

MIDLAND RAILWAY.

TABLE OF CHARACTERISTIC POINTS OF THE VARIOUS ALTERNATIVE LINES OVER ARTHUR'S PASS.

Grade.	Length Otira Station to 3 m. 0 ch. Bealey.	Summit- level.	Length Summit Tunnel.	Number of Trains each way in a Year.	Train- miles.	Cost of Working Otira to Bealey.	Cost of Con- struction, in- cluding special Plant and Ventilation.	Interest on Cost of Construction at 4 per Cent. per Annum.	Total Annual Cost.
1 in 15 { Fell Adhesion ..	Miles. 7.15 2.75 9.90	Feet. 3,000	M. ch. ..	2,134	{ 30,516 5,870	£ 16,300	£ 380,000	£ 15,200	£ 31,500
1 in 37 (steam) ..	8.3	2,395	6 10	700	11,620	4,420	{ 555,000 560,000*	22,200 22,400*	26,420 26,620*
1 in 37 (electric traction)	8.3	2,395	6 10	700	11,620	4,700	560,000	22,400	27,100
1 in 40	8.6	2,405	5 60	700	12,040	4,560	570,000	22,800	27,360
1 in 40	11.4	2,516	3 32	700	15,960	6,230	565,000	22,600	28,830
1 in 40	12.7	2,625	3 0	700	17,780	6,790	570,000	22,800	29,590
1 in 40	14.8	2,730	2 25	700	20,720	7,250	620,000	24,800	32,050
1 in 40	16.5	3,000	..	700	23,100	8,980	550,000	22,000	30,980
1 in 44	12.3	2,516	3 32	700	17,220	6,490	580,000	23,200	29,690
1 in 50	13.3	2,530	3 16	700	18,620	6,800	610,000	24,400	31,200
1 in 60	13.5	2,395	5 30	700	18,900	5,600	720,000	28,800	34,400

* Liquid fuel.

APPENDIX G.

PROPOSALS MADE BY WELLINGTON AND MANAWATU RAILWAY COMPANY
FOR THE SALE OF THEIR RAILWAY TO THE GOVERNMENT.

Mr. OLIVER WETHERED to the Right Hon. the PREMIER.

DEAR SIR,— 30 and 31, St. Swithin's Lane, London, E.C., 27th July, 1900.

Wellington and Manawatu Railway.—I will be as brief as possible, well knowing how many calls you have on your time.

After leaving Wellington, the day after you honoured me with an interview, I went through the dredging districts of Otago, and I am astounded at the results already obtained, and the future for the industry. Beyond doubt New Zealand is easily first in this branch of mining. I have since been to West Australia, and I returned to England a few weeks since.

I now write, as you were good enough to say I might, in reference to our conversation about the above railway.

After carefully studying the whole position I feel very confident that a scheme on the lines we discussed—viz., a return of capital *plus* compound interest at an agreed rate, and payment over a period of years—would be acceptable to my fellow-shareholders.

If you still hold the same views, and are prepared to go further into the question, I now write more precisely.

To facilitate reference let me first give a copy of the last balance-sheet of the Wellington and Manawatu Railway Company, varying the bald words to make their meaning more clear, but leaving the figures intact.

Assets.

	£	s.	d.
Railway: Shows the audited amount of cost of the line after an ample sum has been deducted for repairs, renewals, and depreciation to insure the sum not being lessened when it comes before arbitrators under the agreement with the New Zealand Government, subject to the provisions of the Railway Construction Act of 1881	762,751	9	4
Freehold Land: Represents allocated and purchased land not yet sold, but of the full value here stated	59,314	14	6
Balance due by land-purchasers—in land bought and partly paid for, such balance being soundly secured	51,123	19	10
Deposits and accrued interest is for money safely secured	20,452	17	6
Sundry Debtors: Is good debts owing to the company	3,607	7	8
Railway stores	2,611	9	9
Cash Balances: Is money in hand as stated, which, added to the above £20,452 17s. 6d., makes £61,849 7s. 1d. This, under the proposals I am about to make, would pass to the Government	£41,396	9	7
	<u>£941,258</u>	<u>8</u>	<u>2</u>