THE

GOVERNMENT GAZETTE

PROVINCE OF MARLBOROUGH.

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WILLIAM ADAMS,
Superintendent.

VOL II.] FRIDAY, MAY 17, 1861. [No. 17.

PICTON AND WAIRAU RAILWAY.

ESTIMATES AND EVIDENCE LAID BEFORE AND EXAMINED BY THE MARLBOROUGH PROVINCIAL COUNCIL, AT THE PROVINCIAL HALL, PICTON, ON TUESDAY, THE 30th APRIL, AND WEDNESDAY, THE 1st MAY, 1861.

TUESDAY, APRIL 30.

The members of the Provincial Council having formed themselves into a Committee to hear evidence in the matter of a proposed Railway from Picton to the Wairau, the Superintendent stated shortly the evidence he was prepared to bring before them, and called his first witness, Alfred Dobson, Provincial Engineer, who gave the following Estimates :—

SUMMARY of ESTIMATE of FIRST COST of CONSTRUCTION and FURNISHING for CARRYING ON A TRAFFIC of from £10,000 to £14,000 per annum.

	£	s.	d.
Land and Fencing	3,600	0	0
Railway, fifteen miles (single line), ready for commencing traffic	42,150	0	0
Stations and Rolling Stock	8,750	0	0
Superintendence during two years' construction	2,000	0	0
	£56,500	0	0
Bridge over Wairau River for Road and Railway	3,000	0	0
	£59,500	0	0

ESTIMATED COST OF LAND AND FENCING—
52 Town Sections, Picton
2 Village Sections, Tua Marina

	£	s.	d.	£	s.	d.
54 sections, average at £40	2,160	0	0			
90 acres Rural Land, for Line and Stations, at £5	450	0	0			
TOTAL LAND				2,610	0	0
Fencing from Picton Harbour to the end of steep gradient at 2 miles 50 chains, and from Tua Marina Viaduct to Wairau River—						
900 chains of Single Fence, post and four rails, at 22s. per chain				990	0	0
				£3,600	0	0

ESTIMATED COST.—CONSTRUCTION OF RAILWAY—

Clearing Timber, 650 chains at £1	650	0	0
Earthwork, as per abstract	15,000	0	0
Bridges, Viaducts, and Level Crossings, as per detailed list	6,200	0	0
Culverts, 77	1,550	0	0
Main Drains	750	0	0
Permanent Way and Ballast, 15 miles, at £1,200	18,000	0	0
TOTAL RAILWAY PROPER	£42,150	0	0

ABSTRACT OF EARTHWORK—
Principal Cuttings and Side Cuttings—

10,106 cubic yards, at 9d.	379	0	0		
27,743 „ at 1s.	1,387	0	0		
46,165 „ at 1s. 3d.	2,885	0	0		
44,341 „ at 1s. 6d.	3,325	0	0		
7,990 „ at 2s.	799	0	0		
5,000 „ at 2s. 6d.	625	0	0		
2,000 „ at 3s.	300	0	0		
870 „ at 5s.	218	0	0		
10,200 „ at 6s.	3,060	0	0		
154,415 cubic yards				12,978	0	0
Sundry small Cuttings and Embankments				1,368	0	0
Levelling Ground, 248 chains, at £1				248	0	0
Cartage of Rails for Temporary Ways and Sundries				406	0	0
TOTAL EARTHWORK				£15,000	0	0

BRIDGES, VIADUCTS, AND LEVEL CROSSINGS—
Bridges—

Waitohi Stream Viaduct, 5 chains	2,000	0	0		
Kent-street, 5 spans, 24 feet	450	0	0		
Durham-street	150	0	0		
Dorset-street	150	0	0		
Wairau-road	205	0	0		
River Tua Marina	50	0	0		
River	50	0	0		
Channel for Torrent	50	0	0		
Shingle Stream	40	0	0		
Stockyard Stream	20	0	0		
Tua Marina Viaduct, 10 chains	1,980	0	0		
Wairau Road	195	0	0		
Brownie's Creek	100	0	0		
TOTAL BRIDGES				£5,440	0	0

BRIDGES, VIADUCTS, AND LEVEL CROSSINGS—*concluded.*				£	s.	d.
Brought forward				5,440	0	0
Level Crossings—						
London Quay	100	0	0			
Dublin-street	100	0	0			
Broadway, with Lodge	230	0	0			
Angle-street	100	0	0			
Wairau Road, with Lodge	230	0	0			
TOTAL LEVEL CROSSINGS				760	0	0
				£6,200	0	0

ESTIMATED COST OF STATIONS AND ROLLING STOCK—						
Picton Station—						
Carriage Shed	130	0	0			
Office	100	0	0			
Platform	80	0	0			
Fencing and Gates	100	0	0			
				410	0	0
Station at Summit—						
Engine Shed	130	0	0			
Carriage Shed	260	0	0			
Office	80	0	0			
Engine Pits	60	0	0			
Clearing and Forming Ground	80	0	0			
Fencing and Gates	100	0	0			
				710	0	0
Gouland's Ferry Station—						
Shed	130	0	0			
Office	80	0	0			
Platform	80	0	0			
Forming Ground, Fencing and Gates	100	0	0			
				390	0	0
Sidings, 30 chains, at £1,400 per mile	612	0	0			
10 sets Points and Crossings, at £20	200	0	0			
2 Water Tanks and Sundries	178	0	0			
				990	0	0
TOTAL STATIONS				2,500	0	0
Rolling Stock—						
2 Engines, at £1,500				3,000	0	0
2 Passengers Carriages, at £600				1,200	0	0
2 Goods Vans, at £300				600	0	0
10 Trucks, at £130				1,300	0	0
Duplicate parts and sundries				150	0	0
TOTAL ROLLING STOCK				6,250	0	0
TOTAL STATIONS AND ROLLING STOCK				8,750	0	0

SUMMARY OF WORKING EXPENSES, PER ANNUM.

Locomotive Power					1,026	0 0
Staff—Manager		400	0 0			
Clerk to Railway		200	0 0			
2 Guards, at £150		300	0 0			
5 Porters, at £100		500	0 0			
2 Gate Lodge and Signalmen, at £100		200	0 0			
				1,600	0	0
Maintenance of Way and Repairs—						
2 Platelayers, at £120		240	0 0			
4 Labourers, at £100		400	0 0			
Tools and Sundries		60	0 0			
				700	0	0
Lamps, Stores, and Sundries				174	0	0
TOTAL WORKING EXPENSES				3,500	0	0

DETAILS OF LOCOMOTIVE POWER.

No. 1 Engine, Wages—						
Engine driver, per day	12s.					
Fireman	8s.					
Cleaner	6s.					
313 days, at per day	26s.			407	0 0	
Firewood, per day, 10s.		157	0 0			
Oil and Stores, at per day, 3s.		47	0 0			
				204	0 0	
One Engine in Work					611	0 0
No. 2 Engine in Half Work—						
Wages, Engine Driver and Fireman, at 20s. per day				313	0 0	
Firewood and Stores				102	0 0	
One Engine, in Half Work					415	0 0
TOTAL LOCOMOTIVE POWER					1,026	0 0

ASSUMED ANNUAL TRAFFIC, 1864.

Wool, 2,500 bales, at 4s.	500	0	0
Goods, 2,500 tons, at £1	2,500	0	0
Sawn Timber, 1,800 thousand feet, at £1	1,800	0	0
Fencing, 1,200 hundred, at 7s. 6d.	450	0	0
Firewood, 2,500 cords, at 7s. 6d.	940	0	0
Parcels, 6,160, at 2s.	616	0	0
Grain and Produce	600	0	0
Sheep, 10,000, at 6d.	250	0	0
Passengers, 60 per day, say 18,752, at 2s. 6d.	2,344	0	0
	£10,000	0	0

SUMMARY.

Assumed Traffic, per annum				10,000	0	0
Interest and Sinking Fund—						
8 per cent. on £60,000	4,800	0	0			
Working Expenses	3,500	0	0			
				8,300	0	0
BALANCE				£1,700	0	0

INTEREST ON LOAN DURING CONSTRUCTION OF RAILWAY.

1st Year, 6 per cent. on £20,000	1,200	0	0
2nd Year, 6 per cent. on £50,000	3,000	0	0
Total to be met by Vote from Revenues of Province	4,200	0	0
3rd Year, Interest on £60,000, at 6 per cent.	3,600	0	0
Sinking Fund, at 2 per cent.	1,200	0	0
Total to be defrayed from Traffic Receipts	4,800	0	0

Mr. A. Dobson, C.E., having given in his estimates of the first cost and annual working expenses, together with an estimate of anticipated receipts, was examined by His Honour the Superintendent:

Q. Are the estimates you have given in here sufficient in amount to carry out the works, including rolling stock?

A. I consider the estimates sufficient.

Q. And these works, then, can be completed in accordance with your estimates?

A. Provided sufficient care is taken to furnish nothing but what is requisite for the requirements of the country.

Q. Do you think there will be any engineering difficulty on the line?

A. I think not. The only doubtful point being the cutting at the saddle.

Q. What are your doubts concerning the saddle?

A. Merely the nature of the rock to be encountered, as regards expense.

Q. Were the estimates made by a careful examination on the ground?

A. It was priced on the ground; the quantities were taken from the section.

Q. Have your estimates been made by a detailed calculation?

A. Yes, they have.

Q. Have you read the report taken from the examination of the Canterbury line?

A. Yes, I have.

Q. Does your calculation upon the Picton and Wairau line lead you to suppose it a more paying line than the Canterbury?

A. It does, in proportion to the nature of the district. It shows a larger revenue in proportion to the work to be executed.

Q. In looking through the evidence of the Canterbury line, it shows the saving to be only 5s. per ton more than by water.

A. Only 5s. per ton.

Q. What would be the difference between the road and railway traffic here, by the ton?

A. It depends upon the class of traffic. I do not know how much if the road were more perfect.

Q. In the case of timber, what would be the cost from halfway, per 1,000 feet, delivered either way?

A. The present price charged from the Bush to Blenheim, a distance of from two to three miles, is 2s. to 3s. per 100.

Cross-examined by Mr. Godfrey:

Q. What amount of the earthwork would have to be placed upon wheeled carriages for removal?

A. About 50,000 yards would have to be moved on trucks on temporary rails.

Q. Cannot that material, at a little extra expense, be made available to reclaim land in Picton harbour?

A. About 3,000 yards will be available towards wharf accommodation; the greater portion of the remainder of the earthwork will be required for the embankments. The 10,000 yards of rock, at the saddle, which is most conveniently situated for bringing to the town, will be required for ballast, or at least the greater portion of it.

Re-examined by His Honour the Superintendent:

Q. Have you been much experienced in railways?

A. I have had practical acquaintance with the whole of the in-door work of railways. I was engaged six months on the Lynn and Ely railways, in designing and executing stations. Subsequently, I was engaged for more than four years on the Great Northern Railway, where I was occupied in every kind of engineering work, from the first preparation of schemes for Parliament to the final completion and furnishing for the opening for traffic; during that time the whole of the estimates passed through my hands, including supply of materials.

Q. Am I right, therefore, in assuming that from your experience you can speak positively as to the works to be done on this railway?

A. Certainly.

The witness then left the Council Chamber.

WEDNESDAY, MAY 1, 1861.

His Honour the Superintendent called upon Mr. Morgan Architect and Builder, of Picton, to give evidence.

Q. What do you consider the amount of sawn timber used in this place?

A. I am not the only consumer: I use about 780,000 feet of timber, and about 620,000 shingles a year.

Q. Can you give any idea as to what may be used by other parties?

A. Something like 25,000 feet of sawn timber.

Q. In the assumed traffic in parcels, do you think it is over or under estimated in this statement?

A. Certainly not over.

Q. It is stated that passengers will be 60 per day. Do you think there will be so many?

A. I can only say that a calculation was made in the Pelorus, showing 16 travelling each way through that district to and from Nelson, making 32 per day. I believe 60 under the mark.

Q. As a man of business here, is it your opinion that a railway would be of material benefit to the province at large?

A. Certainly, a very great benefit.

Cross-examined by Mr. Seymour:

Q. What do you estimate the amount of timber likely to be sent to the Wairau?

A. I imagine it would be larger than the amount consumed in Picton.

Re-examined by His Honour the Superintendent:

Q. What is the cost of from halfway for delivery of timber each way at present?

A. From Strachan's, which is about halfway, here, would be £2 per 1,000 feet, and to the Wairau £2 10s.

Q. Do you know what is the fare for passengers between here and Blenheim?

A. When a vehicle has occasionally been sent from here, passengers with a return ticket, have been charged 10s. each.

The witness then left the Council Chamber.

Mr. William Akersten examined by His Honour the Superintendent:

Q. What is your business or calling?

A. I was a ship's husband and stevedore for a period of some three and a half or four years, to Martin and Scott; I was also six and a quarter years at Messrs. Dewitt and Mores, as stevedore; I also did Messrs. Willis's work for about three years; since then I have been master and owner of three vessels. I have also been ship's husband and attorney to James Henty, of Melbourne. Since then I have been a contractor of public works, chiefly wharfs.

Q. I may assume, then, you have a good knowledge of goods traffic?

A. I was in the Hall yesterday, and took some notes concerning the statements there made.

Q. I will ask you about the wool traffic; you have here a statement of 4s. per bale; do you consider that a high or low price?

A. I consider it a low price over fifteen miles of country.

Q. The next item of goods at £1 per ton. Do you consider that a fair price?

A. I consider it a fair price. Certainly not high.

Q. Assuming the population at 2,500, what do you presume the amount of goods traffic to supply that population?

A. I do not consider, at first, one ton a head sufficient, I should rather say 30 cwt. to each person.

Q. Do you consider it a fair assumption that that population would require 1,800 thousand feet of sawn timber?

A. I consider that about what it would be.

Q. Can you tell me the price of delivering sawn timber for a similar distance in Nelson?

A. I consider the price much underrated. Mr. Humphries charged me 5s. 6d. per 100 feet for delivery over eleven miles, from Wakapuaka.

Q. Do you consider £1 per 1,000 feet by rail a fair price.

A. I should rather consider £2 per 1,000 a fair price.

Q. Can you form an estimate as to the amount of fencing likely to be required in this province?

A. I am not in a position to say

Q. Presuming no coals are used, what

amount of firewood do you consider a population of 2,500 would require?

A. About five cords to every four persons.

Q. What is a fair price for the delivery of a cord of firewood?

A. In Nelson, the winter price is £2; the rest of the year 33s. to 35s.

Q. What would be a fair price for delivery of a cord of firewood by rail?

A. By rail a little less than by cart; about 24s. per cord.

Q. Assuming a population of 2,500. If firewood could be delivered at 10s. do you think the consumption would be much more?

A. I do.

Q. Do you know the charge of delivery of fencing in Nelson for seven miles?

A. About £1 5s.

Q. What do you consider a fair charge by rail for a similar distance?

A. About 18s.

Q. If fencing could be delivered at 10s. what would be the result in consumption?

A. I think about 10 per cent. increase.

Q. In the item parcels, what do you consider would be the amount?

A. At first 20 per day, from Blenheim to Picton, and 10 from Picton to Blenheim; and in a short time I would reverse it.

Q. What would a fair price per parcel be?

A. Up to the size of about 1½ foot cube, I would say 1s. 6d.

Q. In the item "Passengers, 60 per day," do you consider that a fair estimate?

A. I think there would be rather more than less.

Q. What price do you think should be charged each way?

A. At present, with refreshments on the road, it amounts to 12s. 6d. I think 2s. 6d. each time.

Q. Would it be advantageous to have two classes of passenger carriages?

A. I think it would.

Q. Assuming two classes, what price would you put?

A. I would put 2s. for one, and 3s. for the other.

Q. In reference to vessels that trade here, I presume they take their stores from Nelson?

A. Vessels at Port Underwood take their stores from Nelson.

Q. Assuming the home of those vessels to be in Nelson, the benefit of the men's wages and other expenditure go to Nelson instead of Marlborough?

A. The stevedores and men stowing and packing those vessels reside in Nelson, and all the benefit derived from their expenditure goes to Nelson.

Q. A port being here, and a railway, is it your opinion that those benefits in future would come here instead of Nelson?

A. When the railway is completed, a number of small vessels will be built and owned at Picton.

Q. Asking you as a man of business, do you think a railway would materially benefit this province?

A. It must certainly do so.

Q. From your knowledge of shipping, what is your opinion of Picton harbour as a terminus for the railway?

A. I have never seen a better excepting perhaps Sydney. Its freedom from tides and its shelter from winds, make it one of the best I know for discharging goods; its depth of water, too, is a great recommendation.

Cross-examined by Captain Baillie:

Q. As owner or commander of a vessel, would you have any hesitation in landing or taking in cargo?

A. None in the least.

The witness then left the Council Chamber.

PROVINCIAL COUNCIL, MARLBOROUGH,

FRIDAY, MAY 3, 1861.

Mr. WARD moved, according to notice, "That this Council is of opinion that it is most desirable to construct a Railway from Picton to the Wairau, and that the Superintendent is hereby authorised and requested, with the advice of his Executive, to take such measures as may be deemed necessary, for promoting, during the ensuing session of the General Assembly, such legislative enactments as are indispensable to the construction of the said Railway; and that he is further requested to prepare a Bill for the purpose of negotiating a loan, not exceeding the sum of sixty thousand pounds (£60,000), to be expended in the purchase of the site, and in the construction of the said railway, necessary stations, engines, carriages, rolling stock, and bridge over the Wairau river: Provided that the interest upon the said loan shall not exceed 6 per cent. per annum, together with an additional sum of 2 per cent. per annum upon the sum borrowed, to be set apart as a sinking fund for the repayment of the loan, the interest and sinking fund aforesaid to be charged upon the revenues of the province."

Question put and agreed to.

CYRUS GOULTER, *Speaker.*

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