

APPENDIX G.

ANNUAL REPORT ON RAILWAYS IN THE NORTH ISLAND BY THE ENGINEER IN CHARGE.

The ENGINEER IN CHARGE, North Island, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,— Public Works Office, 31st March, 1882.

I have the honor to forward the annual report on railway works executed and in progress during the year ending 31st March, 1882.

The expenditure on railways in the North Island up to that date,	£	s.	d.
exclusive of preliminary surveys, was	3,773,659	11	9
The amount of contracts let and other liabilities	135,193	18	4

Total expenditure and liabilities	£3,908,853	10	1
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Below is a table showing lengths of lines and miles opened for traffic in the North Island, with expenditure and liabilities on each; and at the end of this report is another table giving list of railways and contracts completed or in progress, times of completion, &c.

During the year a length of 23½ miles has been opened for traffic, made up of about 11 miles between Auckland and Kaipara, and 12½ miles between New Plymouth and Hawera.

NAME OF RAILWAY.	Expended to 31st March, 1882.	Liabilities on 31st March, 1882.	Length.	Open for Traffic.
NORTH ISLAND.				
	£ s. d.	£ s. d.	M. ch.	M. ch.
Kawakawa	57,279 4 10	15,552 13 9	7 79	2 68
Whangarei-Kamo	41,519 12 10	7,241 9 0	6 52	4 50
Kaipara-Waikato	1,133,193 18 8	17,035 0 9	146 45	141 45
Waikato-Thames	118,465 9 9	9,884 13 1	62 1	1 1
Wellington-Napier	1,260,257 14 5	28,400 7 2	221 39	138 57
Wellington-Foxton	36,413 13 9*	159 11 0	71 15	...
Foxton-New Plymouth	1,126,529 17 6*	56,920 3 7	216 35	169 2

AUCKLAND DISTRICT.

KAWAKAWA RAILWAY.

Tauamarere Contract (1 mile Formation).—This contract was satisfactorily completed on the 31st May, 1881. The works throughout are of a very heavy character, including large cuttings and embankments, and a bridge 19½ chains long, having 22 spans of 40 feet and 19 spans of 20 feet each.

Kawakawa Contract No. 3 (4 miles 5 chains).—Includes remainder of line, and wharf (418 feet) in deep water. This has been carried on energetically, and works are being pressed on; but it will probably be some months after the contract time before the works are completed, as considerable difficulties have been met with in forming some of the embankments.

WHANGAREI-KAMO RAILWAY.

Awaroa Contract.—This includes the remainder of the above line and a wharf in the Whangarei River. The work consists of 1 mile 16 chains formation and platelaying, including Opau Station ground, and the erection of a wharf 714 feet in length. Contract was signed on the 16th June, 1881; date for completion is the 14th April, 1882. Owing to alleged scarcity of efficient workmen and difficulty in obtaining timber, work has been delayed, and it will probably be the end of July before the contract will be finished.

Works on Opened Portions of Railway.—These were the construction of a station-building, platform, and siding at Kamo; draining and trimming slopes of cutting at Coal-Mine Station; putting in siding at Whangarei Town wharf; and fitting up steam crane, 30 platform wagons and 90 boxes for the coal traffic.

KAIPARA-PUNIU RAILWAY.

Waitakerei Contract (12 miles 64 chains of Formation and Platelaying).—This was finished and opened for public traffic on the 18th July, 1881; it completes the through line from Auckland to Helensville, on the Kaipara.

* These amounts have been necessarily readjusted, in consequence of another route having been selected for the Wellington-Manawatu Railway, formerly called Wellington-Foxton.