

NORTH ISLAND MAIN TRUNK RAILWAY.
Estimated Cost of Alternative Routes.

	Marton to Te Awamutu (Central Route).	Eltham to Te Awamutu (Stratford Route).
	£	£
Estimated cost in 1884	1,293,134	979,178
Expenditure and liabilities, including surveys to 31st March, 1889	335,785	244,662
Estimated amount at same date of further expenditure necessary to complete the railway	1,672,200	1,165,926
Expenditure and liabilities, including surveys to 31st March, 1892	402,025	264,662
Estimated amount at same date of further expenditure necessary to complete the railway	1,605,960	1,145,926
Expenditure and liabilities on roads to give access to the whole railway to 31st March, 1892	Total, £102,226 8s. 4d.	

30th September, 1892.

WILLIAM H. HALES.

The ENGINEER-IN-CHIEF to the CHAIRMAN, North Island Main Trunk Railway Committee.
SIR,— Public Works Department, Wellington, 3rd October, 1892.
In reply to your letter of to-day, I have the honour to inform you that the Waititi and Wingatui viaducts cost as follows:—

Waititi viaduct: 140ft. high, 700ft. long; total cost, £14,913.
Wingatui viaduct: 154ft. high, 690ft. long; total cost, £22,439.

I have, &c.,

The Chairman,
North Island Main Trunk Railway Committee.

WILLIAM H. HALES,
Engineer-in-Chief.

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