where directed—Earthwork, including formation, 500 c. yds. at 1s. 6d.	37 10 0	
Metalling, 100 c. yds. at 8s.	40 0 0	
		77 10 0
Stream Diversions :—		
Cutting New Channel for Kaikorai, 17 chs. at £8 ...	136 0 0	
Filling Old Channel, 20 chs. at 1s. 6d.	1 10 0	
Rough Stone Pitching, 20 sup. yds. at 1s. 6d.	1 10 0	
		147 10 0
Bridges.		
Private Road Bridge at 3-47 :—		
Excavation for Cills and Refilling Trenches, 7 c. yds. at 1s. 6d.	0 10 6	
Carried forward		

Bridges—continued.

	£ s. d.	£ s. d.
Private Road Bridge at 3-47— *continued.*		
Timber in Cills and Beams, 98 c. ft. at 4s. ... ... } Timber planking, including Spikes, 76 c. ft. at 4s. ... }	34 16 0	
Timber Parapet and Ballast Beams, 17 c. ft. at 5s. ...	4 5 0	
Iron in Straps and Bolts, 34 lbs. at 6d.	0 17 0	
Painting and Tarring ...	5 0 0	
		45 8 6
Bridge over Kaikorai at 3-61 :—		
Excavation, 20 c. yds. at 2s. ...	2 0 0	
Concrete in Foundations, 3 c. yds. at 30s.	4 10 0	
Rubble Masonry in Cement, 23 c. yds. at 32s. 6d.	37 7 6	
Cement Plastering, 6 sup. yds. at 2s.	0 12 0	
Timber in Wall Plates, 11 c. ft. at 4s.	2 4 0	
Iron in Bed Plates, 64 lbs. at 6d. ... ... } Iron in Rods and Spikes, 44 lbs. at 6d. ... ... }	2 14 0	
Carriage and Erection of Girders	10 0 0	
		59 7 6
Bridge over Kaikorai at 4-7 :—		
Excavation, 27 c. yds. at 2s. ...	2 14 0	
Concrete in Foundations, 3 c. yds. at 30s.	4 10 0	
Rubble Masonry in Cement, 30 c. yds. at 32s. 6d.	42 10 0	
Cement Plastering, 6 sup. yds. at 2s.	0 12 0	
Timber in Wall Plates, 11 c. ft. at 4s.	2 4 0	
Iron in Bed Plates 64 lbs. at 6d. ... ... } Iron in Rods and Spikes, 44 lbs. at 6d. ... ... }	2 14 0	
Carriage and Erection of Girders	10 0 0	
		65 4 0
Culverts and Drains :—		
1 Culvert, including Excavation, 24 l. yds. at £11 ...	264 0 0	
11 Culverts, including Excavation, 170 l. yds. at £5 ...	850 0 0	
1 Culvert, 11 l. yds. at £2 ...	22 0 0	
Box Drains, including Excavation, 50 l. yds. at 5s. ...	12 10 0	
		484 10 0
Temporary Fencing and Roads	... ...	25 0 0
Plant and Tools	... ...	103 9 6
Maintenance for Three Months	... ...	50 0 0
		£4,900 0 0

CLUTHA CONTRACT.

	£ s. d.	£ s. d.
Fencing :—		
Turf Fencing, 930 chs. at £1...	930 0 0	
Post, Rail, and Wire Fencing, 640 chs. at £1 10s.... ...	960 0 0	
		1,890 0 0
Clearing Line, 855 chs. at 2s. 6d.		106 17 6
Cuttings :—		
173,630 c. yds. at 1s. 4d. ...	11,575 6 8	
Slopes :—		
6,660 c. yds. at 4s.	1,332 0 0	
		12,907 6 8
Embankments, 139,610 c. yds.		
Allow for subsidence, 13,890 c. yds.		
Soiling Slopes of Embankments, 17,000 sup. yds. at 3d. ...	... ...	212 10 0
Pitching Slopes, 1,320 sup. yds. at 2s....	... ...	132 0 0
Formation, including side ditches, 855 chs. at 2s. 6d....	... ...	106 17 6
Carried forward		

	£ s. d.	£ s. d.
Brought forward ...	...	
Ditches :—		
Ditches shown on Drawings, 60 chs. at £1	60 0 0	
Ditches at undefined places, 100 chs. £1	100 0 0	
		160 0 0
Level Crossings :—		
Gates and Wickets, complete, 4 pairs at £20	80 0 0	
Ordinary Crossings, complete 10 pairs at £20	200 0 0	
		280 0 0
Road Alterations.		
District Road :—		
Earthwork, including formation Cuttings, 900 c. yds. at 6d.		22 10 0
Main South Road :—		
Earthwork, including formation Cuttings, 220 c. yds. at 6d....	5 10 0	
Pitching and Metalling, 40 l. yds. at 10s.	20 0 0	
		25 10 0
District Roads :—		
Earthwork, including formation Cuttings, 1,200 c. yds. at 6d.		30 0 0
Where directed — Earthwork, including formation, 2,000 c. yds. at 6d.	50 0 0	
Metalling, 500 c. yds. at 8s. ...	200 0 0	
		250 0 0
Bridges.		
Bridge over Lovell's Creek		
Piles, including Hooping, Driving, &c., 144 l. ft. at 5s. ...	36 0 0	
Timber in Walings and Braces 91 c. ft. at 3s. 6d.	15 18 6	
Timber in Beams, 120 c. ft. at 3s. 6d.	21 0 0	
Iron in Pile Shoes, 120 lbs. at 6d.	3 0 0	
Iron Straps, Bolts, and Spikes, 300 lbs. at 6d.	7 10 0	
Tarring	10 9 0	
		93 8 6
Bridge over Stoney Creek :—		
Piles, including Hooping, Driving, &c., 144 l. ft. at 5s. ...	36 0 0	
Timber in Walings and Braces, 91 c. ft. at 3s. 6d.	15 18 6	
Timber in Beams, 120 c. ft. at 3s. 6d.	21 0 0	
Iron in Pile Shoes, 120 lbs. at 6d.	3 0 0	
Iron Straps, Bolts, and Spikes, 300 lbs. at 6d.	7 10 0	
Tarring	10 0 0	
		93 6 6
District Road Bridge over Railway :—		
Excavation for Cills and Refilling Trenches, 18 c. yds. at 1s. 6d.	1 7 0	
Timber in Cills and Plates, 68½ c. ft. at 4s.	13 14 0	
Timber in Uprights and Bracing, 152½ c. ft. at 4s. ...	30 10 0	
Timber in Beams and Struts, 163 c. ft. at 4s.	32 12 0	
Timber in Planking, including Spikes, 190 c. ft. at 4s. ...	38 0 0	
Timber in Parapets and Ballast Beams, 76 c. ft. at 5s. ...	19 0 0	
Iron in Straps and Bolts, 280 lbs. at 6d.	7 0 0	
Painting and Tarring	17 17 0	
		160 0 0
Carried forward ...	...	

	£ s. d.	£ s. d.
Bridges—continued.		
Three Occupation Bridges over Railway :—		
Brought forward ...	...	
3 at £160		480 0 0
Quantities same as District Road Bridge.		
Bridge under District Road :—		
Allow for Removal and Re-erection	15 0 0	
Extra timber, 40 c. ft. at 3s. 6d.	7 0 0	
		22 0 0
Culverts and Drains :—		
1 Culvert, including Excavation, 34 l. yds. at £10	340 0 0	
5 Culverts, including Excavation, 95 l. yds. at £5 ...	475 0 0	
7 Culverts, including Excavation, 78 l. yds. at £3 10s. ...	273 0 0	
2 Culverts, with Gate, 21 l. yds. at £3 5s.	68 5 0	
2 Culverts, with Gate, 20 l. yds. at £3 5s.	65 0 0	
12-inch Glazed Earthenware Pipes, including excavation, 150 l. yds. at 3s.	22 10 0	
9-inch Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 6s.	45 0 0	
6-inch Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 9s.	67 10 0	
		1,356 5 0
Inspector's Cottage, complete, as specified ...		110 0 0
Temporary Fencing and Roads, allowed for in foregoing prices		100 0 0
Use of Plant and Tools, allowed for in foregoing prices		211 6 4
		£19,000 0 0

Deduct Works executed to date.

	£ s. d.	£ s. d.
Turf Fencing, 102 chs. at 20s.	102 0 0	
Post, Rail, and Wire Fencing, 86 chains at 30s.	129 0 0	
Clearing Line complete ...	106 17 6	
Cuttings, 23,000 c. yds. at 1s. 4d.	1,533 6 8	
Side Cutting complete ...	250 0 0	
Ditches, shown on plans ...	60 0 0	
Ordinary Level Crossings, No. 1, 1 c. yd. at £20	20 0 0	
Earthwork in Roads, 600 c. yds. at 6d.	15 0 0	
Bridge under District Road, complete	22 0 0	
No. 2 Culvert, at 7-55 ...	100 0 0	
No. 3 Culverts, various places, 46 yds. at £3 10s.	161 0 0	
12-inch Glazed Pipes, 41 yds. at 9s.	18 9 0	
9-inch Glazed Pipes, 66 yds. at 6s.	19 16 0	
6-inch Glazed Pipes, 96 yds. at 3s.	14 8 0	
Inspector's Cottage, complete	110 0 0	
	2,661 17 2	
Allow for Materials and use of Plant	338 2 10	
		3,000 0 0
		£16,000 0 0

OFFERS TO CONSTRUCT RAILWAYS.

(Telegram.) Port Chalmers, 28th October, 1871.

We agree construct 50 to 500 miles railway for Colonial Debentures bearing 5¼ cent. or cash payments. Price settled arbitration. Agreement without 5 cent. for profit, and agree pay cash deposit of 2½ cent. on amount up £200,000, over that amount and up to one million ½ cent. or reasonable cash security Government would insist on, or are prepared compete for any length railway by public tender, and pay any cash security required. As proof we mean business, are prepared forthwith deposit preliminary security £10,000 credit Government.

Thomas Connor,
James McKay,
David Proudfoot.

Hon. Minister Public Works, Wellington.

Sir,— Empire Hotel, Wellington, 4th November, 1871.

Referring to our offer of the 28th ult., we have the honor to ask the Government if, in the event of the price per mile or section to be submitted by the Government to the Messrs. Brogden for the construction of railways in New Zealand should be deemed inadequate by these gentlemen, will the Government favour us by submitting the same railway work for our acceptance?

We may inform the Government we have a large amount of temporary railway plant available, and from our local knowledge and practical experience as contractors, we feel quite convinced we are in a position to construct railways in New Zealand with advantage to the Government and ourselves.

A cash security to the extent named in our offer of the 28th ult., or an increased security should the Government desire it, would be at once lodged to the credit of the Government.

We have, &c.,
Connor, McKay, and Proudfoot.

The Hon. the Minister for Public Works.

(Telegram.) 11th December, 1871.

I am directed by the Hon. Mr. Reeves to inform you that Government are of opinion that, beyond the amount included in the resolution with regard to Messrs. Brogden, all railways should, as a rule, be contracted for by public tender.

John Knowles,
Under Secretary for Public Works.

Messrs. Connor, McKay, and Proudfoot, Dunedin.

(Telegram.)

Sir,— Dunedin, 15th May, 1872.

We herewith offer to construct all railways in New Zealand, whether main or coal lines, either with or without rolling stock, in strict accordance with plans and specifications at prices 10 per cent. under your Engineer's estimated schedule cost per mile, or we will make all railways in Otago at 12½ per cent. under estimated cost, or will compete by public tender for any length of line your Government may call for, and will agree to accept payment for above in Colonial Debentures at par, bearing 5½ per cent., or, should you elect, monthly cash progress payments on the certificate of the Government Engineer. We may state we are in a position to construct two hundred miles of railway per annum; and should this offer be accepted, we will furnish to your Government any adequate security they may deem desirable, and would be prepared to commence work within one month after contracts being signed. Trusting this offer may receive the favourable consideration of your Government,

James Forrest and Co.

The Hon. the Minister for Railways, Wellington.

Gentlemen,— Public Works Office, Wellington, 29th May, 1872.

In reply to your telegram of the 15th instant, in which you make proposals for the constructing of the railway lines about to be undertaken in various parts of the Colony, I am instructed by Mr. Ormond to inform you, that all railways not offered to Messrs. Brogden and Sons in terms of their contract will be submitted to public tender.

I have, &c.,
John Knowles,
Under Secretary.

James Forrest and Co., Dunedin.

(Telegram.) Dunedin, 13th June, 1872.

Having heard that you entertain a doubt as to the *bonâ fides* of our offer sent you 13th ultimo, we have simply to repeat that we are fully prepared to fulfil every condition contained therein.

The Hon. the Minister of Railways, Wellington. Forrest and Co.

Gentlemen,— Public Works Office, Wellington, 14th June, 1872.

I am directed to acknowledge the receipt of your telegram of the 13th instant, in which, for the reason therein given, you repeat the offer for the construction of all the Colonial lines of railway made in your telegram of the 15th May.

In reply, I am to state that the letter I was directed to forward to you on the 29th May, in answer to your telegram of the 15th, was not dictated, as you suppose, under any doubt as to the *bonâ fide* character of your proposals.

I have, &c.,
JOHN KNOWLES,
Under Secretary.

Messrs. Forrest and Co., Dunedin.

(Telegram.) Port Chalmers, 26th June, 1872.

WE offer to build remainder of Clutha Railway complete, according to sections and specifications, at 7½ per cent. under Engineer's estimate of 4th December, 1870. The rails, rolling stock, &c., we would purchase in Europe jointly with your agent on a commission of 2½ per cent. Will undertake to complete line in two years.

The Minister of Railways. PROUDFOOT AND CO.

SIR,— Wellington, 8th June, 1872.

We hereby tender for the construction of the Invercargill and Mataura Railway Works, being for a length of 39 miles and 6 chains, with three miles of sidings, and for the supply of the rolling stock for the same, as respectively set forth in the plans and specifications submitted to us by the Government, for the sum of £139,856, and for the maintenance of the works during the three months' maintenance mentioned in the proposed general conditions, for the further sum of £2,135; but this tender is made upon the following conditions, that is to say—

1. That, notwithstanding anything to the contrary in the proposed general conditions, the gross cost to us in England, including freight to the Colony and other charges payable there, of the materials for the permanent way, and of the rolling stock respectively set forth in the plans and specification, shall be paid to us in England by the Agent-General of the Colony, within three days after presentation to him there of the bills of lading for any such materials or rolling stock actually shipped, together with our certificate of the gross cost of the same, the sums so paid to us to be taken as payments on account of the contract, and the materials and rolling stock paid for to be thereupon deemed to be appropriated to this contract.
2. That in the event of the materials for permanent way and rolling stock costing us in England as aforesaid more than £58,327, the Government shall, immediately upon the delivery of the same upon the works, pay us a sum equal to 10 per cent. upon the excess beyond that amount.
3. That all materials and rolling stock imported by us for the purposes of the works shall be free of Customs duties, wharfage dues, and of all General or Provincial Government local charges of all kinds; and that we shall be entitled to the carriage of the same, and of men employed by us, and of all other materials to be used in the works or required for the purposes of the same, free of charge, on the Bluff and Winton Railway.
4. That the Government shall defray the cost of erecting a telegraph line along the line of the proposed railway for the use of the work during the periods of construction and maintenance.

The above-mentioned sums of £139,856 and £2,135 are estimated for payment in cash.

Should the Government propose to pay for the work in debentures under the terms of the agreement of December last, the above sums will in each case be increased at the rate of £1 per cent., which increase is also to apply to the above conditions numbers 1 and 2.

We beg to point out that, should the Government wish us to proceed with the construction of the proposed works pending the final adoption of Contract No. 3, under the provisions of the agreement of December last, it would be desirable to alter the terms of paragraphs 5, 6, and 7 of that agreement, and we shall be willing to consent to any modification of those clauses which may facilitate the operations of the Government.

This tender is made without prejudice to our rights under the above-mentioned agreement of December last.

We have, &c.,
JOHN BROGDEN AND SONS.

The Hon. the Minister of Public Works, Wellington.

P.S.—The above tender is made on the further condition, which we think it necessary to express although we conceive it to be implied, that if the gross costs of materials for permanent way and rolling stock exceeds £48,327, the excess, if any, is to be added to the contract price above tendered for.

JOHN BROGDEN AND SONS.

SIR,— Wellington, 20th June, 1872.

In reference to the memorandum submitted to us by the Government, as the groundwork of an agreement modifying the terms of that of the 18th December last, we beg to say, in the first place, that we are willing to confine our contracts, in the case of each of the railways to be submitted to us, to the construction of such parts of the works as are mentioned in the enclosed specification, leaving it to the Government to supply materials for permanent way and rolling stock, and everything else (if any) which may be requisite for putting the lines in working order.

In the next place, with regard to materials for permanent way and rolling stock, we are prepared to enter into arrangements with the Government as set forth in the following conditions, viz.:—

1. We are to assist the Agent-General in obtaining for the Government tenders in England for the supply of suitable materials for permanent way and rolling stock to the extent of two hundred and fifty thousand pounds (£250,000) at the least, in accordance with specifications to be furnished to us; the tenders to be invited in our names, but all expenses connected therewith, such as advertising, &c., to be paid by the Government.

2. On acceptance by the Agent-General of any tender, our responsibility is to cease.
3. We are to receive for our services in connection with the proposed purchases a commission of five pounds (£5) per centum on the amount of purchase money, as ascertained by the accepted tenders; such commission to be paid to us in London by the Agent-General within seven days after the acceptance of each tender.

In connection with the foregoing arrangements, we should, of course, be under the ordinary obligations of skilled agents.

In reference to the proposed works, we should expect the Government to deliver to us at the ship's side, at the nearest and most convenient port at which the same may be available for each work, the materials for permanent way and rolling stock necessary for such work, and particularly that the rolling stock which we are entitled to use under the specifications for construction should be delivered in time to enable us to use it.

Should the foregoing terms be agreed to, we are willing to construct the Invercargill and Mataura Railway, so far as regards the matters mentioned in the enclosed specifications of works, for the sum of £86,697, for the proposed length of 39 miles 56 chains, with three miles of sidings, with the addition of £2,135 for maintenance for three months, with 1,200 cubic yards extra ballast.

The Auckland and Walkato Railway, so far as regards the matters mentioned in the enclosed specification of works, for the sum of £169,484 for the proposed length of 41 miles 34 chains, with two miles of sidings, with the addition of £2,200 for maintenance for three months, without any extra ballast.

Bridge repairs from O, at or near Newmarket, to 4 miles and 47 chains towards Waikato, on section, to be charged as extras.

Napier and Paki Paki Railway, from Napier to Port Napier, so far as regards the matters mentioned in the enclosed specification of works, for the sum of £13,732, for the proposed length of 2 miles and 10 chains, with the addition of £106 for maintenance for three months without extra ballast.

From Napier to Paki Paki, so far as regards the matters mentioned in the enclosed specification of works, for the sum of £37,075, for the proposed length of 16 miles and 3 chains, with one mile of siding, with the addition of £860 for maintenance for three months without extra ballast; should line from Napier to Port Napier not be made, extra haulage on material to be allowed; but this offer is further subject to these following conditions:—

1. That we shall be entitled to an extension of time for any delay in the delivery of materials for permanent way and rolling stock to be supplied by the Government.
2. That all materials and rolling stock imported by us for the purposes of the works shall be free of Customs duties, wharfage dues, and of all General or Provincial Government and local charges of all kinds; and that in the case of the Invercargill and Mataura Railway, we shall be entitled to the carriage of the same, and of men employed by us and of all other materials to be used in the works or required for the purposes of the same, free of charge, on the Bluff and Winton Railway.
3. That the Government shall defray the cost of erecting a telegraph line along the lines of the proposed railways, for the use of the works during the periods of construction and maintenance.

The above-mentioned sums are estimated for payment in cash. Should the Government propose to pay for the work in debentures under the terms of the agreement of December last, the above sums will in each case be increased at the rate of 1 per cent.

We beg to point out that should the Government wish us to proceed with the construction of the proposed works, pending the final adoption of Contract No. 3, under the provisions of the agreement of December last, it would be desirable to alter the terms of paragraphs 5, 6, and 7 of that agreement, and we shall be willing to consent to any modification of those clauses which may facilitate the operations of the Government.

Should the Government see fit to carry out the proposed alteration in the mode of providing the materials for the permanent way and rolling stock as above mentioned, the general conditions as agreed to will have to be altered, but we apprehend that this need not cause much delay. We are, however, advised that it will be necessary that the foregoing modifications of the agreement of 18th December last should be effected by deed.

These tenders are made without prejudice to our rights under the above-mentioned agreement of December last.

We have, &c.,

The Hon. the Minister for Public Works. JOHN BROGDEN & SONS.

NAPIER and PORT NAPIER RAILWAY.

Work to be executed in compliance with Plans and Specifications.

Excavation, earth, rock; Ditching, top of cuttings one side, bottom of cuttings both sides; Trimming and forming before ballasting; Pitching, road diversions, including metalling; Bridges and Culverts, timber, piling, iron; Permanent Way in New Zealand, exclusive of rails and fastenings, ballast, rail-laying, sleepers, cartage, waste and loss; Maintenance for three months without extra ballast. The cost of stations is not included in the specification or tender.

JOHN BROGDEN AND SONS.

NAPIER AND PAKI PAKI RAILWAY.

Work to be executed in compliance with Plans and Specifications.

Excavation, earth; Ditching, top of cuttings one side, bottom of cuttings both sides; Forming Lines, trimming and forming before ballasting; Road Diversions, including metalling; Level crossings 1st class, level crossings 2nd class, level crossings 3rd class. Bridges and Culverts, excavation for foundation and outfalls, timber, piling, iron; 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 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 1½ 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.

We have, &c.,

The Hon. the Minister for Public Works. 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.

JOHN CARRUTHERS,

4th July, 1872. 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.

We have, &c.,

To the Hon. the Minister for Public Works. JOHN BROGDEN AND SONS.

GENTLEMEN,— Public Works Office, Wellington, 6th July, 1872.

I have the honor to acknowledge the receipt of your letter of the 20th June, in which your tender for the construction of the Invercargill and Mataura, Auckland and Waikato, and Napier and Paki Paki lines of Railway, and in reply beg to inform you that, subject to the conditions and modifications verbally agreed to, the Government accept your offer to construct the two lines first mentioned—the line from Napier to Paki Paki being still under consideration.

Contracts embodying those conditions are now being prepared for execution, and will be completed with as little delay as possible.

I have, &c.,

Messrs. John Brogden and Sons, Wellington. W. REEVES.

P.S —The tender for the line from Wellington to the Hutt, contained in your letter of the 26th of June, has also been accepted, subject to a reduction of £250 from the amount therein charged, to meet accidents by storms and floods, and to the conditions and modifications above alluded to.

W. REEVES.

CONTRACTS ENTERED INTO.

OTAGO SOUTHERN TRUNK RAILWAY.

DUNEDIN CONTRACT.

Tender of J. Chaplin and Co. £4,325 15s.

	£ s. d.	£ s. d.
Fencing:—		
Fencing on reclaimed ground 39 chs. at 34s 6d.	67 5 6	
Ordinary Fencing, 188 chs. at 30s 9d.	289 1 0	
		356 6 6
Clearing Line	... ...	6 0 6
Cuttings:—25,715 c. yds.		
Deficiency, 16,201 c. yds.		
Embankment:—41,916 c. yds. at 1s. 4d.	... ...	2,794 8 0
Formation:—		
Chains 133, at 2s.	... ...	13 6 0
Pitching Slopes, complete, 821 sq. yds. at 2s.	82 2 0	
Levelling Crossing Gates and Wickets, 2 pairs at £12 ...	24 0 0	
Bridges:—		
Bridge over Main South Road:—		
Excavation, 233½ c. yds. at 1s.	11 13 6	
Concrete in Foundations, 24 c. yds. at 26s.	31 4 0	
Rubble Masonry Foundation, 24 c. yds. at 30s.	36 0 0	
Rubble Masonry Superstructure, 339 c. yds. at 27s. ...	457 13 0	
Ashlar in blocks, 24 c. ft. at 3s. 6d.	4 4 0	
Ashlar in coping, 32 c. ft. at 5s.	8 0 0	
Cement Plastering, 30 sup. yds. at 2s.	3 0 0	
Carriage and Erection of Girders	6 0 0	
Bridge over Railway:—		
Excavation for Cills and Refilling Trenches, 4 c. yds. at 1s.	0 4 0	
Timber in Cills and Plates, Timber Uprights and Bracing, Beams and Struts, Timber Planking, including Spikes, 487½ c. ft. at 4s.	97 10 0	
Timber Parapets and Ballast Beams, 55 c. ft. at 8s. ...	22 0 0	
Iron in Straps and Bolts, 464 lbs. at 6d.	11 12 0	
Painting and Tarring	10 0 0	
		805 2 6
Culverts.		
Timber culvert, 9 l. yds. at £4	36 0 0	
Culvert at 1-28:—		
Excavation, c. yds. in bank		
Rubble Masonry, 124½ c. yds. at 25s.	155 12 6	
Brickwork in arch, 36 c. yds. at 40s.	72 0 0	
Concrete, 35 15 ft. c. yds. at 22s.	38 11 6	
Pitching, 32 sq. yds. at 7s. ...	11 4 0	
Cement Plastering, 96 sq. yds. at 2s.	9 12 0	
Puddle, 24 c. yds. at 3s. ...	3 12 0	
Maintenance for two months ...	18 0 0	
Grassing slopes	6 0 0	
		350 12 0
		£4,325 15 0

CAVERSHAM CONTRACT.

Tender of A. J. Smyth, £16,152 7s. 5d.

	£ s. d.	£ s. d.
Fencing:—		
Ordinary Fencing, 192 chs. at 32s. 6d.	312 0 0	
Close Fencing, 2-17 to 2-21, 4 chs. at £7	28 0 0	
		340 0 0
Clearing Line, 96 chs. at 20s. ...	... ...	96 0 0
Cuttings:—		
From 1-55 to 1-60, 2,217 c. yds. at 1s. 4d.	147 16 0	
From 1-66 to 1-71, 492 c. yds. at 1s. 4d.	32 16 0	
From 2-10 to 2-26 soft material, 16,503 c. yds. at 1s. 4d. ...	1,100 4 0	
From 2-10 to 2-26 rock, 11,243 c. yds. at 2s. 3d.	1,264 16 9	
From 2-67 to 2-71 soft material, 1,900 c. yds. at 1s. 4d. ...	126 13 4	
From 2-67 to 2-71 rock, 1,570 c. yds. at 2s. 3d.	176 12 6	
From 2-73 to 3-5, 540 c. yds. at 1s. 4d.	36 0 0	
From 3-12 to 3-19, 2,374 c. yds. at 1s. 4d.	158 5 4	
		3,043 3 11
Embankments, 40,949 c. yds....	... ...	3,479 3 11
Soiling Slopes of Embankment, 8,700 sup. yds. at 6d. ...	... ...	217 10 0
Formation, including Side Ditches, 96 chs. at 20s.	... ...	96 0 0
Ditches, 25 chs. at 20s. ...	... ...	25 0 0
Road Alterations:—		
From 1-68 to 1-76 Earthwork, including Formation, 300 c. yds. at 1s. 4d.	20 0 0	
Metalling, 156½ c. yds. at 8s....	62 12 0	
		82 12 0
From 2-17 to 2-21 Earthwork, including Formation, 132 c. yds. at 1s. 4d.	8 16 0	
Metalling, 66 c. yds. at 8s. ...	26 8 0	
		35 4 0
Where directed, Earthwork, including Formation, 1,000 c. yds. at 1s. 4d.	66 13 4	
Metalling, 200 c. yds. at 8s. ...	80 0 0	
		146 13 4
Level Crossings:—		
Gates and Wickets complete, 4 pairs at £20	80 0 0	
Ordinary Crossings complete, 3 pairs at £30	90 0 0	
		170 0 0
Tunnel:—		
Excavation, including Recesses, Drain, &c., 902 l. yds. at £9	8,118 0 0	
Blue Stone Covers, 2 ft. wide, 902 l. yds. at 15s.	676 10 0	
Brick Lining, 22 l. yds. at £15	330 0 0	
Ashlar Masonry in Fronts, 1,388 c. ft. at 5s.	347 0 0	
		9,471 10 0
Carried forward		

Bridges.	£ s. d.	£ s. d.
Brought forward ...	...	
Bridge over Street :—		
Excavation, 110 c. yds. at 1s. 4d.	7 6 8	
Concrete in Foundation, 30⅓ c. yds. at 40s.	60 13 4	
Rubble Masonary in Cement, 167 c. yds. at 30s. ...	250 10 0	
Rubble Masonry in Lime, 250 c. yds. at 27s.	337 10 0	
Ashlar Coping, 24 c. ft. at 5s.	6 0 0	
Cement Plastering, 42 sup. yds. at 3s.	6 6 6	
Timber in Wall Plates, 12 c. ft. at 4s.	2 8 0	
Iron in Bed Plates, 61 lbs. at 1s.	3 1 0	
Iron in Rods and Spikes, 24 lbs. at 6d.	0 12 0	
Carriage and Erection of Girders, allow	15 0 0	
		689 7 0
Bridge over Railway, at 2-21 :—		
Excavation for Foundation and Trough, 40 c. yds. at 1s. 4d.	2 13 4	
Rubble Masonry in Cement, 22 c. yds. at 30s.	33 0 0	
Cement Plastering, 6 sup. yds. at 3s.	0 18 0	
Timber in Wall Plates, 12 c. ft. at 4s.	2 8 0	
Timber in Beams and Trough, 154½ c. ft. at 4s.	30 18 0	
Timber in Planking, including Spikes, 92½ c. ft. at 4s. ...	18 10 0	
Timber in Parapet, 34 c. ft. at 4s.	6 16 0	
Galvanized Iron, 2 70-100 sqrs. at £10	10 10 0	
Iron in Bed Plates, 50 lbs. at 1s.	2 10 0	
Iron in Rods, Bolts and Spikes, 90 lbs. at 6d.	2 5 0	
Puddling Round Trough, allow	4 0 0	
Carriage and Erection of Girders, allow	15 0 0	
Painting and Tarring, allow	10 0 0	
		138 18 4
Bridge over Railway, at 2-69 :—		
Excavation for Cills and Refilling Trenches, 15 c. yds. at 1s. 4d.	1 0 0	
Timber in Cills and Plates, 53 c. ft. at 4s.	10 12 0	
Timber Uprights and Bracing, 152½ c. ft. at 4s.	34 10 0	
Timber Beams and Struts, 171 c. ft. at 4s.	34 4 0	
Timber Planking, including Spikes, 198 c. ft. at 4s. ...	39 12 0	
Timber Parapets and Ballast Beams, 66 c. ft. at 4s. ...	13 4 0	
Iron in Straps and Bolts, 348 lbs. at 6d.	8 14 0	
Painting and Tarring, allow	10 0 0	
		147 16 0
Bridge over Kaikorai, at 2-73 :—		
Excavation, 6 c. yds. at 1s. 4d.	0 8 0	
Rubble Masonry in Cement, 19 c. yds. at 30s.	28 10 0	
Cement Plastering, 6 sup. yds. at 3s.	0 18 0	
Timber in Wall Plates, 12 c. ft. at 4s.	2 8 0	
Iron in Bed Plates, 63 lbs. at 1s.	3 3 0	
Iron Rods and Spikes, 31 lbs. at 6d.	0 15 6	
Carriage and Erection of Girders, allow	15 0 0	
		51 2 6
Bridge over Kaikorai, at 3-6 :—		
Excavation, 9 c. yds. at 1s. 4d.	0 12 0	
Rubble Masonry in Cement, 20½ c. yds. at 30s.	30 15 0	
Carried forward ...	...	

Bridges—continued.	£ s. d.	£ s. d
Brought forward ...	...	
Bridge over Kaikorai—*continued* :—		
Cement Plastering, 6 c. yds. at 3s.	0 18 0	
Timber in Wall Plates, 11¼ c. ft. at 4s.	2 5 0	
Iron in Bed Plates, 63 lbs. at 1s.	3 3 0	
Iron Rods and Spikes, 41 lbs. at 6d.	1 0 6	
Carriage and Erection of Girders, allow	15 0 0	
		53 13 6
Bridge over Kaikorai at 3-22:—		
Excavation, 10 c. yds. at 1s. 4d.	0 13 4	
Concrete in Foundations, 4¼ c. yds. at 40s.	8 10 0	
Rubble Masonry in Cement, 28½ c. yds. at 30s.	42 15 0	
Cement Plastering, 7 sup. yds. at 3s....	1 1 0	
Timber in Wall Plates, 13 c. ft. at 4s.	2 12 0	
Iron in Bed Plates, 75½ lbs. at 1s.	3 15 6	
Iron in Rods and Spikes, 40 lbs. at 6d.	1 0 0	
Carriage and Erection of Girders, allow	15 0 0	
		75 6 10
Culverts and Drains :—		
2 Culverts, including Excavations, 57 l. yds. at £11 ...	627 0 0	
5 Culverts, including Excavation, 89 l. yds. at £4 10s. ...	400 10 0	
2 Culverts under Road, including Excavation, 40 l. yds. at £4	160 0 0	
Box Drains, including Excavation, 50 l. yds. at 10s. ...	25 0 0	
		1,212 10 0
Maintenance for six months, 1 Man		60 0 0
		16,152 7 5

KAIKORAI CONTRACT. (No. 3.)

Tender of A. J. Smith, £4,865 10s. 6d.

	£ s. d.	£ s. d.
Fencing, 370 chs. at 35s.		647 10 0
Clearing Line, 71 chs. at 20s.		71 0 0
Cuttings, 22,708 c. yds. at 1s. 4d.		1,513 17 4
Side Cuttings, 8,000 c. yds. at 1s. 4d.		533 6 8
Embankments, 29,936 c. yds. Soiling Slopes of Embankment		100 0 0
Formation, including Side Ditches, 185 chs. at 20s.		185 0
Ditches (25 c. yds. per chain), 10 chs. at 25s.		12 10 0
Level Crossings :—		
Gates and Wickets complete, 4 pairs at £20	80 0 0	
Ordinary Crossings complete, 3 pairs at £30	90 0 0	
		170 0 0
Road Alterations :—		
At 4-64, Earthwork, including formation, 73 c. yds. at 1s. 6d.	5 9 6	
Metalling, 37 c. yds. at 8s. ...	14 16 0	
		20 5 6
At 4-65½, Earthwork, including formation, 504 c. yds. at 1s. 6d.	37 16 0	
Metalling, 80 c. yds. at 8s. ...	32 0 0	
		69 16 0
Where directed — Earthwork, including formation, 500 c. yds. at 1s. 6d.	37 10 0	
Metalling, 100 c. yds. at 8s. ...	40 0 0	
		77 10 0
Stream Diversions :—		
Cutting New Cnannel for Kaikorai, 17 chs. at £6 ...	102 0 0	
Filling Old Channel	50 0 0	
Rough Stone Pitching, 20 sup. yds. at 5s.	5 0 0	
		157 0 0
Carried forward ...	...	

Bridges.	£ s. d.	£ s. d.
Brought forward ...	...	
Private Road Bridge.		
Excavation for Cills and Refilling Trenches, 6 c. yds. at 1s. 6d.	0 9 0	
Timber in Cills and Beams, 101 cubic ft. at 4s.	20 4 0	
Timber in Planking, including Spikes, 72 cubic ft. at 4s. ...	14 8 0	
Timber in Parapet and Ballast Beams, 17 cubic ft. at 4s. ...	3 8 0	
Iron in Straps and Bolts, 36 lbs. at 6d.	0 18 0	
Painting and Tarring, allow ...	5 0 0	
		44 7 0
Bridge over Kaikorai, at 3-61 :—		
Excavation, 15 c. yds. at 1s. 6d.	1 2 6	
Concrete in Foundations, 3 c. yds. at 35s.	5 5 0	
Rubble Masonry in Cement, 22 c. yds. at 30s.	33 0 0	
Cement Plastering, 6 sup. yds. at 3s.	0 18 0	
Timber in Wall Plates, 11¼ c. yds. at 4s.	2 5 0	
Iron in Bed Plates, 63 lbs. at 1s.	3 3 0	
Iron in Rods and Spikes, 41 lbs. at 6d.	1 0 6	
Carriage and Erection of Girders, allow	15 0 0	
		61 14 0
Bridge over Kaikorai, at 4-7 :—		
Excavation, 15 c. yds. at 1s. 6d.	1 2 6	
Concrete in Foundations, 3 c. ft. at 35s.	5 5 0	
Rubble Masonry in Cement, 30 c. yds. at 30s.	45 0 0	
Cement Plastering, 6 sup. yds. at 3s.	0 18 0	
Timber in Wall Plates, 11¼ c. ft. at 4s.	2 5 0	
Iron in Bed Plates, 63 lbs. at 1s.	3 3 0	
Iron in Rods and Spikes, 41 lbs. at 6d....	1 0 6	
Carriage and Erection of Girders, allow	15 0 0	
		73 14 0
Culverts and Drains :—		
1 Culvert, including Excavation, 24 l. yds. at £11 ...	264 0 0	
11 Culverts, including Excavation, 170 l. yds. at £4 10s ...	765 0 0	
1 Culvert, including Excavation, 11 l. yds. at £4 ...	44 0 0	
Box Drains, including Excavations, 50 l. yds. at 10s. ...	25 0 0	
		474 10 0
Maintenance for three months, 1 Man ...		30 0 0
		£4,865 10 6

CLUTHA CONTRACT.

Tender of McLeod and Co., £12,949 2s. 11¾d.

	£ s. d.	£ s. d.
Fencing :—		
Turf Fencing, 930 chs. at 18s.	837 0 0	
Post, Rail, and Wire Fencing, 640 chs. at 25s.	800 0 0	
		1,637 0 0
Clearing Line, 855 chs. at 5s.	...	213 15 0
Cuttings :—		
8,140 c. yds. at 8½d.	288 5 10	
60 c. yds. at 10d.	2 10 0	
1,000 c. yds. at 9d.	37 10 0	
118,050 c. yds. at 7d. ...	3,443 2 6	
15,210 c. yds. at 7½d. ...	475 6 3	
7,810 c. yds. at 8d.	260 6 8	
23,360 c. yds. at 6d.	584 0 0	
6,660 c. yds. at 1s. 6d. ...	499 10 0	
		5,590 11 3
Embankments :—		
44,750 c. yds. at 2d.	372 18 4	
11,480 c. yds. at 4d.	191 6 8	
7,900 c. yds. at 8d.	263 6 8	
9,500 c. yds. at 5d.	197 18 4	
51,740 c. yds. at 3d.	646 15 0	
28,130 c. yds. at 2¼d. ...	293 0 6	
		1,965 5 5
Carried forward		

	£ s. d.	£ s. d.
Brought forward	...	
Embankments—*continued.*		
Soiling Slopes of Embankments 17,000 sup. yds. at 2d.		141 13 4
		9,548 5 0
Pitching Slopes, 1,320 sup. yds. at 3s	... ...	198 0 0
Formation, including Side Ditches, 855 chs. at 9s. ...	... ...	384 15 0
Ditches :—		
Ditches shown on Drawings, 60 chs. at 15s.	45 0 0	
Ditches at undefined places, 100 chs. at 14s.	70 0 0	
		115 0 0
Level Crossings :—		
Gates and Wickets complete, 4 pairs at 400s.	80 0 0	
Ordinary Crossings complete, 10 pairs at 200s.	100 0 0	
		180 0 0
Road Alterations.		
District Road :—		
Earthwork, including formation Cuttings, 900 c. yds. at 1s.	... ...	45 0 0
Main South Road :—		
Earthwork, including formation Cuttings, 220 c. yds. at 1s....	11 0 0	
Pitching and Metalling, 40 l. yds. at 10s.	20 0 0	
		31 0 0
District Roads :—		
Earthwork, including formation Cuttings, 1,200 c. yds. at 10d.	... ...	50 0 0
Where directed — Earthwork, including formation, 2,000 c. yds. at 10d.	83 6 8	
Metalling, 500 c. yds. at 5s. 6d.	137 10 0	
		220 16 8
Bridges.		
Bridge over Lovel's Creek, at 3-27 :—		
Piles, including Hooping, Driving, &c., 144 l. ft. at 2s. ...	14 8 0	
Timber in Walings and Braces, 91 c. ft. at 4s. 6d.	20 9 6	
Timber in Beams, 120 c. ft. at 4s.	24 0 0	
Iron in Pile Shoes, 120 lbs. at 4d.	2 0 0	
Iron Straps, Bolts, and Spikes, 300 lbs. at 5d.	6 5 0	
Tarring, allow	2 10 0	
		69 12 6
Bridge over Stoney Creek, at 4-13 :—		
Piles, including Hooping, Driving, &c., 144 l. ft. at 2s. ...	14 8 0	
Timber in Walings and Braces, 91 c. ft. at 4s. 6d.	20 11 9	
Timber in Beams, 120 c. ft. at 4s.	24 0 0	
Iron in Pile Shoes, 120 lbs. at 4d.	2 0 0	
Iron, in Straps, Bolts, and Spikes, 300 lbs. at 5d. ...	6 5 0	
Tarring, allow	2 10 0	
		69 14 9
District Road Bridge over Railway, at 7-75 :—		
Excavation for Cills and Refilling Trenches, 18 c. yds. at 1s.	0 18 0	
Timber in Cills and Plates, 68½ c. ft. at 3s.	10 5 6	
Timber Uprights and Bracing, 152½ c. ft. at 4s.	30 10 0	
Timber Beams and Struts, 163 c. ft. at 2s. 6d.	20 7 6	
Timber Planking, including Spikes, 190 c. ft. at 3s. ...	28 10 0	
Timber Parapets and Ballast Beams, 76 c. ft. at 3s. ...	11 8 0	
Iron in Straps and Bolts, 280 lbs. at 6d.	7 0 0	
Painting and Tarring, allow ...	3 0 0	
		111 19 0
Carried forward		

	£ s. d.	£ s. d.
Bridges—continued.		
Brought forward		
Three Occupation Bridges over Railway at 4-76, 5-77, and 10-21 :—		
Quantities same as District Road Bridge, 3 at £120 2s.		360 6 0
Bridge under District Road, near 1-50 :—		
Allow for Removal and Re-erection	20 0 0	
Extra Timber, 40 c. ft. at 3s....	6 0 0	
		26 0 0
Culverts and Drains :—		
1 Culvert, including Excavation, 34 l. yds. at 180s. ...	306 0 0	
5 Culverts, including Excavation, 95 l. yds, at 140s. ...	665 0 0	
6 Culverts, including Excavation, 53 l. yds. at 45s. ...	119 5 0	
1 Culvert under Road, including Excavation, 25 l. yds. at 46s. 2½d.	57 15 2½	
1 Culvert with Gate, including Excavation, 11 l. yds. at 47s. 8¾d.	26 5 0¼	
1 Culvert with Gate, including Excavation, 10 l. yds. at 48s.	24 0 0	
2 Culverts, including Excavation, 20 l. yds. at 10s. ...	10 0 0	
12-inch Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 12s.	90 0 0	
9-inch Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 9s.	67 10 0	
6-inch Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 6s.	45 0 0	
		1,410 15 2¾
Inspector's Cottage, complete, as specified ...		115 0 0
		£12,935 4 1¾

COMPLETION OF CLUTHA CONTRACT.

Tender of Blair and Watson, £13,478 3s. 10d.

	£ s. d.	£ s. d.
Fencing :—		
Turf Fencing, 930 chs. at 14s 6d.	674 5 0	
Post, Rail, and Wire Fencing, 640 chs. at 20s.	640 0 0	
		1,314 5 0
Clearing Line, 855 chs. at 4s....	... ...	171 0 0
Cuttings :—		
173,630 c. yds. at 1s. 3d. ...	10,851 17 6	
6,660 c. yds. at 1s. 9d. ...	582 15 0	
		11,434 12 6
Embankments, 153,500 c. yds.		
Soiling Slopes of Embankments, 16,000 sup. yds. ...	... ...	141 13 4
Pitching Slopes, 1,320 s. yds. at 4s. 6d.	... ...	297 0 0
Formation, including side ditches, 855 chs. at 10s. ...	... ...	427 10 0
Ditches :—		
Ditches shown on Drawings, 60 chs. at 12s.	... ...	96 0 0
Ditches at undefined places, 100 chains at 12s.		
Level Crossings :—		
Gates and Wickets complete, 4 pairs at £7 10s.	30 0 0	
Ordinary Crossings complete, 10 pairs at £15	150 0 0	
		180 0 0
Road Alterations.		
District Road :—		
Earthwork, including formation, 900 c. yds. at 1s. 3d....	... ...	56 5 0
Main South Road :—		
Earthwork, including formation, 220 c. yds. at 1s. 3d.	13 15 0	
Pitching and Metalling, 40 l. yds. at 5s.	10 0 0	
		23 15 0
Carried forward		

	£ s. d.	£ s. d.
Brought forward		
District Roads :—		
Earthwork, including formation, 1,200 c. yds. at 1s. 2d.		70 0 0
Where directed—Earthwork, including formation, 2,000 c. yds. at 1s. 2d.	116 13 4	
Metalling, 500 c. yds. at 7s. ...	175 0 0	
		291 13 4
Bridges.		
Bridge over Lovel's Creek :—		
Piles, including Hooping, Driving, &c., 144 l. ft. at 3s. 4d.	24 0 0	
Timber in Walings and Braces, 91 c. ft. at 3s. 4d.	15 3 4	
Timber Beams, 120 c. ft. at 3s. 4d.	20 0 0	
		59 3 6
Iron in Pile Shoes, 120 lbs. at 4½d.	2 5 0	
Iron Straps, Bolts, and Spikes, 300 lbs. at 4¼d.	5 12 6	
		7 17 6
Bridge over Stoney Creek :—		
Piles, including Hooping, Driving, &c., 144 l. ft. at 3s. 4d.	24 0 0	
Timber in Walings and Braces, 91 c. ft. at 3s. 4d.	15 3 4	
Timber Beams, 120 c. ft. at 3s. 4d.	20 0 0	
Iron in Pile Shoes, 120 lbs. at 4½d.	2 5 0	
Iron Straps, Bolts, and Spikes, 300 lbs. at 4½d.	5 12 6	
		67 0 10
District Road Bridge over Railway, at 7-75 :—		
Excavation for Cills and Re-Filling Trenches, 18 c. yds. at 1s. 6d.	1 7 0	
Timber in Cills and Plates, 68½ ft. at 3s. 4d.	11 8 4	
Timber Uprights and Bracings, 152½ c. ft. at 3s. 4d. ...	25 8 4	
Timber Beams and Struts, 163 c. ft. at 3s. 4d.	27 3 4	
Timber Planking, including Spikes, 190 c. ft. at 3s. 4d.	31 13 4	
Timber Parapets and Ballast Beams, 76 c. ft. at 3s. 4d....	12 13 4	
Iron in Straps and Bolts, 280 lbs. at 4½d.	5 5 0	
		114 18 8
Three Occupation Bridges over Railway, at 4-76, 5-77, and 10-24 :—		
Quantities same as District Road Bridge, 3 at £114 18s. 8d.		344 16 0
Bridge under District Road :—		
Extra Timber, 40 c. ft. at 3s. 4d.	... ...	6 13 4
Culverts and Drains :—		
1 Culvert, including Excavation, 34 l. yds. at £10 12s.	360 8 0	
5 Culverts, including Excavation, 95 l. yds. at £6 14s....	636 0 0	
9 Culverts, including Excavation, 99 l. yds. at £2 8s. ...	247 12 0	
2 Culverts, including Excavation, 20 l. yds. at £2 10s ...	50 0 0	
12-in. Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 11s.	82 10 0	
9-in. Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 8s.	60 0 0	
6-in. Glazed Earthenware Pipes, including Excavation, 150 l. yds. at 5s.	37 10 0	
		1,464 0 0
Inspector's Cottage, complete, as specified		110 0 0
Deduct for Work done, use of Tools, &c.		3,200 0 0
		£13,478 3 10