

testing and coating. We cannot help thinking, however, as already said, that, as indicated by the greater breakages from Liverpool, the bulk of them have taken place since the pipes left the foundry.

We were aware of the danger of pipes of such large diameter breaking in transit, and, in consequence of this, all the pipes were made 1 inch thick instead of  $\frac{7}{8}$  inch, the thickness mentioned in the indent which came Home from New Zealand.

If we had not taken this precaution, we believe that a much larger number would have been broken. We can assure you that every possible care was taken in their inspection.

Yours, &c.,  
(for G. W. Hemans and self),  
GEORGE B. BRUCE.

I. E. Featherston, Esq.

### No. 7.

The AGENT-GENERAL to the Hon. the MINISTER for PUBLIC WORKS.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,  
19th March, 1875.

SIR,—

Referring to your Memorandum No. 45, of 26th September last, I have now the honor to forward forms of agreement for the services of Mr. William Stone as locomotive and traffic manager, and of Mr. Lawrence Oxley as mechanical draughtsman, in accordance with your requirements. The terms on which these gentlemen have been engaged are fully specified in the respective agreements.

I have, &c.,  
I. E. FEATHERSTON,  
Agent-General.

The Hon. the Minister for Public Works, Wellington, N.Z.

### No. 8.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,  
19th March, 1875.

SIR,—

With reference to the Hon. the Minister for Public Works' Memorandum No. 41-74, of the 20th September, 1874, relative to the rolling stock per "Loch Awe," I have the honor to enclose a copy of a letter I have received from Messrs. Hemans and Bruce enclosing one from the Railway Carriage Company respecting the condition of one of the under-frames referred to in the Memorandum of the Minister for Public Works.

I have, &c.,  
I. E. FEATHERSTON,  
Agent-General.

The Hon. the Colonial Secretary, Wellington, N.Z.

### Enclosure in No. 8.

Mr. G. B. BRUCE to the AGENT-GENERAL.

2, Westminster Chambers, Victoria Street, S.W.,  
5th March, 1875.

DEAR SIR,—

*New Zealand Railways.*

In reference to Memorandum No. 41-74, of 25th September, 1874, complaining of the condition of one of the under-frames shipped per the "Loch Awe," we beg to enclose a copy of letter from the makers, the Railway Carriage Company, of Oldbury, Birmingham. This firm has executed a very large amount of work for us, extending over a number of years, and we have found them very careful and trustworthy. In view of the complaint under notice, we will endeavour to use even greater vigilance in detecting errors, but we cannot see how such an under-frame as that described could fail to be rejected.

Yours, &c.,  
(for G. W. Hemans and self),  
GEORGE B. BRUCE.

I. E. Featherston, Esq., Agent-General.

### Sub-Enclosure to Enclosure in No. 8.

MANAGER of the RAILWAY CARRIAGE COMPANY, LIMITED, to Mr. G. B. BRUCE.

DEAR SIR,—

Oldbury, near Birmingham, 3rd February, 1875.

Yours of 2nd instant. I can assure you that I have been exceedingly careful over your orders, and cannot think how anything inferior could pass the detection of ourselves and all concerned. I feel sure it must be a very slight matter, and not such as would affect the working of the vehicle.

Yours, &c.,  
WILLIAM STABLEFORD,  
General Manager Railway Carriage Company, Limited.

G. B. Bruce, Esq.

### No. 9.

The AGENT-GENERAL to the Hon. the COLONIAL SECRETARY.

7, Westminster Chambers, Victoria Street, Westminster, S.W.,  
12th March, 1875.

SIR,—

Upon receiving the Hon. the Minister for Public Works' Memorandum No. 50-74, of the 26th September, 1874, relative to the brake hangers on the rolling stock being made of cast iron, I