

The connection between the present tramway of Collingwood Coal-mine and Wharf would be approximately over 4 miles 70 chains, say five miles, of comparatively easy construction, and over level ground, with no large bridges. It would cost about £1,600 a mile, or for the five miles £8,000. The line proposed would be a light line similar to the Takaka Tramway, and would be worked by locomotives.

The total cost therefore to connect the Collingwood Coal-mine (the only one at present worked) with deep-water wharf, and the erection of wharf, would be approximately: Wharf, 2,440ft. long, £35,900; tramway, five miles, £8,000: total, £43,900. To connect with Kerr and Russell's lease a further expenditure of at least £4,000 to £5,000 would be necessitated, and to connect with end of proposed tramway from the new lease north of Pakawau about £2,500, or an additional expenditure of at least £7,500, making a grand total of £51,400.*

The estimate for wharf is based on supposition that it will be possible to drive piles, but without borings being taken it is impossible to say definitely that piles can be driven, though to all appearances the ground is favourable. This wharf has been designed so that the loading of vessels can be accomplished by steam cranes fixed on the cast-iron cylinders. The plans which accompany this report show generally what is intended, but do not give any details. The cost of wharf might be reduced by about one-third if 10ft. of water at low-water springs were considered sufficient.

An alternative scheme, which could be carried out at a comparatively small cost, and which could be used by the Collingwood Coal-mine and Kerr and Russell's lease, would be the construction of a wharf from present tramway to Deepwater Hole in the Ruataniwha Inlet. On this I reported on the 27th February last (copy of report attached). It would be available at all times at high water for vessels drawing up to 8ft., and at spring-tides for vessels drawing up to 11ft. or 12ft. The cost (see report) of wharf would be £4,238, plus £423, being 10 per cent. contingencies, which appears to have been omitted from the estimate, or, say, £5,000.

The following enclosures are attached to report: Plans—Sheet No. 1, chart of Tasman and Golden Bay, showing position of proposed deep-water wharf for Collingwood Coalfield. Sheet No. 2, showing positions of coal leased and proposed wharves and tramway. Sheet No. 3, plan and section and cross-sections proposed, Deep-water wharf for Collingwood Coalfield. Copy of report on soundings for deep-water wharf north and south of Collingwood, by William Williams, Harbour Lightkeeper, dated the 29th May, 1880. Copy of report on wharf in Ruataniwha Inlet, by J. G. Blackett, dated the 27th February, 1885.

J. GEO. BLACKETT,
Resident Engineer.

* NOTE BY ENGINEER-IN-CHIEF.—The estimate for the tramway should be increased, and this increase added to amount necessary to provide locomotive engines and wagons, &c., will raise the estimate to about £70,000 or £75,000.

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