

1875.

NEW ZEALAND.

CONSTRUCTION OF THE PROPOSED RAILWAY DEVIATION AT
WAITEPEKA, ON THE CLUTHA AND MATAURA RAILWAY.

(CORRESPONDENCE AND PETITIONS RELATING THERETO.)

*Return to an Order of the House of Representatives, dated 3rd August, 1875,**"That there be laid on the table all petitions and correspondence connected with the proposed railway deviation at Waitepeka."—(Mr. Thomson.)*

No. 1.

The DISTRICT ENGINEER, Invercargill, to Mr. J. W. THOMSON.

SIR,—

Public Works Office, Invercargill, 25th August, 1874.

I have had accurate surveys made for railway diversions as recommended by you to the Hon. the Minister for Public Works, also in your favour to myself 23rd December, 1873.

I find that the diversion will be about three-quarters of a mile longer than the original line as set out; will entail extra expense in earthwork to the extent of £12,500; and much steeper gradients will be required. As in time there is sure to be a branch line running to Port Molyneux, would not that give most of the settlers who would be accommodated by the diversion all the advantages they require, as I cannot see my way to recommend such increase of expenditure?

I have, &c.,

W. BRUNTON,

District Engineer.

James W. Thomson, Esq., Foxwell, Port Molyneux.

No. 2.

The DISTRICT ENGINEER, Invercargill, to the ENGINEER-IN-CHIEF.

SIR,—

Public Works Office, Invercargill, 26th August, 1874.

James W. Thomson, M.H.R. for Clutha, in December last applied to the Hon. the Minister for Public Works to have the line preliminarily surveyed by me from Mataura to Clutha diverted for some ten miles—viz., from seventy-eight to eighty-eight miles, running down the Waitapeka instead of the Toiro Valley. I was also instructed to see if this was feasible. I find the diversion will entail extra earthwork of 125,000 cubic yards; gradients of 1 in 60 instead of 1 in 92; and about three-quarters of a mile longer—say excess earthwork (long lead)

Three-quarters of a mile	£12,500
						3,000
						£15,500

The diversion does run through land thickly settled and under cultivation on both sides; the line through Toiro Valley is settled and cultivated only on one at present, but a line of railway will, I believe, soon alter the features of both. I enclose copy of letter I have written to Mr. Thomson (and will forward copy of his answer as soon as it is to hand); also a sketch showing the two routes and the locality of Port Molyneux, in reference to them. If you agree the old line shall be the one, please let me know by telegram, that I may have it staked out.

I have, &c.,

W. BRUNTON,

District Engineer.

The Engineer-in-Chief, Wellington.

P.S.—I also send you by this mail tracing of diversion taken, and find I cannot get into Waitepeka Valley without less cost of earthwork.—W.B.

No. 3.

Mr. J. W. THOMSON to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Dunedin, 28th September, 1874.

You may recollect that towards the end of last year I wrote you on the subject of a
1—E. 4c.