

1883.
NEW ZEALAND.

ROADS AND BRIDGES CONSTRUCTION ACT COMMITTEE

(REPORT OF, TOGETHER WITH MINUTES OF PROCEEDINGS AND APPENDIX).

(Reports brought up 7th and 23rd August, and ordered to be printed.)

ORDERS OF REFERENCE.

Extracts from the Journals of the House of Representatives.

THURSDAY, THE 2ND DAY OF AUGUST, 1883.

Ordered, "That a Select Committee be appointed to inquire and report to this House which of the roads gazetted under section 7 of the Roads and Bridges Construction Act should be approved as main roads; the Committee further to inquire and report whether there are circumstances which would justify the granting of all or any of the applications made since the 31st March last to have roads declared main roads, so as to enable the local bodies applying to participate in the funds available for distribution under the Roads and Bridges Construction Act; also whether it is desirable that applications should be entertained for the current year from counties not having applied during the year 1883 to have additional roads placed on the schedule of main roads; and generally to consider in what respects the Roads and Bridges Construction Act needs amendment. The Committee to consist of Mr. Beetham, Mr. Larnach, Captain Mackenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Cadman, Mr. Seddon, Mr. Shephard, Mr. Sutton, and Mr. J. W. Thomson; three to form a quorum; to report in a fortnight."—(*Hon. Major Atkinson.*)

THURSDAY, THE 16TH DAY OF AUGUST, 1883.

Ordered, "That the Roads and Bridges Construction Act Committee have an extension of time of ten days for making their report."—(*Mr. Shephard.*)

INTERIM REPORT.

I AM directed to report that the Committee has come to the following resolution: That main roads are those which connect two or more counties or road districts, or, where there are no Road Boards, the ridings of a county, or which connect a country district with a port.

The Committee further direct me to ask the House for an extension of the order of reference, so as to enable the Committee to review the whole of the roads gazetted last session as main roads, with the view of recommending a new schedule in accordance with the resolution of the Committee, and the opinion of the Surveyor-General as to what are main roads.

7th August, 1883.

JOSEPH SHEPHARD,
Chairman.

R E P O R T.

THE Committee to whom was referred certain questions arising under the Roads and Bridges Construction Act have the honour to report as follows:—

That the following roads gazetted on the 29th and 31st March should, in their opinion, be classed as main roads for the purposes of "The Roads and Bridges Construction Act, 1882:—

TAURANGA, PIAKO, AND WAIKATO COUNTIES.—Tauranga-Cambridge Road, 50 miles.

MANAWATU COUNTY.—Fitzherbert Block to Manawatu Gorge, 3 miles; Foxton, *via* Elkin's Corner, to Section 98, Motea Block, 7 miles; Bunnythorpe, through Ashurst and Pohangina Valley, to Block X., Pohangina Survey District, 16 miles.

KAIKOURA COUNTY.—Kaikoura to Inland Clarence River, 28 miles.

MANIOTOTO COUNTY.—Idaburn, on Naseby Road, *via* Ida Valley to Ophir, 18 miles; Taieri Bridge, at Hamilton, *via* Kyeburn to Kyeburn Diggings, 20 miles.

BRUCE COUNTY.—Milton to Hull, through Tokomairiro, Akatore, Clarendon, and Coast Survey Districts, 16 miles; from above road at Section 10, Block VII., Akatore Survey District, through Akatore Survey District, to mouth of Tokomairiro River, 5 miles; from Waihola Township, through Clarendon Survey District, to junction with road, Milton to Hull, 6 miles; from Milton to boundary of county, through Tokomairiro, Table Hill, and Waipori Survey District, 12 miles; from Clarendon Railway Station to Berwick, 8 miles; from Lovell's Flat Railway

Station, *via* Mount Stuart Trig. Station, through Tuakitoto, Hillend, and Waitahuna Survey Districts, 12 miles; from Main South Road at Trig. D, Block I., Hillend to Dalhousie, *via* Hillend and Waitahuna West Survey Districts, 24 miles; from Clydevale punt to boundary of county at Trig. G, 5 miles; from Dalhousie to junction of road from Clydevale punt, through Waitahuna West Survey District, 4 miles.

WALLACE COUNTY.—Riverton to Orepuki, 20 miles; from Wrey's Bush to Waiau, *via* Nightcaps and Birchwood, including piece from Wairio Village to junction with said road, 23 miles; from Section 43, Oreti Hundred, northerly, easterly, westerly, north-westerly, and westerly to Jacob's River, 8 miles.

MANIOTOTO COUNTY.—Taieri Bridge, at Hamilton, *via* Sowburn, to Blackball, 20 miles.

CLUTHA COUNTY.—Clinton, *via* Hillfoot, to Puerua Church, 22 miles; Waipahi to Gore, *via* Arthurton and Pukerau, 14 miles; Kelso to Pukerau, 12 miles.

That, in the opinion of the Committee, there are no circumstances of sufficient importance to warrant them advising that claims from local bodies which have not complied with the law be entertained, either as to having roads declared main roads, or as to their participating in the moneys appropriated this year for works under "The Roads and Bridges Construction Act, 1882."

The Committee have the honour to recommend amendment in the Roads and Bridges Construction Act to the following effect:—

1. DESCRIPTION OF MAIN ROADS.

1. That main roads be those which run through two or more counties or road districts, or, where there are no Road Boards, the ridings of a county; or which connect a country district with a port.

2. That the Act should show more clearly than it does at present that the main roads designation only affects such roads as regards construction; and that it is the duty of the local body, out of its own resources, to provide for the entire cost of maintenance, with the exception of extraordinary damage.

3. That the Minister for Public Works shall, during each recess, cause to be prepared an amended schedule with respect to main roads that have already been declared, or that may be declared by resolution during each session of Parliament, such schedule to set forth the roads in four classes, as follows:—

- (a.) Main roads of strictly colonial importance; specifying mileage completed, value of bridges, and rough estimate of cost of completion.
- (b.) Important roads between local districts; also specifying bridges and rough estimate of cost of completion.
- (c.) Roads on which hitherto little work has been undertaken, but are nevertheless important for opening up Crown lands and new districts.
- (d.) Roads of mere local interest; also specifying mileage completed, value of bridges, and rough estimate of cost.

2. DISTRIBUTION OF GRANTS.

1. That applications shall have precedence in the distribution of funds in the following order:—

- (1.) Extraordinary damage (section 35).
- (2.) Erection of bridges.
- (3.) Formation of roads.

2. That in no case shall the maximum amount payable to any one county under "The Roads and Bridges Construction Act, 1882," for works on main roads exceed in any one year £5,000. In the event of any local body having applied for a greater amount, the Minister for Public Works shall, by and with the advice of such local body, determine the particular works the aforesaid sum of £5,000 shall be expended upon.

3. That, in the event of a county making application for a bridge the cost of which is more than £5,000, the application may be received and granted in proportion with other applications, the balance being a charge upon the fund for distribution in the next and subsequent years, but so that not more than £5,000 shall be paid in any one year unless there is a sufficient balance of the fund for distribution for which application has not been made.

4. That, after works have been duly approved by the Minister for Public Works, imprest payments may be made from time to time to the fund of the local body by the Colonial Treasurer, upon requisition of the Chairman, accompanied by the certificate of the District Engineer,—

(a.) After the local body has spent one-fourth of the cost of the work which they are to provide (section 18); or

(b.) Has delivered to the Colonial Treasurer debentures for one-fourth of the cost of the work to be executed (section 14).

5. That the local body account to the Colonial Treasurer from time to time as may be required.

6. That, in the event of the money not being applied to the purpose for which it has been obtained, the money found by the Audit to have been so misappropriated shall be a debt due to the Crown by each and all the Councillors who consented to or permitted such misappropriation.

7. That no further grants under the Act shall be made to such local body until the matter has been reported to Parliament.

The Committee having, with the assistance of the Surveyor-General, carefully gone through the schedule of main roads agreed to by the House on the 11th September, 1882, have the honour to report that, in their opinion the following roads ought not to have been classed as main roads for the purposes of the Roads and Bridges Construction Act :—

WAIKEMATA COUNTY.—Helensville, across Kaipara River, and continuing northerly through Kaipara Survey District, 5 miles.

MANUKAU COUNTY.—Hunua Railway Station to Hunua Parish, 6 miles; Scotch Church to Turanga Creek, 5 miles; Maketu to Ararimu, 10 miles; Bombay to Paparata, 15 miles.

COOK COUNTY.—Gisborne to Waimata, 15 miles.

TARANAKI COUNTY.—Opunake to Stratford (part of), 10 miles; Stratford, eastwards, towards Waitara River, 20 miles; Tariki Railway Station, eastwards, 15 miles.

HAWERA COUNTY.—Stratford to Opunake (part of), 14 miles; Normanby *via* Continuous Reserve to Manaia, 9 miles.

RANGITIKEI COUNTY.—Bull's to Scott's Ferry, 14 miles.

WAIKAWA COUNTY.—Cross road from Stockade, Waipawa River, to Block 191, Makaretu River, 10 miles; Kaihora to Pourere, *via* Homewood Bridge, 15 miles.

GERALDINE COUNTY.—Albury to McKenzie Pass.

WAIMATE COUNTY.—Waihao Forks to Waitaki, 6 miles; Waihao to McKenzie country, 32 miles; Pareora Main Road, along south branch of Pareora River, 14 miles.

WESTLAND COUNTY.—Loop-line, Greenstone Road to Christchurch Road, 5 miles.

WAIKOUAITI COUNTY.—Mount Cargill to Glendernid, 4 miles; Purakanui to Mihiwaka, 4 miles.

VINCENT COUNTY.—Clyde, *via* Conroy's, to Butcher's, 6 miles.

TAIERI COUNTY.—Cottesbrook to Mount Stoker, 11 miles.

BRUCE COUNTY.—Kaitangata to Wangaloa, through Summerhill New Road and across Corporation Reserve (coast route), 5 miles; Kaitangata to Wangaloa (inland route), 7 miles; Benhar Colliery and Brickworks to Main South Road, 2 miles.

SOUTHLAND COUNTY.—Glenam to Anderson's Station, Wyndham, 10 miles; Dipton, *via* Gorge of Dipton Creek, through Castlerock, to Castlerock Siding, 17 miles; Glenam to Run 177, and across Education Reserve, 15 miles.

The Committee desire to call attention to the report of the Surveyor-General, attached hereto, on the roads with respect to which the Committee have made recommendations.

23rd August, 1883.

JOSEPH SHEPHARD,
Chairman.

APPENDIX TO REPORT.

SIR,—

General Survey Office, Wellington, 21st August, 1883.

Referring to the resolution of the Committee that I should furnish a report on each of the roads disallowed by the Committee in the printed schedule of last year, also in the schedule gazetted by the Hon. the Minister for Public Works, 29th and 31st March, 1883, I have the honour to state that, in the accompanying sheets, the report is arranged in tabular form, the roads being classed as main and district lines according to the definition of the Committee. The moneys which have been authorized and applied for in respect of the several roads are given as received from the Public Works Department.

The remarks will give the Committee a general idea as to the country through which the road-lines run.

J. Shephard, Esq., M.H.R., Chairman,

Roads and Bridges Construction Act Committee.

I have, &c.,

JAMES MCKERROW,

Surveyor-General.

Name in Schedule.	Class, per Defi- nition.	Money authorized, 1882-83.	Amount applied for, 1883-84.	Remarks.
		£ s. d.	£ s. d.	
<i>Waimata County.</i> —Hells- ville, across Kaipara River, and continuing northerly through Kai- para Survey District, 5 miles	.. D	..	..	This road is within one riding, and gives access to several deferred-payment settlers.
<i>Manukau County.</i> —Hunua Railway Station to Hunua Parish, 6 miles	.. D	..	3,536 0 0	Not a main road; wholly within Hunua Road District; runs through a settled country. The extension of road would lead into several thousand acres of hilly Crown lands.
Scotch Church to Tu- ranga Creek, 5 miles	.. D	..	..	Joins Papatoitoi, East Tamaki, and Turanga Road Dis- tricts. A cross-road through a settled district.
Maketu to Ararimu, 10 miles	.. D	..	3,758 0 0	Cross-road connecting settled district with railway; road only used by settlers along line.
Bombay to Paparata, 15 miles	.. D	..	250 0 0	The same remark as previous road.
<i>Cook County.</i> —Gisborne to Waimata, 15 miles	M ..	..	1,400 0 0	Connects a port with a country district. This road is through freehold lands to the Waimata River, 12 miles; thence through Crown lands. The first half, next Gisborne, is open for dray-traffic; the other half is only a bridle-track, recently formed by Crown Lands Department. The settlement of the Waimata Block began in December last by the sale of about 4,000 acres, and about 10,000 acres will be offered during the ensuing season.
<i>Taranaki County.</i> —Opunake to Stratford (part of), 10 miles	.. D	..	..	Joins Taranaki and Hawera Counties. This road, known as Hursthouse's line, was opened about three years ago for strategical purposes in connection with the Native difficulty. The further opening-up of the country has made known a better line of connection between the Port of Opunake and railway-line.
Stratford, eastwards, to- wards Waitara River, 20 miles	.. D	..	..	Joins Taranaki and Patea Counties. Settlement ex- tends for three or four miles along this road-line from the railway station at Stratford. The road-line then passes through endowment, private, and Crown lands, unoccupied.
Tariki Railway Station, eastwards, 15 miles	.. D	..	..	Joins Moa and Clifton Road Districts; settlement along line for a few miles. The extension of line would run through unexplored bush lands to the Waitara River.
<i>Hawera County.</i> —Stratford to Opunake (part of), 14 miles	.. D	217 16 3	2,080 0 0	Joins Hawera and Taranaki Counties. The same re- mark applies as to other portion in Taranaki County.
Normanby, <i>via</i> Con- tinuous Reserve, to Ma- naia, 9 miles	.. D	1,327 9 9	1,818 11 3	Joins Waimate and Hawera Road Districts. This road is through a fertile district recently settled. For several miles the road forms the boundary between the Waimate Plains proper and the Native Continuous Reserve. This road may be regarded as a loop-line to the main coach-road from Hawera to Manaia.
<i>Rangitikei County.</i> —Bull's to Scott's Ferry, 14 miles	.. D	..	300 0 0	Joins Clifton and Rangitoto Ridings. This road-line connects the Township of Bull's with the shipping place at the mouth of the Rangitikei River. This road is used by the settlers along the line and around Bull's for traffic to and from port.
<i>Waipawa County.</i> —Cross- road from Stockade, Wai- pawa River, to Block 191, Makaretu River, 10 miles	.. D	..	..	Connects Ruataniwha and Takapau Road Districts. There are three main road-lines scheduled in the Ruataniwha Plain running parallel to each other, at a distance of from two to three miles. This is the intermediate line, and deemed the least important.
Kaikora to Pourere, <i>via</i> Homewood Bridge, 15 miles	.. D	..	14,465 0 0	Connects Patangata and Taumumu Road District. This road is used by settlers on line of road, but does not communicate from one centre of population to another. Pourere is not a more important shipping place than many others along the sea-coast.
<i>Geraldine County.</i> —Albury to McKenzie Pass, 15 miles	.. D	..	..	Entirely within Mount Cook Riding. This is a short line across the mountain range to the Mackenzie country.
<i>Waimate County.</i> —Waihao Forks to Waitaki, 6 miles	.. D	2,000 0 0	654 0 0	Within North Waihao Riding. This road runs through grass lands held in large areas, and connects with main Waitaki Road going towards railway.

Name in Schedule.	Class, per Defi- nition.	Money authorized, 1882-83.	Amount applied for, 1883-84.	Remarks.
<i>Waimate County</i> —contd.		£ s. d.	£ s. d.	
Waihao to Mackenzie country, 32 miles	.. D	..	2,534 0 0	Connects Pareora and North Waihao Ridings. Part of main road to Mackenzie Plains. This line is over hilly ground, the upper part not much used.
Pareora Main Road, along south bank of River Pareora, 14 miles	.. D	1,789 0 0	..	Entirely within Pareora Riding. The road is only used by the local settlers.
<i>Westland County</i> .—Loop-line, Greenstone Road to Christchurch Road, 5 miles	.. D	..	..	Entirely within Arahura Riding. This cross-road is superseded by new coach-line from Christchurch to Kumara.
<i>Waikouaiti County</i> .—Mount Cargill to Glendernid, 4 miles	.. D	..	..	Within North-East Valley Riding. A half-chain road between Main North Road and Sawyer's Bay; only used by local settlers.
Purakanui to Mihiwaka, 4 miles	.. D	330 0 0	..	Within Blueskin Riding; connects farming district of Purakanui with road from Blueskin to Port Chalmers; used only by settlers along line.
<i>Vincent County</i> .—Clyde, via Conroy's, to Butcher's, 6 miles	.. D	537 10 0	..	Within Earnscleugh Riding. Clyde and Butcher's are two points on the main road from Lawrence to the interior of Otago. There are two road-lines between the points named: the one by Conroy's is several miles shorter, and is used by through wagons; the other by Alexandra is the coach-line, and, although longer than the other, must be considered the main road-line.
<i>Tairi County</i> .—Cottesbrook to Mount Stoker, 11 miles	.. D	..	..	Entirely within Deep Stream Riding. This is a road passing almost entirely through Crown lands. Now under survey preparatory to being offered for settlement.
<i>Bruce County</i> .—Kaitangata to Wangaloa, through Summerhill New Road, and across Corporation Reserve, 5 miles (coast route)	.. D	1,214 0 0	2,590 0 0	This road is wholly within the Kaitangata Road District, and is solely for the accommodation of the settlers in the district.
Kaitangata to Wangaloa (inland route), 7 miles	.. D	..	..	This road is within the Crichton Road District, but forms the boundary between it and Kaitangata Road District, and is solely for the accommodation of the settlers.
Benhar Colliery and Brickworks to Main South Road, 2 miles	.. D	220 0 0	382 0 0	Entirely within Matau Riding. Road to give access from Main South Road to colliery.
<i>Southland County</i> .—Glenam to Anderson's Station, Wyndham, 10 miles	.. D	..	..	Entirely within Wyndham Riding, and is a branch cross-road from Otago High School endowment lands to main road, Wyndham to Fortrose.
Dipton, via Gorge of Dipton Creek, through Castle Rock, to Castle Rock Siding, 17 miles	.. D	1,369 12 6	2,824 0 0	This road connects the Ridings of Winton and Oreti. Between Dipton and Gorge there are a few settlers along line. County Council has let contract for improving this portion. Beyond Gorge to Castle Rock Siding no settlers along line, which generally is roughly parallel to main line, Oreti Valley.
Glenam to Run 177, and across Education Reserve, 15 miles	.. D	..	..	This road within one riding, and is a projected cross-road to join Waikawa country with railway system.

ROADS GAZETTED, 29th and 31st March, 1883.

<i>Manawatu County</i> .—Cheltenham Cross - road, 2 miles	.. D	..	1,345 0 0	Connects two main roads (Kimbolton and McKay's), where these two lines converge.
<i>Grey County</i> .—Ahaura to Orwell Creek, 8 miles	.. D	..	..	Within Waipuna Riding. Branch line from main line stops at Orwell Creek.
Greenstone, via Lake Brunner, to Teremakau River, 20 miles	.. D	..	..	Within Hohonu Riding. This is a cross-road from Greenstone main line, Greymouth to Kumara, to a point on Christchurch Road about 4 miles east of Taipo River. The road, if made, would shorten the distance from Christchurch to Greymouth several miles. A long bridge would be required over the River Teremakau, otherwise the formation would be of the usual character, through fairly level bush country.
<i>Bruce County</i> .—Water Street and Davidson Street, Kaitangata, 1½ miles	.. D	..	45 0 0	The main road or street-line in the Town District of Kaitangata. It is part of a road-line leading into the settled district of Tuakitoto.
From Milburn Railway Station to Main South Road, 35 chains	.. D	..	..	Connects Tokomairiro and Waiholo Road Districts, and also connects Main South Road with Railway Station.
From Milton to Bruce Company's Coal-pit, 4 miles	.. D	..	874 0 0	Connects Tokomairiro and Glenledi Road Districts, and also connects the coal-pit with Main South Road. Although a branch road, is in general use by the settlers of Tokomairiro Plain.
From Main South Road at Section 1, Block XXXII., Tokomairiro, to boundary of Crichton Road District, at Section 22, Block II., Kaitangata, 4 miles	.. D	..	2,000 0 0	Connects Tokomairiro and Crichton Road Districts. Road-line runs in from Main South Road, through a well-settled district. It is part of a road-line continuing on to Kaitangata.
<i>Wallace County</i> .—From Fairfax Railway Station to the Waimatuku River, 4½ miles	.. D	..	1,592 0 0	Within the Aparima Riding. This road-line includes bridge over Aparima River, and connects an important farming district with railway system.

MINUTES OF PROCEEDINGS.

FRIDAY, 3RD AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Shephard, Mr. Sutton, Mr. J. W. Thomson.

Order of reference read.

On motion of Captain McKenzie, *Resolved*, That Mr. Shephard be Chairman.

On motion of Mr. Sutton, *Resolved*, That the Surveyor-General be summoned to attend the Committee at its next meeting, and to produce maps showing main roads gazetted under the Act; also applications received and not yet gazetted, and all other documents and correspondence relating to the question.

The Committee then adjourned till Monday, the 6th August, at 11 a.m.

MONDAY, 6TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

On motion of Mr. Seddon, *Resolved*, That the action of the Chairman, in requesting the attendance of a shorthand writer at the meetings of the Committee for the purpose of taking notes, be approved.

Mr. McKerrow, the Surveyor-General, attended and gave evidence, which was taken in shorthand by the reporter.

On motion of Mr. Seddon, *Resolved*, That the roads named on the Order Paper of the House for the 12th July, &c., relating to this Act, in the motion of the Hon. Mr. W. W. Johnston, be taken into consideration *seriatim*.

On motion of Mr. Seddon, *Resolved*, That the Tauranga-Cambridge Road (50 miles), Tauranga, Piako, and Waikato Counties, be agreed to.

On motion of the Chairman, at Mr. McKerrow's request, *Resolved*, That the consideration of all roads in Manawatu County be postponed for the production of further maps.

On motion of Mr. Beetham, *Resolved*, That the Kaikoura Road to Inland Clarence River (28 miles), Kaikoura County, be agreed to.

On motion of Mr. Beetham, *Resolved*, That the Ahaura Road to Orwell Creek (8 miles), Grey County, be postponed for further evidence.

On motion of Mr. Beetham, *Resolved*, That Greenstone Road, *vid* Lake Brunner, to Teremakau (20 miles), Grey County, be agreed to.

On motion of Mr. Seddon, *Resolved*, That the consideration of the roads in the Maniototo, Bruce, Wallace, and Clutha Counties be kept in abeyance until a definition is arrived at as to what constitutes a main road.

Mr. Seddon moved, That main roads be those which connect two or more counties or road districts; or, where there are no Road Boards, the ridings of a county; or which connect a country district with a port.

Mr. Sutton moved to add the words, "and are generally used for through traffic, and are not less than 20 miles in length."

The proposed addition was put to the meeting, and, on a division, it was negatived by 6 to 3.

Ayes, 3.—Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 6.—Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. J. W. Thomson.

Mr. Mitchelson moved, That this Committee do now adjourn for the purpose of asking the House to extend the Order of Reference, so as to enable the Committee to review the whole of the roads gazetted last session as main roads, with the view of recommending a new schedule in accordance with the resolution of the Committee and the opinion of the Surveyor-General as to what are main roads.

On the question being put it was carried, on a division, by 6 to 3.

Ayes, 6.—Mr. Cadman, Mr. Larnach, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 3.—Mr Beetham, Captain McKenzie, Mr. J. W. Thomson.
The Committee then adjourned till called by the Chairman.

THURSDAY, 9TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. Mitchelson moved, That this Committee do at once proceed to the consideration of the schedule of roads attached to the Roads and Bridges Construction Act passed last session.

On a division it was carried by 5 votes to 2.

Ayes, 5.—Mr. Cadman, Mr. Larnach, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton.

Noes, 2.—Captain McKenzie, Mr. J. W. Thomson.

Captain McKenzie moved, That the Committee, in the first instance, proceed to consider and report which of the roads gazetted under section 7 of the Roads and Bridges Construction Act should be approved as main roads.

On a division it was negatived by 5 votes to 2.

Ayes, 2.—Captain McKenzie, Mr. J. W. Thomson.

Noes, 5.—Mr. Cadman, Mr. Larnach, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton.

On motion of Mr. Sutton, *Resolved*, That the Committee proceed to consider the roads in each county in the order in which they are placed in the resolution of the House of Representatives of 11th September, 1882, and that the matter be dealt with under the resolution defining main roads passed by this Committee at its last meeting.

On motion of Mr. Sutton, *Resolved*, That Mr. McKerrow be examined as to the roads in the schedule agreed to by the House last session, and his evidence only to be requested at present.

The roads in the schedule of main roads for the purposes of "The Roads and Bridges Construction Act, 1882" (*vide* Journals of House of Representatives, 11th September, 1882), in the order they are there placed, up to and including the Wairoa County, were agreed to, with the exception of the following, namely: Wade to Wainui and Kaukapakapa (part of), Rodney County (5 miles), passed over.

On motion of Mr. Sutton, *Resolved*, That the following be struck out: Helensville, across Kaipara River, and continuing northerly through Kaipara Survey District, 5 miles, Waitemata County. Hunua Railway Station, to Hunua Parish, 6 miles, Manukau County. Manurewa Railway Station, eastward, to Howick, Wairoa Road, 7 miles, Manukau County. Scotch Church to Turanga Creek, 5 miles, Manukau County. Gisborne to Waimata, 15 miles, Cook County. Opunake to Stratford (part of), 10 miles; Stratford, eastwards, towards Waitara River, 20 miles; and Tariki Railway Station, eastwards, 15 miles—Taranaki County. Stratford to Opunake (part of), 14 miles; and Normanby, *via* Continuous Reserve, to Manaia, 9 miles—Hawera County. Bull's to Scott's Ferry, 14 miles, Rangitikei County.

On motion of Mr. Larnach, *Resolved*, That the consideration of the following roads in the Manukau County be postponed for further evidence, namely, Maketu to Ararimu, 10 miles; Pokeno to Tuakau, 10 miles; Pukekohe to Bombay, 8 miles; Bombay to Paparata, 15 miles; Tuakau to Great South Road, 10 miles; Manukau Heads to Waiuku, 30 miles; Mercer along Koheroa to Miranda, 20 miles; Port Waikato to Waiuku, 10 miles; Papatoitoi Railway Station to Howick, 8 miles; and Howick to Panmure, 6 miles.

The Committee then adjourned till Friday, the 10th August, at 11 a.m.

FRIDAY, 10TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. McKerrow, the Surveyor-General, attended and gave evidence.

On motion of Mr. Seddon, *Resolved*, That Mr. McKerrow, the Surveyor-General, be requested to furnish a report upon each of the roads and works recommended to be disallowed by this Committee in the schedule agreed to by the House last session, also in the schedule furnished by the Minister for Public Works this year; such report to be attached to the Committee's final report, and forwarded to the House.

The roads named in the schedule of main roads for the purposes of "The Roads and Bridges Construction Act, 1882" (*vide* Journal of House of Representatives, 11th September, 1882), in the order they are there placed, from and including the roads in Hawke's Bay County to the end of the schedule, with the exception of the following, were agreed to as being main roads in accordance with the terms of the resolution defining main roads previously passed by the Committee.

To be struck out:—Cross-road, from Stockade, Waipawa River, to Block 191, Makaretu River, 10 miles; and Kaikora to Pourere, *via* Homewood Bridge—Waipawa County. Te Ore Ore to Bideford, 12 miles, Wairarapa West County. Albury to McKenzie Pass, Geraldine County. Waihao Forks to Waitaki, 6 miles; Waihao to McKenzie country, 32 miles; and Pareora Main

Road, along south branch of Pareora River, 14 miles—Waimate County. Marlborough Town to Renwick Town, 7 miles, Marlborough County. Loop-line, Greenstone Road to Christchurch Road, 5 miles, Westland County. Clyde, *via* Conroy's, to Butcher's, 6 miles, Vincent County. Cottesbrook to Mount Stoker, 11 miles, Taieri County. Benhar Colliery and Brickwork to Main South Road, 2 miles, Bruce County. Glenham to Anderson's Station, Wyndham, 10 miles. Dipton, *via* Gorge of Dipton Creek, through Castle Rock, to Castle Rock Siding, 17 miles; and Glenam to Run 177, and across Education Reserve, 15 miles—Southland County.

The consideration of the following roads was postponed for the production of further evidence: Nelson to Richmond, 7 miles; and Upper Motueka Valley Road, 12 miles—Waimea County. Mount Cargill to Glendernid, 4 miles; and Purakanui to Mihiwaka, 4 miles—Waikouaiti County. Caversham, *via* Corstorphine to Brighton, 5 miles, Taieri County. Kaitangata to Wangaloa, through Summerhill New Road, and across Corporation Reserve (coast route), 5 miles; and Kaitangata to Wangaloa (inland route), 7 miles, Bruce County. Otarua to Pukerua, 7 miles, Southland County.

Mr. Larnach moved, during the consideration of the schedule, That the roads of each county be gone through in bulk,—Mr. McKerrow to point out which roads are not within the definition of the resolution arrived at by the Committee.

On a division it was negatived by 5 to 2.

Ayes, 2.—Mr. Larnach, Captain McKenzie.

Noes, 5.—Mr. Cadman, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

Mr. Sutton moved, That the figures 6 and 8, opposite the Erewhon to Marton Road, Hawke's Bay County, be struck out, and 14 be substituted in the column of main roads in the place thereof.

On a division it was negatived by 6 to 1.

Ayes, 1.—Mr. Sutton.

Noes, 6.—Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Postlethwaite, Mr. Seddon, Mr. J. W. Thomson.

Mr. Seddon moved, That the road, Burke's Pass to Lake Tekapo, in the Geraldine County (10 miles), be struck out.

On a division it was negatived by 4 votes to 3.

Ayes, 3.—Mr. Cadman, Mr. Seddon, Mr. Sutton.

Noes, 4.—Mr. Larnach, Captain McKenzie, Mr. Postlethwaite, Mr. J. W. Thomson.

Mr. Seddon moved, That the road, Glenam to Anderson's station, Wyndham, Southland (10 miles), be struck out.

On a division it was carried by 5 votes to 2.

Ayes, 5.—Mr. Cadman, Mr. Larnach, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 2.—Captain McKenzie, Mr. J. W. Thomson.

Mr. Thomson moved, That this meeting adjourn till Tuesday, the 14th instant.

On a division it was negatived by 3 votes to 2.

Ayes, 2.—Mr. Larnach, Mr. J. W. Thomson.

Noes, 3.—Mr. Cadman, Mr. Postlethwaite, Mr. Seddon.

Mr. Seddon moved, That this meeting meet again on Monday next, the 13th instant.

On a division it was carried by 3 votes to 2.

Ayes, 3.—Mr. Cadman, Mr. Postlethwaite, Mr. Seddon.

Noes, 2.—Mr. Larnach, Mr. J. W. Thomson.

The Committee then adjourned till Monday, the 13th August, at 11 a.m.

MONDAY, 13TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. McKerrow, the Surveyor-General, attended with maps, and gave evidence.

Mr. Sutton moved, That the road, Bunythorpe, through Ashurst and Pohangina Valley, to Block X., Pohangina Survey District (16 miles), Manawatu County, be struck out.

On a division it was negatived by 8 votes to 1.

Ayes, 1.—Mr. Sutton.

Noes, 8.—Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. J. W. Thomson.

On motion of Mr. Sutton, *Resolved*, That the road, Water Street and Davidson Street, Kaitangata (1½ miles), in Bruce County, be struck out.

Mr. Sutton moved, That Milburn Railway Station to Main South Road, 35 chains, Bruce County, be struck out.

On a division it was carried by 6 votes to 3.

Ayes, 6.—Mr. Beetham, Mr. Cadman, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 3.—Mr. Larnach, Captain McKenzie, Mr. J. W. Thomson.

Mr. Sutton moved, That the road from Milton to Bruce Company's Coal-pit, 4 miles, Bruce County, be struck out.

On a division it was carried by 5 votes to 4.

Ayes, 5.—Mr. Beetham, Mr. Cadman, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 4.—Mr. Larnach, Mr. Mitchelson, Captain McKenzie, Mr. J. W. Thomson.

Mr. Sutton moved, That the Main South Road at Section 1, Block XXXII., Tokomairi Survey District, to boundary of Crichton Road District, at Section 22, Block II., Kaitangata Survey District, 4 miles, Bruce County, be struck out,

On a division it was carried by 5 votes to 4.

Ayes, 5.—Mr. Beetham, Mr. Cadman, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 4.—Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. J. W. Thomson.

On motion of Mr. Sutton, *Resolved*, That the road from Fairfax Railway Station to Waimatuku River, $4\frac{1}{2}$ miles, Wallace County, be struck out.

On motion of Mr. Seddon, That the road, Wade to Wainui and Kaukapakapa (part of), 5 miles, Rodney County, previously postponed, remain on the schedule and be agreed to.

On motion of Mr. Sutton, *Resolved*, That the road, Maketu to Ararimu, 10 miles, Manukau County, be struck out.

On motion of Mr. Sutton, *Resolved*, That the road, Bombay to Paparata, 15 miles, Manukau County, be struck out.

On motion of Mr. Sutton, *Resolved*, That the roads Mount Cargill to Glendernmid, 4 miles, and Purakanui to Mihiwaka, 4 miles, Waikouaiti County, be struck out.

On motion of Mr. Sutton, *Resolved*, That the roads Kaitangata to Wangaloa, through Summerhill New Road, and across Corporation Reserve, Coast Route, 5 miles, and Kaitangata to Wangaloa, 7 miles, inland route, Bruce County, be struck out.

The following roads on the Order Paper of the 12th July, 1883, standing in the name of the Hon. Mr. W. W. Johnston, were agreed to: Tauranga-Cambridge Road, 50 miles, Tauranga, Piako, and Waikato Counties. Fitzherbert Block to Manawatu Gorge, 3 miles; Foxton, *via* Elkins's Corner, to Section 98, Moota Block, 7 miles; and Bunnythorpe through Ashurst and Pohangina Valley to Block X., Pohangina Survey District, 16 miles—Manawatu County. Kaikoura to Inland Clarence River, 28 miles, Kaikoura County. Idaburn, on Naseby Road, *via* Ida Valley to Ophir, 18 miles; and Taieri Bridge at Hamilton, *via* Kyeburn, to Kyeburn Diggings, 20 miles—Maniototo County. Milton to Hull, through Tokomairiro, Akatore, Clarendon, and Coast Survey Districts, 16 miles; from above road at Section 10, Block VII., Akatore Survey District, through Akatore Survey District, to mouth of Tokomairiro River, 5 miles; from Waiholia Township, through Clarendon Survey District, to junction with road, Milton to Hull, 6 miles; from Milton to boundary of county, through Tokomairiro, Table Hill, and Waipori Survey Districts, 12 miles; from Clarendon Railway Station to Berwick, 8 miles; from Lovell's Flat Railway Station, *via* Mount Stuart Trig. Station, through Tuakitoto, Hillend, and Waitahuna Survey Districts, 12 miles; from Main South Road at Trig. D, Block I., Hillend to Dalhousie, *via* Hillend and Waitahuna West Survey Districts, 24 miles; from Clydevale punt to boundary of county at Trig. G, 5 miles; from Dalhousie to junction of road from Clydevale punt through Waitahuna West Survey District, 4 miles—Bruce County. Riverton to Orepuki, 20 miles; from Wrey's Bush to Waiau, *via* Nightcaps, and Birchwood, including piece from Wairoa Village to junction with said road, 23 miles; from Section 43, Oreti Hundred, northerly, easterly, westerly, north-westerly, and westerly, to Jacob's River, 8 miles—Wallace County. Taieri Bridge at Hamilton, *via* Sowburn, to Blackball, 20 miles—Maniototo County. Clinton, *via* Hillfoot, to Puerua Church, 22 miles; Waipahi to Gore, *via* Arthurton and Pukerau, 14 miles; from Kelso to Pukerau, 12 miles—Clutha County.

On motion of Mr. Sutton, *Resolved*, That the Cheltenham Cross Road, 2 miles, Manawatu County, be struck out.

On motion of Mr. Seddon, *Resolved*, That the Ahaura to Orwell Creek Road, 8 miles, Grey County, be struck out.

On motion of Mr. Seddon, *Resolved*, That Greenstone, *via* Lake Brunner, to Teremakau, 20 miles, Grey County, be struck out. That the following roads in the schedule of main roads for the purposes of "The Roads and Bridges Construction Act, 1882," which were previously postponed for further consideration, be agreed to: Pokeno to Tuakau, 10 miles; Pukekohe to Bombay, 8 miles; Tuakau to Great South Road, 10 miles; Manukau Heads to Waiuku, 30 miles; Mercer along Koheroa to Miranda, 20 miles; Port Waikato to Waiuku, 10 miles; Papatoitoi Railway Station to Howick, 8 miles; and Howick to Panmure, 6 miles—Manukau County. Nelson to Richmond, 7 miles, Waimea County; Upper Motueka Valley Road, 12 miles, Waimea County; part of Chatto Creek to Tinker's, Drybread, and Cambrian's, 5 miles, Maniototo County; Caversham, *via* Corstorphine, to Brighton, 5 miles, Taieri County; Otarara to Pukerau, 7 miles, Southland County.

Mr. Seddon moved, That, in the opinion of this Committee, there are no circumstances of sufficient importance to warrant them advising that those claims from local bodies who have not complied with the law being entertained, either as to being declared main roads, or as to their participating in the moneys appropriated this year for works under "The Roads and Bridges Construction Act, 1882."

Captain McKenzie moved, as an amendment to the above, That the Committee proceed first to consider which of the roads recommended by local bodies as main roads after the 31st March be declared such.

On Mr. Seddon's motion being put, it was carried by 5 votes to 4.

Ayes, 5.—Mr. Cadman, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton.

Noes, 4.—Mr. Beetham, Mr. Larnach, Captain McKenzie, Mr. J. W. Thomson.

Mr. Larnach gave notice that he would bring the following motion before the Committee: That it be a recommendation of this Committee to the House that all roads that have been considered now participate in moneys under the Roads and Bridges Construction Act, together with any road applications that may come in during the present month of August.

The Committee adjourned then till Tuesday, the 14th August, at 11 a.m.

TUESDAY, 14TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. McKerrow, the Surveyor-General, attended with maps and report, and gave evidence.

On motion of Mr. Seddon, *Resolved*, That the road from Marlborough Town to Renwick Town, 7 miles, Marlborough County, previously disallowed under a misapprehension of Mr. McKerrow, the Surveyor-General, be now reinstated, and form part of the schedule of main roads.

Mr. Seddon moved, That, the Committee having reinstated a certain road in the Schedule, it is desirable that the Committee commence *de novo*, with a view of reinstating those roads struck out.

On a division it was negatived by 6 votes to 3.

Ayes, 3.—Mr. Larnach, Mr. Mitchelson, Mr. Seddon.

Noes, 6.—Mr. Beetham, Mr. Cadman, Captain McKenzie, Mr. Postlethwaite, Mr. Sutton, Mr. J. W. Thomson.

On motion of Mr. Seddon, *Resolved*, That Mr. McKerrow's report be received, and lie on the table.

On motion of Mr. Mitchelson, *Resolved*, That this Committee do now proceed to the next question on the order of reference.

On motion of Mr. Mitchelson, *Resolved*, That on Thursday next the Committee meet at 11 a.m., for the purpose of finally reviewing the schedules of roads that have already been before the Committee, and that Mr. McKerrow be requested to attend with a full and final report.

On motion of Mr. Seddon, *Resolved*, That this Committee be adjourned till Thursday, the 16th instant, at 11 a.m., when it is suggested that members should bring up such amendments as they think will be desirable in the Roads and Bridges Construction Act.

Mr. Beetham gave notice of motion, That the road on the main road schedule, known as the Te Ore Ore to Bideford, 12 miles, Wairarapa County West, be reinstated on the schedule to be recommended to the House by this Committee.

The Committee then adjourned till Thursday, the 16th August, at 11 a.m.

THURSDAY, 16TH AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. Larnach gave notice that at the next meeting he should move, That all roads struck out in the schedule of main roads now before the Committee be reinstated.

Mr. Beetham moved, That a Sub-Committee should be appointed for the purpose of tabulating the suggestions forwarded to the Chairman. Sub-Committee to consist of Mr. Sutton, Mr. Shephard, Mr. McKenzie, and the mover.

Mr. Larnach moved, as an amendment, That it be a recommendation of this Committee that the Roads and Bridges Construction Act be not amended or altered this session, but that it be considered and suggestions for its improvement made during the recess.

On a division the motion of Mr. Beetham was carried by 5 votes to 4.

Ayes, 5.—Mr. Beetham, Mr. Cadman, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton.

Noes, 4.—Mr. Larnach, Captain McKenzie, Mr. Seddon, Mr. J. W. Thomson.

Mr. Seddon moved, That an interim report of the proceedings and conclusions arrived at by this Committee be presented to the House.

Mr. Cadman moved, as an amendment, That the Committee feel that at the present stage of their proceedings they cannot present any report to the House.

On being put the motion was negatived, and the amendment agreed to.

On the motion of Mr. Seddon, *Resolved*, That the Chairman be authorized to ask for ten days' extension of time to bring up the report.

Decided by the Committee that suggestions for the amendment of the Roads and Bridges Construction Act be received up to 11 a.m. on Friday, the 16th instant.

The Committee then adjourned.

TUESDAY, 21ST AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Cadman, Mr. Larnach, Captain McKenzie, Mr. Mitchelson, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

A printed list of suggestions made by members of the Committee of amendments in the Roads and Bridges Construction Act was laid on the table (*see Appendix*.)

Mr. Sutton moved, That the first motion under heading "Description of Main Roads," in the printed list of suggestions for the amendment of the Roads and Bridges Construction Act, standing in his name, be adopted as follows: (1) That the Act should show more clearly than it does at present that the main roads designation only affects such roads as regards construction; and that it is the duty of the local body, out of its own resources, to provide for the entire cost of maintenance. (2) That the list of main roads should be divided into two schedules; one schedule to embrace all main roads not yet made, the other to embrace all main roads which have been formed and metalled. (3) That the list be revised each session, and that, as regards all main roads formed and metalled, no allocation shall be made except as regards building or reconstruction of bridges on such main roads.

Mr. Beetham moved, After the word "maintenance," to add the words, "with the exception of extraordinary damage."

The amendment was agreed to.

On the motion as amended being put it was carried by 5 votes to 3.

Ayes, 5.—Mr. Beetham, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton, Mr. J. W. Thomson.

Noes, 3.—Mr. Cadman, Mr. Larnach, Captain McKenzie.

Mr. Sutton asked leave to withdraw the two following clauses of his motion.

On being put to the Committee this was agreed to.

Mr. Beetham moved, That the Minister for Public Works shall, during the recess, cause to be prepared an amended schedule with respect to main roads that have already been declared, or that may be declared by resolution during the present session of Parliament, such schedule to set forth the roads in four classes, as follows: (1.) Main roads of strictly colonial importance; specifying mileage completed, value of bridges, and rough estimate of cost of completion. (2.) Important roads between local districts; also specifying bridges, &c. (3.) Roads on which hitherto little work has been completed, but are nevertheless important for opening up Crown lands and new districts. (4.) Roads of mere local interest; also specifying works, &c., as in (1).

Mr. Beetham asked leave to substitute the word "each" instead of the word "the" before the word "recess" in the first line and "the present" in the third line.

On being put to the Committee this was agreed to.

Mr. Beetham then moved his motion as amended.

The preamble to the motion was agreed to.

Subsection (1) was also agreed to.

Subsection (2) was agreed to.

Mr. Beetham asked leave to substitute the word "undertaken" for "completed," in subsection 3.

This was agreed to, and subsection 3 as amended was agreed to.

Subsection 4 was also agreed to.

Mr. Sutton moved, That the first motion standing in his name under "Distribution of Grants" be adopted as follows: That, in order to provide for a fair distribution of public moneys under the main-roads clauses of the Act, it is necessary that some better basis should be arrived at. It is therefore resolved,—(1.) That the amount available for main roads should be divided among the several local bodies upon the basis of the property-tax valuations for local rates. (2.) That, upon complying with the requirements of clause 18, each local body shall be entitled to receive the amount found, under clause *a*, to be its share for the year. (3.) That, upon payment to the satisfaction of the Government of the proportion to be found by the local body, the Government shall at once advance its quota. (4.) That the expenditure of the Government grant shall be vouched for by the Government Auditor, who shall be required to report whether the local body has expended the money received from Government in terms of the Act. (5.) That, in the event of Government being assured that funds granted for a particular purpose have been diverted, it shall have power to withhold any further grants to the local bodies so offending. (6.) That, in the event of any local body having applied for less than its quota, or having omitted to apply before 31st March, a second allotment shall be made of the unappropriated balance.

Subsection 1 was negatived.

Mr. Sutton then asked leave to withdraw subsections 2, 3, 4, 5, and 6.

On being put to the Committee this was agreed to.

Mr. Sutton, on behalf of Mr. Seddon, moved the motion standing in his name, as follows: That in no case shall the maximum amount payable to any one local body under "The Roads and Bridges Construction Act, 1882," for works on main roads, exceed in any one year £5,000. In the event of any local body having applied for a greater amount, the Colonial Treasurer shall, by and with the advice of such local body, determine the particular works the aforesaid sum of £5,000 shall be expended upon.

Mr. Shephard moved, as an amendment, That the words "payable to," in the first line, be struck out, and "applied for by" be substituted in the place thereof.

On a division that the words "payable to" remain, it was carried by 5 votes to 3.

Ayes, 5.—Mr. Beetham, Mr. Cadman, Captain McKenzie, Mr. Sutton, Mr. J. W. Thomson.

Noes, 3.—Mr. Larnach, Mr. Mitchelson, Mr. Postlethwaite.

Mr. Mitchelson moved, That the words "local body," in the first line, be struck out, and the word "county" be substituted in the place thereof.

On being put to the Committee this was agreed to.

Mr. Beetham moved, That the words "Colonial Treasurer" be struck out, and the words "Minister for Public Works" be substituted in the place thereof.

On being put to the Committee this was agreed to.

Mr. Larnach moved, That the sum of £5,000 be struck out, and £10,000 be substituted in the place thereof.

On a division it was found there were 4 votes for the amendment and 4 against it. The Chairman then gave the casting vote against it.

Ayes, 4.—Mr. Beetham, Mr. Larnach, Captain McKenzie, Mr. J. W. Thomson.

Noes, 5.—Mr. Shephard (Chairman), Mr. Cadman, Mr. Mitchelson, Mr. Postlethwaite, Mr. Sutton.

The motion as amended was then put to the Committee and agreed to.

Mr. Beetham moved,—(1.) That, in the event of a county making application for a bridge the cost of which is more than £5,000, the application may be received and granted in proportion with other applications, the balance being a charge upon the fund for distribution in the next and subsequent years, but so that not more than £5,000 shall be paid in any one year, unless there is a sufficient balance of the fund for distribution for which application has not been made. (2.) After works have been duly approved by the Minister for Public Works, imprest payments may be made from time to time to the fund of the local body by the Colonial Treasurer, upon requisition of the Chairman—

(a) After the local body has spent one-fourth of the cost of the work which they are to provide

(section 18), or (b) Has delivered to the Colonial Treasurer debentures for one-fourth of the cost of the work to be executed (section 14). (3.) The local body to account to the Colonial Treasurer from time to time as may be required. (4.) In the event of the money not being applied to the purpose for which it has been obtained, the money found by the Audit to have been so misappropriated shall be a debt due to the Crown by each and all the Councillors who consented to or permitted such misappropriation. (5.) No further grants under the Act shall be made to such local body until the matter has been reported to Parliament.

Subsection (1) was agreed to.

Mr. Beetham moved, That subsection (2) be agreed to.

Mr. Seddon moved, as an amendment, That, after the word "Chairman," the following words be added: "accompanied by the certificate of the District Engineer."

On being put to the Committee this was agreed to.

The motion as amended was then put and agreed to.

Mr Beetham moved, That subsections 3, 4, and 5 be adopted.

On being put to the Committee they were agreed to.

Mr. Seddon moved, That the following clause in Captain Mackenzie's name be struck out: That in future the distribution of money for main roads be made to depend upon the valuation for property-tax within each county; and that the extent and cost of main roads already constructed at the public cost be taken into consideration, as well as the amount of subsidies paid.

On being put to the Committee this was agreed to. Clause therefore struck out.

Mr. Mitchelson asked leave to withdraw the following clause standing in his name: That the present system of grants to the local bodies under the Roads and Bridges Construction Act is manifestly unfair to a number of local bodies throughout the country, and that the Government be requested to amend the Act during the recess, so as to prevent a repetition of the same; and that this Committee do recommend to the Government the necessity of adopting some fairer means of distributing this year's grant; and that the Treasurer shall pay to each local body making application a certain sum, from five to ten thousand pounds, for each hundred miles of main road in the respective districts.

On being put to the Committee this was agreed to. Clause therefore struck out.

Mr. Sutton moved, That the following clause in Captain Mackenzie's name be struck out: That no a teration of the *pro rata* system be made retrospective. That all "great bridges" upon roads which are clearly seen to be necessary for the traffic between different parts of the colony, and which have been paid for in great measure out of the State funds, should be taken by the Public Works Department and maintained by Government.

On being put to the Committee this was agreed to. Clause therefore struck out.

Mr. Sutton moved, That motion under "General Suggestions," standing in his name, be adopted as follows: That the Act be amended by excising therefrom all power to obtain any grant for main roads by any other means than is provided by clause 18. That the clauses affecting district roads be not interfered with.

On being put to the Committee the motion was negatived.

Mr. Seddon moved, That the following clause, standing in Mr. Larnach's name under "General Suggestions," be struck out: In the second line of clause 7 of the Act to leave out all the words after "Council"—"before the 31st day of March in any year."

On being put to the Committee this was agreed to. The clause was accordingly struck out.

Mr. Sutton moved, That the following clause, standing in the name of Captain Mackenzie under "General Suggestions," be struck out: An alteration of the Act to enable Councils to claim grants in aid of the main roads which were proclaimed such in the *Gazette* this year but have not yet been approved by the House.

On being put to the Committee this was agreed to. The clause was accordingly struck out.

Mr. Postlethwaite moved, That the clause standing in his name be adopted as follows: That this Committee recommends that clauses 12 and 18 of the Roads and Bridges Construction Act shall read "one-half" and not "three-fourths"; also that, instead of ten years for repayment, it shall not exceed five years.

On being put to the Committee the clause was negatived.

Mr. Beetham moved, That the clauses standing in his name under "General Suggestions" be adopted as follows:—

That grants under the Roads and Bridges Construction Act should be made with special reference to each particular highway district through which a main road passes for which an application for a grant is made.

That all applications should have priority when the highway and county rates levied in the highway district are highest, viz.: All highway districts paying a shilling local and a shilling county rate should be placed first and their application granted, then those next highest should come next, and so on. No district where the county and highway rates combined do not reach one shilling and sixpence in the pound should have their applications considered at all. By this plan the grants under the Act would go to assist those ratepayers only who were willing to tax themselves the most heavily, thereby insuring a fair expenditure of the grant in those districts where it is most required and would be most appreciated.

Mr. Sutton moved, That Mr. Beetham's motion be altered to read as follows:—

That grants under the Roads and Bridges Construction Act should be made with special reference to each county through which a main road passes for which an application for a grant is made.

That all applications should have priority when the county rates levied in the county are highest, viz.: All counties paying a three-farthings' county rate should be placed first and their application granted, then those next highest should come next, and so on. By this plan the grants

under the Act would go to assist those ratepayers only who were willing to tax themselves the most heavily, thereby insuring a fair expenditure of the grant in those districts where it is most required and would be most appreciated.

Mr. Seddon moved, That Mr. Beetham's motion and Mr. Sutton's alteration of the same be struck out.

On the question, "That Mr. Beetham's motion remain," being put to the Committee, it was negatived by 5 votes to 2. The clauses were accordingly struck out.

Noes, 5.—Mr. Cadman, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

Ayes, 2.—Mr. Beetham, Mr. Mitchelson.

Mr. Shephard moved, That the motion standing in his name under "General Suggestions" be adopted as follows: That applications shall have precedence in the distribution of funds in the following order:—1. Extraordinary damage (section 35). 2. Erection of bridges. 3. Formation of roads.

On being put to the Committee it was agreed to.

It was decided by the Committee that Mr. McKerrow, the Surveyor-General, be requested to attend the following day with his report on the roads struck out of the schedule of main roads.

The Committee then adjourned till Wednesday, the 22nd August, at 11 a.m.

WEDNESDAY, 22ND AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Mr. Larnach, Mr. Mitchelson, Captain Mackenzie, Mr. Postlethwaite, Mr. Seddon, Mr. Sutton, Mr. J. W. Thomson.

The minutes of the previous meeting were read and confirmed.

Mr. McKerrow, the Surveyor-General, attended with his report.

Mr. Beetham brought forward his motion of which he had given notice, That the road on the main road schedule, known as the Te Ore Ore to Bideford, 12 miles, Wairarapa County West, be reinstated on the schedule to be recommended to the House by the Committee.

On being put to the Committee it was carried.

Mr. Seddon moved, That Mr. McKerrow's report be read.

Mr. McKerrow then proceeded to read his report.

On motion of Mr. Sutton, *Resolved*, That the road, Manurewa Railway Station, eastward, to Howick-Wairoa Road, 7 miles, Manukau County, recommended by Mr. McKerrow as coming under the definition of main roads adopted by the Committee, previously struck out, be reinstated.

On motion of Mr. Seddon, *Resolved*, That the word "connect," before the words "two or more counties," in the resolution defining main roads adopted by the Committee, be struck out, and the words "run through" be substituted in the place thereof.

Mr. McKerrow, the Surveyor-General, asked leave to amend his report in accordance with the foregoing resolution.—Granted.

Mr. Larnach moved his motion, of which he had given notice, That it be a recommendation of this Committee to the House that all roads that have been considered now participate in moneys under the Roads and Bridges Construction Act, together with any road applications that may come in during the present month of August.

On a division there were 3 votes for it and 3 against it. The Chairman gave his casting vote against it.

Ayes, 3.—Mr. Beetham, Mr. Larnach, Mr. J. W. Thomson.

Noes, 4.—Mr. Shephard (Chairman), Mr. Mitchelson, Mr. Seddon, Mr. Sutton.

On motion of Mr. Mitchelson, *Resolved*, That a Sub-Committee be appointed for the purpose of preparing the report to be presented to the House; the Sub-Committee to consist of Mr. Beetham, Mr. Seddon, Mr. Shephard, Mr. Sutton, and Mr. J. W. Thomson.

The Committee then adjourned till Thursday, the 23rd instant, at 11 a.m.

THURSDAY, 23RD AUGUST, 1883.

The Committee met pursuant to notice.

Present: Mr. Shephard (Chairman), Mr. Beetham, Captain McKenzie, Mr. Mitchelson, Mr. Sutton.

The minutes of the previous meeting were read and confirmed.

Mr. McKerrow's (the Surveyor-General's) report was received.

The Chairman read the draft of the report to be presented to the House.

On motion of Mr. Sutton, *Resolved*, That the report be adopted, and presented by the Chairman to the House this afternoon.

On motion of Mr. Beetham, *Resolved*, That a vote of thanks be given the Chairman for the able manner in which he has conducted the meetings of the Committee.

The Committee then dissolved.

APPENDIX TO MINUTES OF PROCEEDINGS. (*Vide p. 10.*)

SUGGESTIONS FOR AMENDMENT OF "THE ROADS AND BRIDGES CONSTRUCTION ACT, 1882."

1. DESCRIPTION OF MAIN ROADS.

Mr. SUTTON to move,—

1. That the Act should show more clearly than it does at present that the main-roads designation only affects such roads as regards construction; and that it is the duty of the local body, out of its own resources, to provide for the entire cost of maintenance.

2. That the list of main roads should be divided into two schedules; one schedule to embrace all main roads not yet made, the other to embrace all main roads which have been formed and metalled.

3. That the list be revised each session, and that, as regards all main roads formed and metalled, no allocation shall be made except as regards building or reconstruction of bridges on such main roads.

Mr. BEETHAM to move,—

That the Minister for Public Works shall, during the recess, cause to be prepared an amended Schedule with respect to main roads that have already been declared, or that may be declared by resolution during the present session of Parliament, such Schedule to set forth the roads in four classes, as follow:—

- (1.) Main roads of strictly colonial importance; specifying mileage completed, value of bridges, and rough estimate of cost of completion.
- (2.) Important roads between local districts; also specifying bridges, &c.
- (3.) Roads on which hitherto little work has been completed, but are nevertheless important for opening up Crown lands and new districts.
- (4.) Roads of mere local interest; also specifying works, &c., as in (1).

2. DISTRIBUTION OF GRANTS.

Mr. SUTTON to move,—

That, in order to provide for a fair distribution of public moneys under the main-roads clauses of the Act, it is necessary that some better basis should be arrived at. It is therefore resolved,—

- (1.) That the amount available for main roads should be divided among the several local bodies upon the basis of the property-tax valuations for local rates.
- (2.) That, upon complying with the requirements of clause 18, each local body shall be entitled to receive the amount found, under clause (1.), to be its share for the year.
- (3.) That, upon payment to the satisfaction of the Government of the proportion to be found by the local body, the Government shall at once advance its quota.
- (4.) That the expenditure of the Government grant shall be vouched for by the Government Auditor, who shall be required to report whether the local body has expended the money received from Government in terms of the Act.
- (5.) That, in the event of Government being assured that funds granted for a particular purpose have been diverted, it shall have power to withhold any further grants to the local bodies so offending.
- (6.) That, in the event of any local body having applied for less than its quota, or having omitted to apply before 31st March, a second allotment shall be made of the unappropriated balance.

Mr. SEDDON to move,—

That in no case shall the maximum amount payable to any one local body under "The Roads and Bridges Construction Act, 1882," for works on main roads exceed in any one year £5,000. In the event of any local body having applied for a greater amount, the Colonial Treasurer shall, by and with the advice of such local body, determine the particular works the aforesaid sum of £5,000 shall be expended upon.

Mr. BEETHAM to move,—

1. That, in the event of a county making application for a bridge the cost of which is more than £5,000, the application may be received and granted in proportion with other applications, the balance being a charge upon the fund for distribution in the next and subsequent years, but so that not more than £5,000 shall be paid in any one year unless there is a sufficient balance of the fund for distribution for which application has not been made.

2. After works have been duly approved by the Minister for Public Works, imprest payments may be made from time to time to the fund of the local body by the Colonial Treasurer, upon requisition of the Chairman,—

- (a.) After the local body has spent one-fourth of the cost of the work which they are to provide (section 18), or
- (b.) Has delivered to the Colonial Treasurer debentures for one-fourth of the cost of the work to be executed (section 14).

3. The local body to account to the Colonial Treasurer from time to time as may be required.

4. In the event of the money not being applied to the purpose for which it has been obtained, the money found by the audit to have been so misappropriated shall be a debt due to the Crown by each and all the Councillors who consented to or permitted such misappropriation.

5. No further grants under the Act shall be made to such local body until the matter has been reported to Parliament.

Captain MACKENZIE to move,—

That in future the distribution of money for main roads be made to depend upon the valuation for property-tax within each county; and that the extent and cost of main roads already constructed at the public cost be taken into consideration, as well as the amount of subsidies paid.

Mr. MITCHELSON to move,—

That the present system of distribution of grants to the local bodies under the Roads and Bridges Construction Act is manifestly unfair to a number of local bodies throughout the country, and that the Government be requested to amend the Act during the recess, so as to prevent a repetition of the same; and that this Committee do recommend to the Government the necessity of adopting some fairer means of distributing this year's grant; and that the Treasurer shall pay to each local body making application a certain sum, from five to ten thousand pounds, for each hundred miles of main road in the respective districts.

Captain MACKENZIE to move,—

That no alteration of the *pro rata* system be made retrospective.

That all "great bridges" upon roads which are clearly seen to be necessary for the traffic between different parts of the colony, and which have been paid for in great measure out of the State funds, should be taken by the Public Works Department and maintained by Government.

3. GENERAL SUGGESTIONS.

Mr. SUTTON to move,—

That the Act be amended by excising therefrom all power to obtain any grant for main roads by any other means than is provided by clause 18. That the clauses affecting district roads be not interfered with.

Mr. LARNACH to move,—

In the second line of clause 7 of the Act to leave out all the words after Council—"before the 31st day of March in any year."

Captain MACKENZIE to move,—

An alteration of the Act to enable Councils to claim grants in aid of the main roads which were proclaimed such in the *Gazette* this year but have not yet been approved by the House.

Mr. POSTLETHWAITE to move,—

That this Committee recommends that clauses 12 and 18 of the Roads and Bridges Construction Act shall read "one-half" and not "three-fourths"; also that, instead of ten years for repayment, it shall not exceed five years.

Mr. BEETHAM to move,—

That grants under the Roads and Bridges Construction Act should be made with special reference to each particular highway district through which a main road passes for which an application for a grant is made.

That all applications should have priority when the highway and county rates levied in the highway district are highest, viz.: All highway districts paying a shilling local and a shilling county rate should be placed first and their application granted, then those next highest should come next, and so on. No district, where the county and highway rates combined do not reach one shilling and sixpence in the pound, should have their applications considered at all. By this plan the grants under the Act would go to assist those ratepayers only who were willing to tax themselves the most heavily, thereby insuring a fair expenditure of the grant in those districts where it is most required and would be most appreciated.

Mr. SUTTON to move,—

That Mr. Beetham's motion be altered to read as under,—

That grants under the Roads and Bridges Construction Act should be made with special reference to each county through which a main road passes for which an application for a grant is made.

That all applications should have priority when the county rates levied in the county are highest, viz.: All counties paying a three-farthings' county rate should be placed first and their application granted, then those next highest should come next, and so on. By this plan the grants under the Act would go to assist those ratepayers only who were willing to tax themselves the most heavily, thereby insuring a fair expenditure of the grant in those districts where it is most required and would be most appreciated.

Mr. SHEPARD to move,—

That applications shall have precedence in the distribution of funds in the following order:—

- (1.) Extraordinary damage (section 35).
- (2.) Erection of bridges.
- (3.) Formation of roads.

