

SESS. II.—1884.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. EDWARD RICHARDSON,
24TH OCTOBER, 1884.

MR. SPEAKER,—

The information usually contained in the Public Works Statement has been somewhat anticipated this year by the particulars laid upon the table of the House during the last short session.

The time that has elapsed since the Government took office has not been sufficient to enable me to make myself thoroughly acquainted with the proceedings of the various branches of the Public Works Department, and I have had to depend in a great measure upon the figures and reports submitted to me by the several official heads of the department.

I may state, however, that, so far as time has permitted, I have looked into the question of the staff of the department as provided for in the present Estimates. Reductions were supposed to be made in the year 1881–82, but I find that those reductions were more nominal than real, and that the bulk of the officers who at that time disappeared from the list of the permanent staff were placed on temporary charge, and provided for out of the votes for construction works. Although I am not as yet prepared to state to what extent reductions can be made, I am of opinion that the staff is much larger than is necessary for the due supervision of the works the colony now has in hand.

The railways being the most important works carried on by the department, I propose to allude to them first, under the several headings of “Railways in Course of Construction,” “Additions to opened Railways,” and “Working of Railways already opened for Traffic.” Before going into the details of the several lines, however, it may be well to state that, on the 31st March, 1884, the colony had 1,404 miles of railway open for traffic, on which there had been expended the sum of £11,251,633, and that there were 234 miles in course of construction.

It was to this 234 miles of unfinished railway that my honourable colleague the Colonial Treasurer principally alluded when he stated that it will be our endeavour to push on to a speedy completion the various unfinished portions of lines, so as to add this extra mileage to our revenue-producing railways.

RAILWAYS IN COURSE OF CONSTRUCTION.

I shall now shortly refer to those portions of our railways which were under construction during the past year.

KAWAKAWA.—This railway, about $7\frac{1}{2}$ miles long, has at length been opened for traffic to deep water, with a convenient wharf, alongside of which is a depth of water of 21 feet at low-water spring-tides.

WHANGAREI-KAMO.—This has been opened for traffic for more than a year, and an increase of traffic may be expected, as the proprietors of the Whauwhau Mine have arranged for the construction of a branch line to their mine near Kamo, the yield from which is expected to be considerable.

WAIKATO-THAMES.—The section of this line from Hamilton to Morrinsville, 18 miles, is now opened for traffic. The section beyond Morrinsville to Te Aroha, 12 miles, is being formed under contract, and the formation is nearly completed. The erection of the bridge and approaches over the Thames River, at the end of this contract, is being proceeded with, and, when complete, will be available for ordinary road traffic pending the completion of the railway.

GRAHAMSTOWN-KOPU, $4\frac{1}{2}$ miles.—The permanent-way on this line is now almost completed.

HAMILTON-CAMBRIDGE BRANCH, 12 miles.—This line was opened for traffic on the 8th instant.

NAPIER-WOODVILLE.—This line has been extended and opened for traffic to Matamau, 4 miles beyond Makatoko, to the great convenience of the travelling public, as about 9 miles of coaching is thus saved. A further portion, extending to Tahoraite, 7 miles, will, it is expected, be ready for public traffic by the end of this month. This will bring the railway to a point 81 miles from Napier.

WELLINGTON-WOODVILLE.—The extension of the railway beyond Masterton is progressing under two contracts for a distance of about 17 miles.

FOXTON-NEW PLYMOUTH.—A further length of about 17 miles on this line has been opened for public traffic during the year, namely, from Waverley to Manutahi, leaving a gap of only 10 miles between the latter place and Hawera to complete the through connection. The work on this gap is proceeding as fast as the weather will allow, and, under favourable circumstances, this length might be ready for traffic about the end of February next.

NELSON-ROUNDELL.—This line has been completed from Nelson to Belgrove, 23 miles, for some time, and the only extension now in progress is the Wai-iti section, $2\frac{1}{2}$ miles, the formation of which is well advanced.

GREYMOUTH-NELSON CREEK.—A length of 60 chains of heavy formation work beyond Brunnerton has been completed on this railway for some time past, but no further extensions of it are at present in hand.

GREYMOUTH-HOKITIKA.—On this railway a total length of 10 miles of formation is partly executed; 6 miles at the Greymouth end, and 4 miles at the Hokitika end. The work done during the year has consisted of a small formation-section at the Hokitika end, for which sleepers have also been provided.

PICTON-AWATERE.—On this railway a length of $4\frac{1}{2}$ miles to the southwards of Blenheim, known as the Vernon Section, has been formed for some time. No further work was done during the financial year, but a contract was on the 9th July this year let for $3\frac{1}{2}$ miles of formation from the end of the Vernon Section towards the Dashwood Pass.

HURUNUI-WAITAKI AND BRANCHES RAILWAY.

HURUNUI-WAITAKI.—The extension northwards from Waikari to the Hurunui is now finished and ready for opening. This completes the main trunk railway throughout Canterbury and Otago.

The bed of the Hurunui River having been found too hard for pile-driving, the erection of a pile-bridge there has been suspended, and a contract for its completion with iron cylinders, instead of piles, is now in preparation.

The formation, bridges, and station buildings on the section between the Hurunui River and the crossing of the main road near the Red Post is in progress. This will bring the railway to a central position, 69 miles from Christchurch, commanding the traffic of the Amuri and Hanmer Plains.

THE ASHBURTON BRANCH RAILWAY has been finished and opened to a point opposite Mount Somers Township, 21 miles from the point where it leaves the main line, and 23 miles from Ashburton.

THE LITTLE RIVER BRANCH has been opened for some time to Birdling's Flat, a point about 30 miles from Christchurch. Beyond this point the formation is finished for a distance of $1\frac{1}{2}$ miles, and another section of 1 mile is in progress under contract. In addition to this, also, a further short length of formation has been undertaken by day labour to give work to the unemployed in Christchurch.

THE ALBURY BRANCH RAILWAY has been completed and opened for traffic to Fairlie Creek, namely, to a point 36 miles from where it leaves the main line, and 39 miles from Timaru.

OXFORD—MALVERN.—This section, which connects the Malvern Coal Field with North Canterbury, has been finished.

WAITAKI—BLUFF AND BRANCHES RAILWAY.

On the HERIOTBURN BRANCH LINE a further extension from Kelso to Heriot has been opened, thus completing a total length of 20 miles from Waipahi, on the main line.

On the LIVINGSTONE BRANCH the formation works, with the exception of the tunnels, have been completed for some years, and during last year a further portion of the tunnelling has been in progress.

Of the PALMERSTON BRANCH a length of about 2 miles is completed for traffic, but is at present only used for bringing ballast to the main line. The remaining 8 miles, to Waihemo, is ready for platelaying.

Of the CATLIN'S RIVER BRANCH, between the main line and the Port Molyneux Road, distance in all about 8 miles, about $5\frac{1}{2}$ miles is formed ready for platelaying, leaving about $2\frac{1}{2}$ miles still to be formed.

On the EDENDALE—TOITOIS BRANCH, a distance of 4 miles, from Edendale to Wyndham, has been opened for traffic for some time, and a further distance of about 4 miles is ready for platelaying.

On the WAIMEA—SWITZERS BRANCH the formation is partly completed for a distance of about 7 miles from Riversdale.

On the SEAWARD BUSH BRANCH the formation is completed for a length of about 3 miles, and a further length of about $2\frac{1}{2}$ miles is in progress.

OTAGO CENTRAL RAILWAY.

OTAGO CENTRAL.—The works in progress on this line extend over a distance of 32 miles. The formation of the Wingatui section is finished ready for the rails, and a small quantity of work was done on the Hindon section during the early part of the year by the unemployed.

The Deep Stream contract, let in February, 1882, was abandoned by the contractors shortly afterwards, and the works have not yet been resumed.

The formation of the Nenthorn section, which is the last of the rough country, is progressing rapidly.

In connection with this Otago Central Railway, I am of opinion that a great mistake has been made in not forcing on the construction of the first portions of the line, especially the Wingatui Viaduct, so that the materials for the Deep Stream and Nenthorn sections could be taken up by rail, instead of being carted so far by road, which must materially increase the cost of construction. The Wingatui Viaduct will take fully two years to complete, and until it is completed it will be a great bar to the progress of the works higher up the line.

INVERCARGILL—KINGSTON AND BRANCHES, INCLUDING WESTERN RAILWAYS.

On the MARAROA BRANCH the platelaying has been extended for a further distance of $1\frac{1}{2}$ miles, making about 4 miles in all from its commencement; beyond this point the line is formed for a further distance of about 2 miles.

On the OREPUKI BRANCH RAILWAY a further length of about $1\frac{1}{2}$ miles has been opened, and the platelaying is in progress on the remaining portion. This, with the exception of stations, which are not yet let, will complete the whole of the line to Orepuki, a distance in all of about 18 miles.

SURVEYS.—Good progress has been made with these in both Islands.

In the North Island three lines have been examined as probable routes for the main trunk line between Wellington and Auckland, viz., one from Napier by way of Taupo; one from Marton by a line west of the Rangitikei River, Ruapehu, and Taupo; and one from Stratford by a line inland about 15 miles from the coast. In addition to the reports already before honourable members on this subject, further and fuller reports have since been prepared and supplied to the Committee appointed to inquire into the question of the most suitable route to be adopted.

In the Middle Island the principal surveys are those for the proposed East and West Coast Railway. Four main routes have been surveyed in detail: the Cannibal Gorge, Hurunui Pass, Arthur's Pass, and Lake Lyndon routes, and a reconnaissance survey has been made of a fifth by the Amuri Pass. Reports, with maps and sections, giving the result of these surveys, will be laid before you.

ADDITIONS TO OPENED RAILWAYS.

I shall now briefly refer to a few of the works which have been executed on the lines of railway which were open for traffic previously to the 31st March, 1883, outside ordinary repairs and renewals, to which I shall presently allude. And here I would wish to record my opinion that a very large amount of the works executed on these opened lines has been done much earlier than there was any real necessity for, and also that the unnecessarily increased accommodation given in some instances is causing very great pressure to be put upon the Government for similarly unnecessary expenditure in other places.

KAIPARA—WAIKATO.—Various works have been executed on this line of railway, with the view of improving the facilities for traffic at the different stations, and for providing better accommodation for the repairs of rolling-stock, &c. This latter will be accomplished by the erection of new workshops at Newmarket, which are now nearly completed, and the erection of the necessary machinery is in progress.

Provision has also been made for increasing the convenience of passenger-traffic in Auckland, where a new passenger-station building is now in progress under contract, opposite and parallel to Customhouse Street, on the reclaimed land.

WESTPORT—NGAKAWAU.—On this railway some minor improvements have been carried out during the year, and also some additions to the plant and rolling-stock.

GREYMOUTH—BRUNNERTON.—A few additions and improvements have been made on the open line, and an extension of 450 feet to the Greymouth wharf is under contract, to be completed in about two months.

HURUNUI—WAITAKI AND BRANCHES.—The works on the opened portions of these lines during the past year consist chiefly of numerous extensions and improvements at workshops and stations, and large additions to rolling-stock.

WAITAKI—BLUFF AND BRANCHES.—New stations are in progress at Dunedin and Invercargill, and the one at the Bluff has been rearranged and enlarged. Numerous extensions and improvements have been made at wayside stations, and the rolling-stock has been largely increased.

INVERCARGILL—KINGSTON AND BRANCHES, INCLUDING WESTERN RAILWAYS.—On these lines a considerable number of minor improvements have recently been effected, including several additions to stations.

By reason of these and many similar additions made to the opened railways during the past few years, we have now got 1,404 miles of railway complete, and equipped—not of a description such as was proposed in 1870, when the scheme of public works was inaugurated by my colleague, Sir Julius Vogel—but lines of a much higher class, and of such a nature that much higher speeds can be run, and much greater traffic than was then anticipated can be carried.

WORKING RAILWAYS.

Without wishing to cast any reflections on the present General Manager of Railways, I unhesitatingly express my opinion that the condition and management of our railways are in a very unsatisfactory state. My honourable colleague, the Colonial Treasurer, recently said, that in many of the railway systems not nearly so large as that of ours in New Zealand it would be thought absurd to leave to one man the virtually irresponsible control and management, without any one to consult, on the many difficult points which arise from day to day. Yet, such is the case here; and I fear no great change for the better can be expected till the whole system is altered.

I have been of the opinion, ever since our first railways were opened, that such a system of management as at present prevails could not produce satisfactory results; and, as each year has passed by, that opinion has been strengthened. And, if anything was wanted to convince me that a great change was wanted, the short time I have held office has afforded me ample proof that it cannot be made too soon.

It is a matter of the deepest regret to me that, owing to the late period of the year, the Government have come to the conclusion that it will be impossible to carry through a Bill this session creating Boards of Management, which would be responsible for the working of our railways; and, did I not feel convinced that the Government and the House were determined to take this course at the earliest date possible, I should not have consented to take office.

The House will understand that, in saying this, I mean no disrespect. I feel bound to state these opinions, because I should otherwise accept a false position. Whilst I believe that strong Boards are necessary to guide and control the management, both in the Middle Island and the Auckland District, I find myself, with multifarious other duties to perform, virtually standing in the position of the two Boards. I will do the best I can, but I must not pretend to think that, unaided, I can reform the railway system as it requires to be reformed.

Honourable members would be amazed if they knew all the powers vested in the General Manager by the late Government by Orders in Council and otherwise. Again, however, let me say that I have the highest opinion of the General Manager's ability and zeal. It is as much due to him, as to ourselves, that he should not be placed in a false position.

Honourable members are aware that two great changes have been made during the year: the one being an alteration in the passenger rates and the doing away with the ordinary return tickets, and the other a general rise in the goods tariff.

There has hardly been time enough to ascertain the effect produced by the former; but the result of the inquiries I have made clearly point to the fact that the great bulk of the passenger traffic is confined to the two days in which the cheaper fares obtain; and, indeed, it would appear that the traffic is still being reduced on the other days of the week when the higher rates are charged. I feel

convinced that in many directions the passenger rates will have to be reduced to attract the traffic the railway ought to carry, and that such reductions, if judiciously made, will result in increased receipts.

With regard to the rise in the goods tariff, there is no doubt it has produced a large increase to the revenue. While this increase in the receipts has taken place, it is an undoubted fact that a great deal of the traffic has been diverted from the railways in some parts of the country, and that the carriers on the roads are competing successfully with the railways. I am sure honourable members will agree with me that this state of things should not occur.

Comparing the quantity of goods carried over the railways during the year 1883-84 with the year 1882-83, we find as follows:—

QUANTITY.		1882-83.	1883-84.
Live stock, number	....	478,003	686,287
Goods, tons	....	1,564,823	1,700,040

From this it will be seen that there was an increase during the year 1883-84, but I consider the increase would have been much larger had more determined efforts been made to attract traffic to the railways.

The remedy, as I have already informed the House, lies in a thorough revision, not only of the rates charged, but in the classification of the goods; and, while this revision is being made, every opportunity must be taken to make the rates press as lightly as possible on all local productions and on all articles the reduction on which will help either the settlers through the country or the local industries which are already established or are likely to succeed.

ROADS NORTH OF AUCKLAND.

The vote taken for these roads last year was £45,000, but, as there were liabilities existing at the end of the previous year amounting to £12,200, the sum available for distribution was £32,800.

This amount was distributed amongst the various counties as follows, namely,—

Waitemata	....	....	....	£5,700
Rodney	....	....	....	5,700
Hobson	....	....	....	5,000
Whangarei	....	....	....	5,400
Bay of Islands	....	....	....	4,300
Mongonui	....	....	....	4,300
Hokianga	....	....	....	2,400
Total				£32,800

Of this amount about £12,000 was for construction of the main North Road, about £3,000 for wharves and other special works, and the balance for ordinary county works.

ROADS AND BRIDGES GENERALLY, INCLUDING "MAIN ROADS" AND "MISCELLANEOUS ROADS AND BRIDGES."

NORTH ISLAND.—South of Auckland: The principal work executed in the North Island has been the completion of a road leading from Cambridge to Ohinemutu, in all 55 miles in length, but a large expenditure has also been incurred in keeping the main roads in repair.

MIDDLE ISLAND.—The only important roads in the Middle Island on which the Government is doing much work are from Blenheim to Nelson, Nelson to the West Coast, and Hokitika to Christchurch. The last link in the road from Blenheim to Nelson, *via* the Rai Valley, is now in progress; also a bridge over the Pelorus. Bridges have been built and other improvements effected on the Nelson-West Coast Road. In addition to the maintenance and general improvements, the bridging of the Taipo and smooth Wainihinihi, on the Hokitika-Christchurch Road, is in hand. Bridges have also been completed or are in progress over the Wairau, Clarence, Waiau, Rakaia, and Taieri Rivers.

ROADS TO OPEN UP CROWN LANDS BEFORE SALE.

The particulars of the numerous works under this heading will be found in Table 5 of the Appendices to this Statement, from which it will be seen, that during the twelve months ending the 31st March last, a sum of £84,631 was expended. The importance of opening Crown lands by pioneer roads previous to their sale need not be enlarged on here, the question having been fully dealt with in the annual reports of the Land and Survey Departments. By stating this I am not giving my opinion whether the roads have been judiciously selected or not.

Out of the sum of £268,415 on the Estimates of 1883–84, of which £205,000 was allocated out of the last loan of £3,000,000, the sum of £103,713, including liabilities, was, on the 31st March last, available for the carrying on of the road-lines already on the Estimates.

With the large public estate still awaiting settlement, the demands for this class of work may be said to be almost unlimited, but, as only a certain amount of work can be executed in each year, it is proposed to ask the House for a further vote this year of £29,595 to open up blocks of land in the several land districts which have been surveyed, but withheld from disposal by the department pending their being opened up by road. The particulars of these proposals will appear in the Estimates.

ROADS UNDER THE ROADS AND BRIDGES CONSTRUCTION ACT.

Main Roads: One-fourth of cost of work to be provided or repaid in ten years by the local body, and the balance to be found by the Government.—Under this heading the total amount of the applications received on the 30th June, 1883, when reduced in accordance with the Act of 1883, came to £224,588.

Of these applications, those which were for bridges were granted in full, while, as regards those which were for road works, exclusive of bridges, the available fund only admitted of their being granted to the extent of one-fifth of the amounts applied for. The total amount thus distributed for bridges and road works together amounted to £70,681.

In addition to these ordinary applications, there were also applications for repairs of extraordinary damages by floods, amounting to £19,825, and grants were made on these to the extent of £10,282.

The total applied for altogether on account of main roads was, therefore, £244,413, and the total granted £80,963, of which £41,842 was for bridges, and £39,121 for other works.

The amounts granted within each of the several provincial districts will be found in the following table:—

Provincial Districts.	Applications.	Grants.		
		Bridges.	Roads.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland	73,187 0 0	5,260 0 0	15,177 0 0	20,437 0 0
Hawke's Bay	14,063 0 0	4,125 0 0	1,323 0 0	5,448 0 0
Taranaki	8,110 0 0	3,529 0 0	1,619 0 0	5,148 0 0
Wellington	38,275 0 0	3,768 0 0	5,466 0 0	9,234 0 0
Nelson	5,048 0 0	2,079 0 0	442 0 0	2,521 0 0
Marlborough	4,756 0 0	281 0 0	876 0 0	1,157 0 0
Westland	9,977 0 0	5,000 0 0	747 0 0	5,747 0 0
Canterbury	21,240 0 0	7,566 0 0	2,218 0 0	9,784 0 0
Otago	69,757 0 0	10,234 0 0	11,253 0 0	21,487 0 0
Totals	244,413 0 0	41,842 0 0	39,121 0 0	80,963 0 0

District Roads and River Works: Total amount granted to be repaid in fifteen years.—On account of this class of works the total amount applied for

during the year ending March last has been £30,596 ; and in pursuance of these applications loans have been granted to the extent of £22,941. Of this sum, £21,495 was for roads, and £1,446 for river works. The several amounts granted within the various provincial districts are shown in the table below :—

Provincial Districts.	Applications.	Grants.
	£ s. d.	£ s. d.
Auckland	2,732 0 0	2,732 0 0
Hawke's Bay	1,270 0 0	1,270 0 0
Taranaki	2,000 0 0	1,200 0 0
Wellington	12,894 0 0	11,994 0 0
Nelson	..	..
Marlborough	1,446 0 0	1,446 0 0
Westland	..	..
Canterbury	5,500 0 0	1,200 0 0
Otago	4,754 0 0	3,099 0 0
Totals	30,596 0 0	22,941 0 0

GOLD FIELDS ROADS.

ROADS.—Under the heading of Gold Fields Roads an expenditure of £26,603 was incurred during the last financial year in the construction of roads on the gold fields, and in subsidies granted to County Councils for the opening-out of tracks and other works in aid of prospecting, and the liabilities existing on these works at the end of March last amounted to £17,197. The details of the various works undertaken will be found in Table No. 6 of the Appendices.

WATER-WORKS ON GOLD FIELDS.

From Table No. 8 it will be seen that a sum of £16,596 was expended during the year on the construction and extension of reservoirs, water-races, and drainage channels, and that liabilities amounting to £7,383 were outstanding on account of these works at the end of March last.

It may be well here to point out that this expenditure out of loan is for entirely new works, and does not include the maintenance and repair of such works as the Kumara and Naseby Sludge Channels, and the large water-races which are paid for out of consolidated revenue.

PURCHASE OF NATIVE LANDS, NORTH ISLAND.

The areas of land, the purchases of which were completed during the year ending the 31st March last, were as follows : In the Auckland Provincial District, 77,721 acres ; in the Wellington Provincial District, 120,861 acres ; and in the Taranaki Provincial District, 10,280 acres : amounting in all to 208,862 acres.

The total area of Native land purchased under the Immigration and Public Works Acts, up to the 31st March last, was 3,958,233 acres, at a cost of £828,866 ; and a further area of 1,013,053 acres is under purchase, on which £92,827 has been paid. Total disbursements up to end of March last, £921,693.

IMMIGRATION.

As the House is aware, the Schedule to the Loan Act of 1882 provided a sum of £200,000-for immigration. Since that time assisted and free passages have been granted to 9,619 immigrants, who have arrived in the colony as follows, viz. :—

Between 1st April, 1882, and 30th June, 1883	...	...	...	3,205
Between 1st July, 1883, and 30th June, 1884	...	...	...	6,267
Since 30th June, 1884	...	...	...	147
				9,619

In addition to these, the Government have advices of 150 more immigrants (principally single women) having left Plymouth on the 31st August last.

The total number of immigrants of all classes introduced by the Colonial Government since the inauguration of the immigration scheme is 110,833.

With the exception of a small number of single women, whom the Agent-General caused to be specially selected, the whole of the immigrants who have arrived in the colony since April, 1882, have been nominated; but since the 12th March last even nominated immigration (except for single women) has been suspended.

A number of the persons, part of whose passages were provided by their friends, were suddenly told that they could not be brought out. The hardship to which these persons have been subjected has been so forcibly represented to the Government, and their right of complaint is so clear, that instructions have been given that in all cases where the nomination-money has been already paid passages are to be provided for the persons nominated.

TELEGRAPH EXTENSION.

The work done towards extension of telegraph lines during the past year has consisted of 100 miles of new lines, with wire complete, and 89 miles of additional wire, erected partly on the new lines and partly on lines previously existing.

The total length of telegraph lines now existing in the colony is 4,074 miles, carrying 10,037 miles of wire, and in addition to this the transmitting capacity of the wire is increased by 2,820 miles which is duplexed.

The extensions at present contemplated amount to 142 miles of line.

PUBLIC BUILDINGS.

In the North Island the principal works which were in hand during the year were the new gaol at Auckland, and the convict prison, Mount Cook, Wellington, at both of which good progress has been made.

The post and telegraph offices in Wellington have also been completed and opened during the last year.

In the Middle Island the principal buildings completed were the lunatic asylums at Sunnyside, Canterbury; and Seacliff, Otago.

The total expenditure on public buildings in both Islands during the year amounted to £164,376, and the liabilities at end of March last were £41,753.

LIGHTHOUSES AND HARBOUR WORKS.

At Kaipara a lighthouse has been erected on the North Head, and is now very near completion. The training-wall erected in the Aorere River, at Collingwood, has been completed, and has fully answered the purpose intended. The French Pass Lighthouse and the necessary buildings are now complete, and the Pass was lighted on the 1st October.

At Jackson's Head a substantial beacon has been erected on the reef lying nearest to the Head, which it is expected will prove to be of service in marking the width of the channel.

At Westport the small river training-wall on the northern side is well advanced. A survey is in progress of a line of railway to Cape Foulwind, which has been suggested as a means of bringing stone to the breakwater.

At Greymouth the southern breakwater was continued at the usual rate of progress till May last, when the works were suspended in consequence of the vote being exhausted.

As shown by the statements furnished by the Engineers, the harbour works at Greymouth are proving of great benefit to the port.

When the Harbour Bills now before Parliament become law further provision for these harbours will be unnecessary.

COAL FIELDS.

For some years past the coal fields of the colony have been left to private enterprise, the only relation which Government has maintained to them being that of their control and inspection under the regulations of "The Mines Act, 1874."

The report of the Secretary for Mines, dated the 20th June, 1884 (Parliamentary Paper, C.-5), is already in the hands of members, and shows that this most essential industry is slowly but surely increasing in importance.

Thus, during the last six years, while the total consumption of coal in the colony has increased 75 per cent., the proportion which the coal raised in the colony bears to the imported coal has increased from 48 per cent. in 1878 to 77 per cent. in 1883.

I regret to say, however, that a marked falling-off in production has been experienced in the case of the Kawakawa Mine, at the Bay of Islands, on which the northern part of the colony has for many years been chiefly dependent for its supply of steam coal. Any permanent failure of this mine would be a serious loss to the colony, as the expensive railway that has been made to connect it with a deep-water wharf would become in that case unproductive. From the reports of the Geological Department there appears, however, to be good ground for expecting that the falling-off is only one of the fluctuations incident to the development of all coal fields, and it is anticipated that a more active and extended use of the diamond drill in the district will lead to the discovery of fresh coal seams.

A similar failure was experienced in the case of the important Springfield Mine, from which Christchurch is largely supplied; but in that case the company procured a diamond drill, and the result of its use in discovering new coal seams on the property has been very successful.

There is no doubt that in the diamond drill, if it is used with judgment, we have a means of placing the development of our coal mines on a solid basis, by obtaining, without expensive shafts, accurate records of the thickness and nature of the coal measures.

The principal areas occupied by coal measures, concerning the extent and value of which more exact information is required, are the following:—

In the North Island.—The Bay of Islands District, the district at the source of the Waipa and the Mokau Rivers, and the lower Mokau District, where seams of valuable steam coal are known to exist, and probably to extend into the upper district of the Wanganui River.

In the South Island.—The area of coal formation on the Paparoa Range, north of Greymouth, and the country from Reefton to the sources of the Buller River, require more definite exploration, similar to that which the Mount Rochfort Coal Field has received. The fact that large coal deposits exist in the above district has been ascertained, but the determination of their exact extent and value might have an important bearing on the great question of the most advantageous way of improving the facilities for export trade from the West Coast, and also on the best lines for internal communication.

There can scarcely be any doubt that if the colony could afford to give substantial encouragement towards the employment of diamond drills by coal companies and private persons much good would ensue. Good results would also accrue to the colony, and considerable sums of money would be saved to companies and individuals, were there a more liberal expenditure on the Geological Department, which at present receives a very small vote.

PROPOSALS FOR THE FUTURE.

The proposals I am about to make are based on principles which, after long discussion with my colleagues, I have decided on submitting to the House as the foundation of our future public works policy. There are two points which we must bear distinctly in mind:—

First, that there is great work for us to do in the way of extending the railway system, of feeding the railways, and of opening up the country by the construction of roads and bridges, and, at intervals, when the colony needs it, of increasing the population by immigration, which, to speak moderately, cannot be in any sense exhausted for two or three generations. To put it in another form, the people have before them, for a longer period than it is necessary to look forward to, the task of colonizing the country. They have not to do this by spurts, with intervals of inaction, but by steady and continuous action.

The second point I have to ask the House to remember is that, inasmuch as we are not engaged on a spasmodic work, but on one that will last our lives and the lives of our children and children's children, we must endeavour to bring to its performance as much of system as is possible.

If we consider these two points jointly it will be evident that they really amount to no more than this: that we must steadily pursue the functions of colonization as fast as, and no faster than, our means permit; and it will also be evident that, though we may make prognostications of the extent of the future money at our disposal, an exact determination can only be arrived at from year to year.

But, in order to obtain a general index of the future means, it is necessary to know what is the policy of finance that is to be adopted.

The Colonial Treasurer has already, at some length, enunciated the views of the Government on the subject, and I may be permitted to supplement what has been already stated.

Taking the present year as a starting point, the object after this year will be to bring the expenditure charged on the Consolidated Fund within the means of that fund without the aid of the property-tax. We foresee that that can easily be done by shifting to local expenditure some of the present charges made on the Consolidated Fund—notably the charitable expenditure, and some other small items, let us say, amounting with the charitable aid, to some £100,000 a year. It is clear that the local bodies cannot undertake this without an additional revenue, and, to dispense with needless points of controversy at present, we may suppose that the £100,000 is supplied by either a property-tax or a land-tax.

But other revenue will also have to be supplied to local bodies, as it cannot be satisfactory to continue for a lengthened period the policy of making and maintaining roads and bridges out of borrowed money, which has been virtually what has been going on for some time. The borrowing for roads and bridges cannot be abruptly brought to a conclusion, but its cessation must be an end kept in view. I need not further pursue the subject of providing local revenue, but may come to that which is of most moment to my present object—considering how we are to find the means of pursuing colonizing operations. If we accept the starting point of this year which I have assumed, we shall have to ask ourselves how, without increasing the taxation, we may have the means of meeting the additional annual charges on the money borrowed for the work of colonization.

There are three sources of increased revenue, or increased means, to which to look forward: First, the natural net increases of revenue from year to year. Second, the increase of revenue from new railways, and also the increase in revenue (apart from natural increases) from existing railways, as they are fed by new railways, roads, and bridges. And Third, the annual saving from reduced rates of interest on loans converted, apart altogether from the saving of the expenditure of sinking fund, with which I have, in this Statement, nothing to do.

Now, there should be next year, and for some years to come, at least a net natural increase of revenue of £50,000. There should also be over many years an average additional saving of at least £20,000 annually on account of reduced interest on converted loans. Some years it will amount to a great deal more. From the other source, if we pursue the wise policy of endeavouring as soon as possible to obtain returns from borrowed money expended, we should obtain considerable increases of revenue apart from the natural increases. When the North Island Trunk Railway is finished the increases from feeding to all the fragmentary systems in the Island will be enormous. Putting this prospect on one side, I anticipate that, if you allow me to pursue the works with a view

to early returns, there will be, during the next two or three years, an average increase in railway revenue of at least £25,000 per annum.

We have then a net natural increase of revenue of £50,000, an addition each year to the savings on account of conversion of £20,000, and £25,000 increase on account of new works—in all £95,000.

The Government considers that this justifies our borrowing a million and a half during next year, and that the probabilities are that in future years the increases of revenue will justify at least additions of from one to one and a half millions a year. The additional burden of this million and a half will amount at present rates to £60,000; but probably in a year or two the money may be borrowed at $3\frac{1}{2}$ instead of 4 per cent. But it will be said I have forgotten the additional charge of the third million to be negotiated next year. The third million, however, has not been forgotten; but, in considering the difference between this year and next, it has to be remembered that the interest on money obtained by temporary expedients and in anticipation of the loan will cover the amount of interest on the third million.

It is a million and a half that, as has already been stated, we propose to take authority to borrow; and I may say we also propose that it should cover expenditure up to the end of March, 1886. I have not taken into account the annual charge of the North Island Trunk Line One-Million Loan, because, up to the extent of £100,000, I think we can provide for that line out of the million and a half; and the Government wish to defer negotiating that loan until the expenditure on the line is very heavy. At first, with all eagerness to push it on, it will be impossible to spend much money on it, whilst if the whole sum is brought into the Treasury there will be the old danger of its being spent for something else.

In the manner of stating the votes proposed to be taken for railway works this session two changes have been made, which it is believed will be very beneficial, not alone in facilitating the work of the department, and enabling the Minister to realize the state of affairs, but also in letting honourable members see the amount of money which is proposed to be spent during the year in the actual construction of railway works in their several districts.

The changes which I allude to are as follow:—

1. The taking of separate appropriations for additional works required on opened railways, as distinct from new works for extension of railways; and

2. The taking of separate appropriations for the permanent-way and rolling-stock required for all railways, including additions to opened lines, instead of, as hitherto, including the permanent-way and rolling-stock in the votes for construction works.

As regards the first of these proposals—namely, the taking of separate appropriations for additional works required on the opened railways—I think honourable members will bear me out in the assertion that it was very difficult in the past to realize, from the amount of the vote taken, how much new railway works might be reasonably anticipated, as a very large proportion of the sums which have been voted for each railway from year to year has been expended on additions and improvements to the portion of railway previously opened.

By taking the votes entirely separately, as is now proposed, honourable members will be enabled to see, not only how much money is proposed to be devoted to each new extension of the railway system, and to additions to each opened railway, but will also be enabled to realize the total sum required from year to year for additions to the opened lines as a whole, including additional rolling-stock.

As regards the second proposal which I have alluded to—namely, the taking of separate appropriations for permanent-way and rolling-stock, as distinct from the appropriations for construction works—it is believed that this also will be a great help to honourable members in enabling them to realize the extent of construction works which will actually be done in the various localities, besides having the additional advantage of enabling the departmental accounts to be kept in a manner which will be more easily understood than by the method now in vogue.

This present method consists in charging the permanent-way and rolling-stock, when ordered from England, to a suspense account, in terms of section 4 of the Immigration and Public Works Appropriation Acts passed each year, and it has the daily and hourly disadvantage that the Minister can never tell what the state of the vote actually is from time to time, the whole amount of the suspense account being a charge upon the whole class of votes for railways, but the amount chargeable to each railway being indefinite and undeterminable until the close of the year's transactions.

By the system now proposed, of taking a separate vote for permanent-way and rolling-stock, all these complications will be avoided, and the statements of accounts from time to time under votes taken for actual construction works will show clearly the amount actually expended, and also the amount still available for expenditure upon that class of works.

On the 1st April, 1884, there was an available balance for expenditure (assuming that the advances outstanding were cash) of £877,912. This does not include a payment of £75,203 due from the Land Fund.

The outstanding liabilities on the 31st March, 1884, after deducting a large sum for Native land purchases not likely to be wanted for some time, amounted to £1,313,550. Between the 31st March and the 31st August, 1884, further liabilities of £236,446 have been incurred, making the total liabilities £1,549,996.

I have already stated the available balance at the end of March last was £877,912: deducting this from the liabilities there is a deficiency of £672,084. But then there is the third million of the 1882 loan, and, assuming it to come into the year's account and to net par, there will be a balance of £327,916 only available for the votes of this year beyond liabilities. With the exception of this small balance, therefore, the votes of last year practically disposed of the Three-Million Loan, and not only of that, but of the £250,000 raised under the Local Inscribed Stock Act, the proceeds of which have also been drawn into the fund.

As far as I can see, from careful examination, it was intended that the Three-Million Loan should last out the year 1885–86. The financial year ends on the 31st March, and the Act prescribes that one million only shall be borrowed in the three years 1883, 1884, and 1885. The third million could not have been expected to be available many weeks before the end of March: thus, it must have been intended to spend the money before it was borrowed, or that the third million should last till 1886. But the then Government declared that they would not spend money before it was borrowed; so it must have been intended that the loan should last out next year; whilst, as I have said, with an additional loan of £250,000, there is only for new votes of this year, £327,916.

It is necessary that I should point all this out, so that we may have on record the point at which the new loan which the Government propose intervenes, as also that you may realize that a great part of that new loan is required to fulfil the Schedule of the Three-Million Loan Act, besides the £250,000 which has also been absorbed.

On the other hand, so far as the votes are concerned, it is only justice to my predecessor to point out that the votes of each year include much more than can be expended within the year. A system has grown up of voting sufficient to cover the probable cost of contracts, whether or not these contracts can be executed during the year. If I follow the same system, and take large votes for new works, honourable members must understand that in the few months that remain of this year only a small portion will be spent, so that up to the end of March next I estimate we shall not trench upon the actual cash proceeds of the proposed new loan of a million and a half much, if any, more than £200,000: for that loan the Government is, in fact, providing for expenditure for the year 1885–86.

The House will agree with me that it is sound policy to provide the money before incurring the expenditure. We propose to take authority for a loan of a million and a half, as has already been intimated by the Colonial Treasurer. Adding that to the available balance at the end of March last and to the third million of the loan of 1882 we shall have a total of £3,377,912

available for expenditure from the 1st April last for liabilities and new works; or, deducting the liabilities to the end of August of £1,549,996, there will be £1,827,916 left for new works, which is another way of stating the balance of £327,916 out of the Three-Million Loan added to the proposed new loan of one and a half millions.

In order to make this complicated subject quite clear, I should explain that I have treated the liabilities of £236,446 incurred between the end of March and the end of August as liabilities. As far, however, as the Government incurring them is concerned, they may treat them as fresh works during the present year, unvoted as yet, but to be voted in the Estimates. On that footing the late Government may say they had £236,446 more to vote for the present year than the £327,916 I give them credit for.

In view of these facts and figures, I propose to ask the House to vote in all this year, for liabilities already existing, and for new undertakings to be presently entered into, the sum of £2,810,280, made up as follows:—

For Immigration, with liabilities at end of August amounting to £62,280, we ask for a vote of £100,000.

For General Departmental Expenses, with liabilities £12,759, we ask for a vote of £30,057.

For Railways we ask for a vote of £1,567,516. On this sum we have to charge £903,898 for existing liabilities, and it also includes £522,584 for additions to opened lines; but of this sum of £522,584 there are existing liabilities of £345,295. We have also to pay, out of this vote, for rails for renewals on working railways, the sum of £100,000, and there are existing liabilities under this head of £48,868. The £100,000 has, however, to be repaid to the Public Works Fund by the working railways.

For Roads, with liabilities of £359,464, we ask for a vote of £737,008. This includes £304,200 for grants in aid under the Roads and Bridges Construction Act, on which there are liabilities amounting to £204,200.

For Waterworks on Gold Fields, with liabilities £7,663, we ask for a vote of £12,857.

For Purchase of Native Lands, North Island, we ask for a vote of £90,000, that being the amount estimated to be required to meet the payments which will become due during the year now current.

For Telegraph Extension, with liabilities of £20,423, we ask for a vote of £29,322.

For Public Buildings, with liabilities £54,526, we ask for a vote of £171,104.

For Lighthouses and Harbour Works, with liabilities of £26,983, we ask for a vote of £55,916.

And, for charges and expenses of raising loans we ask for a vote of £16,500, that being the amount estimated to be required to cover the cost of raising the last million loan which was floated in England.

With the exception of the votes for railways in course of construction, I do not consider it necessary to state here our proposals with regard to each individual work, as all the necessary information with regard to the road works, &c., which are proposed, will be found in the Estimates, which I shall presently lay before the House; but, as regards the railways in course of construction or proposed, it is desirable that I should state here the intentions of the Government with regard to them.

Taking them in the order that they will appear in the Estimates, our intentions are as follows:—

KAWAKAWA.—The vote set down for this work is merely sufficient to cover existing liabilities, but it is proposed to have plans prepared so as to enable the Government to put the extension of the line towards Kamo in hand early next year.

WHANGAREI-KAMO.—The vote proposed is sufficient to cover all existing liabilities.

HAMILTON-CAMBRIDGE RAILWAY.—The vote proposed in this case will cover the completion and equipment of the line throughout.

HAMILTON-TE AROHA AND GRAHAMSTOWN-KOPU.—The vote proposed for these works will complete and equip the railways between the points indicated.

NAPIER TO WOODVILLE AND BUNNYTHORPE.—This line we propose to complete throughout as rapidly as possible, and the vote proposed for this year is sufficient to cover as much of it as can conveniently be let by contract before the next meeting of Parliament.

WELLINGTON-WOODVILLE.—The vote proposed for this will be sufficient to complete the sections at present in hand.

NEW PLYMOUTH-FOXTON.—The vote now proposed for this line is estimated to be sufficient to complete and equip the railway throughout, including the extension from New Plymouth to the breakwater.

WELLINGTON-FOXTON.—In this case the vote is merely to cover existing liabilities on account of land purchases, &c., originally undertaken by the Government.

MAIN TRUNK RAILWAY, NORTH ISLAND.—The Government has on more than one occasion expressed its conviction of the expediency of hastening forward to the utmost the construction of the North Island Main Trunk Railway, and the route of the line having now been decided, I have been enabled to issue instructions for surveys to be proceeded with for the first section south of Te Awamutu, and I hope in a few weeks to be prepared to call for tenders for this work.

I shall leave to my colleague, the Native Minister, the task of obtaining land along the line.

It will be necessary in any case to commence the construction at the other end of the line; and it will greatly facilitate the rapid prosecution of the work if the construction of the Wellington-Manawatu Railway is vigorously pushed on.

NELSON-ROUNDELL.—The vote proposed in this case is sufficient to complete the Wai-iti Section.

GREYMOUTH-REEFTON.—For this railway it is only proposed to vote sufficient to cover existing liabilities and a few contingencies which may be anticipated, as its construction is expected to be undertaken by private enterprise, as a portion of the railway from Nelson to Brunnerton.

GREYMOUTH-HOKITIKA.—For this railway it is proposed to take a vote this year sufficient to cover the cost of the completion of the four miles from Hokitika to the Arahura, and it is intended to continue its construction from year to year until Hokitika is connected by rail with the Port of Greymouth.

BLLENHEIM SOUTHWARDS.—This railway we intend to complete as rapidly as possible to the Awatere, and the vote proposed will cover another contract which is intended to be let this year, in addition to the existing one.

HURUNUI NORTHWARDS.—The vote proposed for this railway is estimated to be sufficient to complete and equip the section at present under contract between Hurunui and the Red Post.

HURUNUI-WAIPARA.—This railway, including the completion of the Hurunui Bridge, with iron cylinders instead of piles, will be finished as rapidly as possible, and the vote proposed will be sufficient to complete and equip it.

UPPER ASHBURTON BRANCH.—The vote proposed for this is estimated to be sufficient to complete the line to the Mount Somers Township.

LINCOLN-LITTLE RIVER.—We consider that this railway, which has been a very long time in hand, should now be completed throughout to Little River, and the vote proposed will be sufficient to do this.

ALBURY BRANCH.—In this case, as the railway is already completed as far as it is necessary to carry it at present, the vote proposed is merely sufficient to cover existing liabilities and contingencies.

OXFORD TO SHEFFIELD AND WHITECLIFFS EXTENSION.—This line is also complete from Oxford to Sheffield, but there are some outstanding liabilities and contingencies to be met, and the vote proposed is sufficient to cover these, and also a short extension at the end of the Whitecliffs line to give access to the several coal mines across the river.

LIVINGSTONE BRANCH.—This railway was commenced and partly formed throughout its whole length of 12 miles as far back as five years ago, and the £40,000 odd expended upon it up to March last has been lying waste for several years. It is now thought, therefore, that it is time that some return should be got for all this expenditure; and we therefore propose to vote this year a sum sufficient to complete it throughout.

PALMERSTON-WAIHEMO, 8 miles.—This railway has also been in hand an unconscionable length of time, and we now propose to complete it forthwith. The vote to be asked for will be sufficient to do this.

CATLIN'S RIVER BRANCH.—For this railway we propose a vote sufficient to complete and equip the line to the Port Molyneux Road.

WAIPAHI-HERIOTBURN.—This railway being already completed, the vote proposed is merely to cover existing liabilities.

EDENDALE-TOITOIS.—It is proposed to complete this railway to the end of present formation, namely, to a point four miles beyond Wyndham; and the vote to be asked for will be sufficient for that purpose.

OTAGO CENTRAL RAILWAY.—As already stated, I consider that the Hindon section of this railway should have been more rapidly pushed ahead, and it will be my endeavour to further this end during the current year by all means in my power, and also to push forward the construction of the line generally as rapidly as is at all possible, in order to utilize as soon as practicable the large expenditure of close upon £200,000 already made upon it. With this view it is proposed to ask this year for a vote which will be sufficient to enable all the work to be put in hand which can be reasonably got at without entailing a heavy loss for carriage of material.

LUMSDEN-MARAROA.—The vote proposed for this line is sufficient to complete it to end of present formation, namely, to a point six miles from its commencement.

GORE-KELSO.—It is not intended to continue this line at present, so the vote proposed is merely sufficient to cover cost of working survey and land plans.

WAIMEA-SWITZERS.—The vote proposed for this is sufficient to complete it up to the end of the seventh mile.

SEAWARD BUSH.—For this railway a vote is proposed sufficient to complete it to the end of the sixth mile.

RIVERTON-OREPUKI.—In this case the vote asked for will complete and equip the railway throughout up to its present terminus near Orepuki.

If the House consents to vote the amount which I have intimated that we now intend to ask for railways, we shall have, I expect, by the end of this financial year, a length of 1,480 miles of railway open for traffic, as against 1,404 opened up to the 31st March last.

Honourable members are aware that large sums have been expended on roads to the north of Auckland in lieu of expenditure on railways. This course was decided on many years since, it being considered that roads were a more immediate object of necessity than railways. The time has come, however, when the people to the north of Auckland are very earnestly appealing for an extension of

the trunk system of railways through their districts, with the view to connect the various settlements.

It is urged with great force that the timber, gum, coal, and other minerals, which the northern districts possess, together with the capabilities of the soil of a very large quantity of land, would make such a railway at once remunerative, and the means of conferring a large amount of indirect advantage on existing settlers, besides inducing a considerable increase of settlement.

The Government think the subject demands attention, and will cause inquiries to be made in order to place the House in possession, next session, of accurate information concerning the route and prospects of additional railway communication, the extent of Crown lands likely to be benefited, the advantages to existing settlers, and what funds towards payment for the construction of the railway would be derivable from the disposal of the forests, and from rentals obtainable from suitable-sized farms in the districts through which the line would run.

Although, as before stated, I do not propose to go into all the road votes in detail, it is necessary that I should say a few words as regards the total amounts proposed to be asked for under three of the principal classes of roads, namely, the roads north of Auckland, the grants-in-aid under the Roads and Bridges Construction Act, and the roads to open up lands before sale, as it might otherwise appear that these amounts are excessive.

For the roads north of Auckland our proposal is to take a vote for the whole of the balance of the amount already allocated in the loan of 1882, which amounts to £103,800, and to distribute this sum amongst the various local bodies, to be expended by them during the remainder of this, and the whole of the next, financial year. This is done in order that they may make arrangements for the works being executed during the most suitable period of the year, as it has been found that the annual allocations of small amounts, made in midsummer, has the effect of running the construction into the winter-time, and also of necessitating its being done in a very piecemeal fashion.

For grants-in-aid under the Roads and Bridges Construction Act the vote proposed, and the one which so materially swells the total amount asked for under the general heading of roads, is £304,200; and it has to be explained that this sum includes a liability of £204,200, being the total outstanding balance of all allocations made up to end of March last, together with £100,000 which we propose for allocation this year for main roads. This will leave the item of district roads still to be provided for under the permanent appropriation of £100,000 made by "The Roads and Bridges Construction Act, 1882," the balance available for allocation under this head, including some £1,803 of debentures already paid, being £43,987.

For the roads to open up lands before sale the amount proposed to be voted is £133,308, that being the balance of loan allocation of 1882, with some small additions recommended this year.

I venture to express a hope that next year such a system of local government will be introduced as will make it unnecessary to come to this House for such an amount of votes for roads and bridges.

In conclusion, Mr. Speaker, I shall only add that I hope when the time comes round for the next annual Public Works Statement I shall be able to show that the department generally is being administered with greater economy than at present; that I may have been able to place the tariff on the railways in a more satisfactory state; and that I shall be able to submit a Bill providing for the creation of non-political Boards of management, which will be satisfactory to this House and the country.

I have, I am sure, wearied the House, and perhaps I have trespassed too far on its patience; and it only remains for me now to thank you, Mr. Speaker, and honourable members for the indulgence accorded to me.

TABLE, to accompany Public Works Statement of October, 1884, showing the Total Amount proposed to be voted for each Class of Work, with Liabilities on same at the end of August, and the Balances thus left available for further undertakings this year.

Item No.	Class of Work or Service.	Liabilities at End of March, 1884.	Liabilities incurred between End of March and End of August, 1884.	Total Liabilities incurred up to End of August, 1884.	Amount proposed to be voted.	Amount which would thus be available for further undertakings this Year.
		£	£	£	£	£
1	Immigration	51,000	11,280	62,280	100,000	37,720
2	General Departmental Expenses, including Cost of defending Messrs. Brogden's Claims and Expenses of Railway Commissions	619	12,140	12,759	30,057	17,298
	Railways—					
3	Railways in course of Construction	295,411	80,100	375,511	780,200	404,689
4	Permanent-way, Sleepers, and Rolling-stock for ditto	104,732	12,500	117,232	136,732	19,500
5	Additions to open Railways	147,399	40,350	187,749	303,538	115,789
6	Permanent-way, Sleepers, and Rolling-stock for ditto	132,546	25,000	157,546	219,046	61,500
7	Stock for Renewals for Working Railways Department (to be repaid to Public Works Fund from time to time as the materials are issued)	48,868	..	48,868	100,000	51,132
8	Surveys for New Lines of Railway	8,198	8,794	16,992	28,000	11,008
	Total Railways	737,154	166,744	903,898	1,567,516	663,618
	Roads—					
9	Roads North of Auckland	30,130	Cr. 708	29,422	103,800	74,378
10	Main Roads	21,724	6,226	27,950	56,600	28,650
11	Miscellaneous Roads and Bridges	39,652	1,864	41,516	96,919	55,403
12	Grants in aid under the Roads and Bridges Construction Act	204,200	..	204,200	304,200	100,000
13	Roads to open up Crown Lands	35,694	3,435	39,129	133,308	94,179
14	Roads on Gold Fields	17,197	50	17,247	42,181	24,934
	Total Roads	348,597	10,867	359,464	737,008	377,544
15	Waterworks on Gold Fields	7,383	280	7,663	12,857	5,194
16	Purchase of Native Lands, North Island	90,000*	..	90,000	90,000	..
17	Telegraph Extension	9,907	10,516	20,423	29,322	8,899
18	Public Buildings	41,752	12,774	54,526	171,104	116,578
19	Lighthouses and Harbour Works	15,198	11,845	26,983	55,916	23,933
20	Charges and Expenses raising Loans	12,000	..	12,000	16,500	4,500
	Grand Totals	1,313,550*	236,446	1,549,996	2,810,280	1,263,284

* These amounts are exclusive of £195,400, prospective liabilities for purchases of Native lands, which do not enter into the question of this year's requirements.

PUBLIC WORKS TABLES

AND

ANNUAL REPORTS

OF THE

ENGINEERS IN CHARGE

NORTH AND MIDDLE ISLANDS.

MARCH, 1884.

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DIAGRAM SHOWING MILEAGE OF GOVERNMENT RAILWAYS OPEN IN EACH YEAR, FROM 1872 TO 1884, NORTH AND MIDDLE ISLANDS COMBINED.

TABLE No. 2.

STATEMENT showing the TOTAL CLASSIFIED EXPENDITURE on RAILWAYS, out of Immigration and Public Works Loan, to the 31st March, 1884, and the Liabilities on that Date.

LINES OF RAILWAY.	Length of Line.	Miles under Construction.	Miles Open.	LAND.		Surveys: Preliminary and Working.	Grading.	Bridges and Culverts.	Fencing.	Workshops, Stations, and Wharves.	Engineering and Office.	Incidental.	Permanent-way, New Zealand, being Platelaying and Colonial Charges on Permanent-way Material.	Permanent-way, England, being Cost of Permanent-way Material and English Charges.	Cost of Construction.	Rolling-stock.	Total Expenditure by General Government, 31st March, 1884.	Liabilities, 31st March, 1884.	Total Expenditure by General Government and Liabilities, 31st March, 1884.	Valuation of Works constructed by Provinces.	Total Expenditure and Liabilities, 31st March, 1884.	LINES OF RAILWAY.
				Cost.	Expenses.																	
Kawakawa ..	M. chs. 7 41	M. chs. ..	M. chs. 7 41	£ s. d. 714 6 3	£ s. d. *442 17 5	£ s. d. 1,130 18 11	£ s. d. 17,231 16 0	£ s. d. 12,392 17 5	£ s. d. 118 0 0	£ s. d. 7,346 12 2	£ s. d. 6,302 15 3	£ s. d. 173 9 9	£ s. d. 10,951 0 2	£ s. d. 7,787 6 8	£ s. d. 64,592 0 0	£ s. d. 9,383 5 9	£ s. d. 73,975 5 9	£ s. d. 6,310 12 11	£ s. d. 80,285 18 8	£ s. d. ..	£ s. d. 80,285 18 8	Kawakawa.
Whangarei to Kamo ..	6 52	..	6 52	2,072 9 0	118 2 4	27 1 8	11,538 15 3	8,842 14 0	2,054 5 9	5,352 4 6	2,454 9 4	141 17 11	10,103 17 1	8,969 6 8	51,675 3 6	9,832 11 5	61,557 14 11	1,498 11 4	62,996 6 3	..	*82,996 6 3	Whangarei to Kamo.
Kaipara to Waikato ..	143 64	..	138 64	49,763 18 2	4,788 18 10	12,673 3 5	267,338 1 9	114,705 11 4	19,855 10 1	210,100 18 2	62,955 19 7	6,008 1 9	156,207 1 1	132,135 6 8	1,036,533 10 10	143,403 9 2	1,179,937 0 0	29,316 7 9	1,209,253 7 9	..	1,209,253 7 9	Kaipara to Waikato.
Waikato to Thames—																						Waikato to Thames—
Hamilton to Te Aroha ..	30 30	29 29	1 1	2,064 12 6	200 19 2	1,333 13 7	12,793 17 8	24,808 18 4	4,120 3 8	1,291 13 9	3,172 17 0	93 7 8	5,565 7 10	903 6 8	56,348 17 10	..	56,348 17 10	28,250 0 3	84,598 18 1	..	84,598 18 1	Hamilton to Te Aroha.
Te Aroha to Thames ..	31 0	4 40	..	1,619 2 2	76 2 8	1,357 15 1	17,492 14 3	3,498 6 2	415 4 0	98 14 1	2,815 19 7	45 9 7	2,588 4 6	..	30,007 12 1	..	30,007 12 1	4,841 15 6	34,849 7 7	..	34,849 7 7	Te Aroha to Thames.
Hamilton to Cambridge ..	12 2	12 2	..	5,684 0 0	24 5 7	152 14 4	3,559 13 7	2,917 8 4	3,256 15 0	1,092 4 3	401 1 2	6 12 0	2,757 16 11	..	19,852 11 2	..	19,852 11 2	15,287 16 8	35,140 7 10	..	35,140 7 10	Hamilton to Cambridge.
Gisborne to Ormond ..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,975 1 7	4,975 1 7	..	4,975 1 7	..	4,975 1 7	..	4,975 1 7	Gisborne to Ormond.
Wellington to Napier—																						Wellington to Napier—
Napier to Woodville ..	97 0	11 65	69 70	11,463 8 3	1,471 11 0	15,393 15 6	107,177 6 3	93,932 15 10	13,579 5 3	51,548 9 5	23,398 10 1	695 0 9	65,022 18 1	64,051 6 8	447,734 7 1	44,049 9 5	491,783 16 6	26,281 7 1	518,065 3 7	..	518,065 3 7	Napier to Woodville.
Wellington to Woodville ..	112 15	16 15	68 67	28,736 4 5	2,589 0 8	14,407 17 8	233,390 4 2	104,719 5 3	18,666 15 2	102,393 19 2	33,469 16 0	752 9 1	70,150 14 10	86,490 6 8	695,766 13 1	93,450 2 11	789,216 16 0	59,801 3 9	849,017 19 9	..	849,017 19 9	Wellington to Woodville.
Bunnthorpe to Gorge ..	15 32	..	..	..	..	..	163 4 0	..	..	..	..	..	..	..	163 4 0	..	163 4 0	32 16 0	196 0 0	..	196 0 0	Bunnthorpe to Gorge.
Wellington to Foxton ..	..	..	..	2,828 10 7	1193 5 2	6,381 3 5	21,753 16 9	4,040 0 0	724 16 7	83 8 4	2,650 15 0	471 16 11	2,064 2 11	..	41,191 15 8	..	41,191 15 8	1,046 9 5	42,238 5 1	..	42,238 5 1	Wellington to Foxton.
Foxton to New Plymouth—																						Foxton to New Plymouth—
Foxton to Patea ..	181 7	..	126 4	35,436 8 1	2,379 9 11	18,026 7 7	171,901 5 8	117,667 13 4	31,108 0 3	102,839 4 5	39,109 6 7	1,453 14 6	114,292 7 4	130,029 7 8	764,243 5 4	91,009 13 2	855,252 18 6	8,301 11 0	863,554 9 6	..	863,554 9 6	Foxton to Patea.
Patea to Waitara ..	69 21	9 24	59 77	14,004 13 6	1,279 15 8	9,486 0 6	73,877 3 8	46,971 9 1	9,069 14 3	40,896 17 6	20,573 17 9	821 14 9	72,696 18 4	65,796 6 8	355,479 11 8	21,710 13 11	377,190 5 7	44,737 8 7	421,927 14 2	..	421,927 14 2	Patea to Waitara.
Nelson to Roundell ..	52 0	2 47	22 73	18,123 17 0	1,286 10 6	4,558 2 4	32,281 6 1	21,484 10 11	8,539 14 1	14,505 4 4	8,375 6 11	447 0 5	19,182 7 5	22,724 6 8	151,503 6 8	10,874 0 4	162,382 7 0	6,503 8 4	168,885 15 4	..	168,885 15 4	Nelson to Roundell.
Greymouth to Nelson Creek ..	16 3	0 59	7 59	14,690 1 0	523 16 4	6,393 5 0	33,991 10 0	31,858 6 9	834 19 0	33,384 9 3	14,792 11 4	612 9 3	11,812 17 0	8,263 12 4	157,102 17 3	25,165 19 9	182,268 17 0	6,674 8 3	188,943 5 3	..	188,943 5 3	Greymouth to Nelson Creek.
Greymouth to Hokitika ..	23 51	8 30	..	3,482 1 8	607 5 8	3,216 7 8	10,255 6 7	5,687 12 2	131 18 5	138 5 6	3,121 7 6	489 6 5	704 19 4	1,260 6 8	29,094 17 7	..	29,094 17 7	795 13 0	29,890 10 7	..	29,890 10 7	Greymouth to Hokitika.
Westport to Ngakawau ..	19 63	..	19 19	5,841 18 3	3,312 12 6	5,586 2 2	55,968 10 10	14,609 2 1	463 9 5	45,822 9 9	9,765 7 6	531 14 7	21,181 12 4	20,748 0 0	184,835 19 5	22,108 17 8	206,944 17 1	554 6 8	207,499 3 9	..	207,499 3 9	Westport to Ngakawau.
Pictou to Hurunui—																						Pictou to Hurunui—
Pictou to Awatere ..	34 40	4 40	17 73	27,667 5 4	2,911 2 10	5,687 5 6	57,939 7 0	35,602 11 11	2,995 3 1	15,179 2 2	8,292 6 7	237 11 0	22,515 5 9	15,986 13 4	195,013 14 6	11,633 1 11	206,646 16 5	1,036 16 8	207,683 13 1	..	207,683 13 1	Pictou to Awatere.
Hurunui to Pahau ..	49 15	9 50	..	..	..	170 6 8	..	1 10 9	..	..	55 12 5	..	..	..	227 9 10	..	227 9 10	19,130 10 11	19,358 0 9	..	19,358 0 9	Hurunui to Pahau.
Hurunui to Waitaki—																						Hurunui to Waitaki—
Main Line ..	196 63	8 40	186 63	42,404 8 3	16,753 15 7	10,760 13 11	145,010 3 1	845,057 16 5	30,829 11 0	229,004 11 0	51,717 18 10	3,065 16 1	170,739 16 6	245,475 1 9	1,280,819 12 5	296,250 2 5	1,577,069 14 10	13,202 18 3	1,595,272 13 1	416,135 0 0	2,011,407 13 1	Main Line.
Oxford Branch ..	21 76	..	21 76	1,223 6 10	360 3 4	916 5 2	5,988 16 3	2,467 8 9	2,461 1 10	7,439 14 6	812 6 2	115 11 6	16,049 4 6	13,219 7 0	51,053 5 10	3,981 6 3	55,034 12 1	211 7 5	55,245 19 6	..	55,245 19 6	Oxford Branch.
Eyreton ..	20 7	..	20 7	1,163 13 8	230 1 5	771 6 4	6,529 9 1	1,952 19 8	1,619 11 2	5,941 3 8	628 6 10	115 3 11	13,047 9 7	11,769 14 4	43,768 19 8	3,791 6 6	47,560 5 9	23 10 2	47,583 15 11	..	47,583 15 11	Eyreton.
Lytelton ..	6 26	..	6 26	6,271 0 0	38 3 0	40 0 0	561 11 7	120 9 3	..	33,108 14 3	534 3 3	..	6,014 7 2	19,080 3 11	65,768 12 5	22,050 2 7	87,818 15 0					

TABLE No. 3.

STATEMENT showing the TOTAL EXPENDITURE on RAILWAYS out of Immigration and Public Works Loan to 31st March, 1884, and Liabilities classified on that date.

Lines.	Expenditure to 31st March, 1883.	Expenditure for Twelve Months, 1st April, 1883, to 31st March, 1884.	Total Expenditure to 31st March, 1884.	LIABILITIES.				Total Liabilities and Expenditure.
				On Authorities.	On Colonial Contracts.	On English Contracts.	Total Liabilities.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	63,552 4 0	10,423 1 9*	73,975 5 9	4,756 10 6	1,554 2 5	..	6,310 12 11	80,285 18 8
Whangarei to Kamo	56,145 10 5	5,412 4 6	61,557 14 11	1,438 11 4	..	..	1,438 11 4	62,996 6 3
Kaipara to Waikato	1,108,532 15 8	71,404 4 4	1,179,937 0 0	20,421 1 6	7,168 8 9	1,726 17 6	29,316 7 9	1,209,253 7 9
Waikato to Thames—								
Hamilton to Te Aroha	38,270 3 3	18,078 14 7	56,348 17 10	2,685 4 2	25,561 10 8	3 5 5	28,250 0 3	84,598 18 1
Te Aroha to Thames	24,540 18 11	5,466 13 2	30,007 12 1	861 17 4	3,979 18 2	..	4,841 15 6	34,849 7 7
Hamilton to Cambridge	5,967 19 9	13,884 11 5	19,852 11 2	2,101 6 8	13,186 10 0	..	15,287 16 8	35,140 7 10
Gisborne to Ormond	4,975 1 7	..	4,975 1 7	..	..	..	..	4,975 1 7
Wellington to Napier—								
Napier to Woodville	451,301 14 11	40,482 1 7	491,783 16 6	17,453 0 5	8,828 6 8	..	26,281 7 1	518,065 3 7
Wellington to Woodville	767,782 12 6	21,434 3 6	789,216 16 0	18,541 17 6	39,656 0 10	1,603 5 5	59,801 3 9	849,017 19 9
Bunnynthorpe to Gorge	95 4 0	68 0 0	163 4 0	32 16 0	..	..	32 16 0	196 0 0
Wellington to Foxton	40,237 8 9	954 6 11†	41,191 15 8	1,046 9 5	..	..	1,046 9 5	42,238 5 1
Foxton to New Plymouth—								
Foxton to Patea	825,140 10 2	30,112 8 4	855,252 18 6	4,614 1 0	87 10 0	3,600 0 0	8,301 11 0	863,554 9 6
Patea to Waitara	344,619 13 6	32,570 12 1	377,190 5 7	19,829 17 1	24,907 11 6	..	44,737 8 7	421,927 14 2
Nelson to Roundell	155,223 13 4	7,158 13 8	162,382 7 0	446 8 4	6,057 0 0	..	6,503 8 4	168,885 15 4
Greymouth to Nelson Creek	178,536 14 2	3,672 2 10	182,208 17 0	1,374 14 3	5,299 14 0	..	6,674 8 3	188,943 5 3
Greymouth to Hokitika	28,395 4 9	699 12 10	29,094 17 7	100 1 6	695 11 6	..	795 13 0	29,890 10 7
Westport to Ngakawau	199,891 3 7	7,053 13 6	206,944 17 1	486 12 6	67 14 2	..	554 6 8	207,499 3 9
Pictou to Hurunui—								
Pictou to Awatere	202,301 15 6	4,345 0 11	206,646 16 5	1,036 16 8	..	..	1,036 16 8	207,683 13 1
Hurunui to Pahau	67 3 0	160 6 10	227 9 10	172 10 2	18,958 0 9	..	19,130 10 11	19,358 0 9
Hurunui to Waitaki—								
Main line	1,519,779 14 10	57,290 0 0‡	1,577,069 14 10	10,056 16 7	7,221 19 0	924 2 8	18,202 18 3	1,595,272 13 1
Oxford Branch	54,862 19 2	171 12 11	55,034 12 1	211 7 5	..	..	211 7 5	55,245 19 6
Eyreton Branch	47,533 2 3	27 3 6	47,560 5 9	23 10 2	..	..	23 10 2	47,583 15 11
Lyttelton Branch	85,983 16 6	1,834 18 6	87,818 15 0	914 6 5	..	..	914 6 5	88,733 1 5
Southbridge Branch	96,835 8 10	1,651 17 5	98,487 6 3	235 18 0	..	..	235 18 0	98,723 4 3
Springfield Branch	103,542 3 11	302 8 3	104,448 1 11	13 3 10	..	..	13 3 10	104,855 10 6
Whitecliffs Branch	603 9 9	603 9 9	603 9 9	394 4 9	..	..	394 4 9	603 9 9
Opawa Branch	43,360 15 5	499 1 6	43,859 16 11	43 6 11	..	..	43 6 11	43,903 3 10
Waimate Branch	15,360 0 3	..	15,360 0 3	..	..	..	..	15,360 0 3
Main line to Upper Ashburton	31,865 3 9	5,721 15 5	37,586 19 2	827 8 2	..	..	827 8 2	38,414 7 4
Lincoln to Little River	53,297 11 2	4,523 14 3	57,821 5 5	439 5 10	6,440 0 0	..	6,879 5 10	64,700 11 3
Albury to Fairlie Creek, and Burke's Pass	37,826 4 3	18,853 12 11	56,679 17 2	1,025 16 8	792 1 6	..	1,817 18 2	58,497 15 4
Canterbury Interior Main Line—								
Oxford to Malvern	35,885 1 2	6,442 12 11	42,327 14 1	1,150 12 5	..	..	1,150 12 5	43,478 6 6
Whitecliffs to Rakaia	499 6 10	..	499 6 10	..	..	..	..	499 6 10
Temuka to Rangitata	5,152 2 8	..	5,152 2 8	..	..	..	..	5,152 2 8
Waitaki to Bluff—								
Main line, with Port Chalmers Branch	2,338,302 2 3	100,961 4 3	2,439,263 6 6	20,021 15 4	25,661 13 8	1,449 0 10	47,132 9 10	2,486,395 16 4
Duntroon Branch	54,224 3 3	5,447 7 5	59,671 10 8	3,329 11 2	..	..	3,329 11 2	63,001 1 10
Ngapara Branch	39,760 18 0	940 4 0	40,701 2 0	3,095 3 8	..	..	3,095 3 8	43,796 5 8
Brighton Road Branch	6,865 6 8	418 6 3	7,283 12 11	93 18 0	..	..	93 18 0	7,377 10 11
Outram Branch	30,481 11 8	85 11 4	30,567 3 0	95 8 0	..	..	95 8 0	30,662 11 0
Lawrence Branch	168,700 7 3	341 0 9	169,041 8 0	288 12 2	..	..	288 12 2	169,330 0 2
Ngapara Branch to Livingstone	37,994 2 1	1,788 7 3	39,782 9 4	86 15 4	6,311 0 0	..	6,397 15 4	46,180 4 8
Palmerston to Waihemo	15,366 18 11	3,742 1 2	19,109 0 1	227 10 3	892 5 1	..	1,119 15 4	20,228 15 5
Main line to Catlin's River	13,869 11 5	5,240 0 9	19,109 12 2	300 17 3	..	..	300 17 3	19,410 9 5
Waipahi to Heriot Burn	87,297 16 3	4,106 10 8	91,404 6 11	546 6 0	503 18 0	..	1,050 4 0	92,454 10 11
Edendale to Toitois	22,656 10 10	3,315 17 2	25,972 8 0	365 7 11	581 4 3	..	946 12 2	26,919 0 2
Riversdale to Switzer's	350 0 0	1,656 7 5	2,006 7 5	52 18 7	1,526 9 8	..	1,579 8 3	3,535 15 8
Kelso to Gore	..	367 19 7	367 19 7	703 3 3	..	..	703 3 3	1,071 2 10
Seaward Bush	89 13 9	2,722 6 10	2,812 0 7	225 18 8	2,901 16 8	..	3,127 15 4	5,939 15 11
Otago Central—								
Chain Hills to Taieri Lake	150,206 8 7	11,830 9 10	162,036 18 5	3,451 17 6	68,563 0 8	..	72,014 18 2	234,051 16 7
Invercargill to Kingston	282,923 16 7	2,248 5 5	285,172 2 0	2,018 16 10	92 16 3	..	2,111 13 1	287,283 15 1
Lumsden to Mararoa	13,978 6 3	1,687 7 1	15,665 13 4	130 15 8	..	..	130 15 8	15,796 9 0
Western Railways—								
Makarewa to Riverton	..	4,339 15 1	..	251 3 8	..	..	251 3 8	..
Riverton Branch to Otautau	..	1,823 8 4	..	210 16 1	291 10 5	..	502 6 6	..
Otautau to Nightcaps	183,500 14 11	449 7 10	196,680 15 7	374 5 10	..	..	374 5 10	204,557 0 7
Riverton to Orepuki	..	6,567 9 5	..	755 4 10	993 4 2	..	6,748 9 0	..
Contingent Expenses—								
In defending Messrs. Brogden's Claims	4,178 5 9	1,243 19 2	5,422 4 11	265 18 3	..	..	265 18 3	5,688 3 2
Expenses of Royal Commissions	13,257 5 9	1,093 1 6	4,350 7 3	94 13 11	..	..	94 13 11	4,445 1 2
Section 4 of "The Immigration and Public Works Appropriation Act, 1883"—								
Permanent-way } in stock and to arrive	184,979 6 4	99,584 18 7	303,103 15 8	4,514 12 0	15,308 2 8	160,219 5 1	180,041 19 9	589,249 5 10
Rolling-stock }	..	18,539 10 9	..	42,289 17 1	623 2 6	63,190 10 10	106,103 10 5	..
Compensations and allowance	564 7 9	..	564 7 9	..	..	..	..	564 7 9
SURVEYS, NEW LINES.								
North Island—								
Pukekohe to Waiuku	..	94 10 4	..	36 9 11	..	..	36 9 11	..
Main North Trunk-line	3,890 12 3	3,549 15 8	7,534 18 3	2,343 9 11	..	..	2,343 9 11	9,914 18 1
Middle Island—								
Hurunui to Waiiau	..	..	..	241 14 6	..	..	241 14 6	..
Whitecliffs to Rakaia	20,785 1 6	95 13 4	27,343 7 4	532 12 6	..	..	532 12 6	33,160 18 3
East and West Coast	..	6,462 12 6	..	1,344 5 5	3,698 18 6	..	5,043 3 11	..
Totals	10,291,644 10 9	662,046 9 9	10,953,691 0 6	201,025 13 0	303,411 2 5	232,716 7 9	737,153 3 2	11,690,844 3 8

* Includes £163 18 2 unauthorized expenditure.
† " 33 13 10 "
‡ " 2 17 0 "
£200 9 0

a Includes £1,992 10 0 miscellaneous P.W. expenditure.
b " 4,975 1 7 "
c " 8,097 16 3 "
d " 12,142 16 2 "
e " 7,147 2 8 "
f " 4,289 8 1 "

g Includes £9,053 8 6 miscellaneous P.W. expenditure.
h " 16,199 7 1 "
i " 2,732 0 3 "
j " 564 7 9 "
£67,193 18 4

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS (Class V.) out of Immigration and Public Works Loan to 31st March, 1884, and the LIABILITIES on that date.

	Expenditure to 31st March, 1883.			Expenditure during 12 Months ended 31st March, 1884.			Total Expenditure to 31st March, 1884.			Liabilities on Authorities, Contracts, &c., 31st March, 1884.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MAIN ROADS:—															
Roads, bridges, and wharves, North of Auckland ...	109,964	18	0	17,565	16	10	127,530	14	10	30,129	16	3	157,660	11	1
Cambridge to Taupo ...	676	13	6	42	15	6	719	9	0	443	10	0	1,162	19	0
Cambridge to Rotorua ...	7,248	8	6	4,361	6	10	11,609	15	4	544	3	1	12,153	18	5
Tauranga, East Cape, Whakatane, Te Teko, and sundry roads, Bay of Plenty ...	2,250	18	7	348	9	6	2,599	8	1	1,622	16	5	4,222	4	6
Tauranga to Napier, <i>via</i> Taupo ...	6,368	14	10	2,762	1	8	9,130	16	6	845	11	9	9,976	8	3
Kurupapanga to inland Patea ...	3,500	0	0	500	0	0	4,000	0	0	500	0	0	4,500	0	0
Seventy-Mile Bush ...	51,546	5	7	4,000	0	0	55,546	5	7	...	...	...	55,546	5	7
Manawatu Gorge Road ...	115,658	9	9	416	9	2	116,074	18	11	151	3	7	116,226	2	6
Nelson, Tophouse, and Tarnedale ...	1,842	2	6	974	16	10	2,816	19	4	372	13	2	3,189	12	6
Nelson, Westport, and Greymouth ...	21,369	7	7	4,968	7	10	26,337	15	5	4,586	7	4	30,924	2	9
Main road through Pelorus District and Rai Valley ...	14,665	11	8	5,321	3	5	19,986	15	1	7,254	8	4	27,241	3	5
Haast Pass Track ...	848	4	8	534	18	4	1,383	3	0	816	5	11	2,199	8	11
Hokitika to Christchurch ...	64,982	10	10	4,823	8	3	69,805	19	1	4,145	9	0	73,951	8	1
Roads and bridges in Native districts ...	7,808	8	4	2,755	9	7	10,563	17	11	441	14	8	11,005	12	7
Totals ...	408,730	14	4	49,375	3	9	458,105	18	1	51,853	19	6	509,959	17	7
MISCELLANEOUS ROADS AND BRIDGES:—															
Waikomiti Bridge and approaches ...	...	...	...	150	0	0	150	0	0	...	...	...	150	0	0
Road from Pukekohe Railway-station to Waiuku ...	88	14	3	3,824	8	2	3,913	2	5	1,290	8	1	5,203	10	6
Punt at Tuakau ...	...	...	...	270	9	6	270	9	6	...	...	...	270	9	6
Road, Tuhikaramea to Hamilton ...	425	0	0	50	0	0	475	0	0	25	0	0	500	0	0
Road, Raglan to Waipa ...	501	14	3	635	14	0	1,137	8	3	216	13	5	1,354	1	8
Bridge over Waikato at Hamilton, contribution. ...	227	4	8	57	7	7	284	12	3	43	10	3	328	2	6
Road, Cambridge to Tauranga ...	2,150	0	0	850	0	0	3,000	0	0	...	...	...	3,000	0	0
Road, Thames to Tauranga ...	2,380	0	0	1,095	0	0	3,475	0	0	4	0	0	3,479	0	0
Repairing flood damages, Cook County	1,373	12	0	73	16	0	1,447	8	0	43	4	0	1,490	12	0
Sundry roads and bridges, Auckland	...	...	...	6,292	11	3	6,292	11	3	4,105	18	6	10,393	9	9
Road between Manawatu and Makotuku Rivers, Ormondville ...	200	0	0	250	0	0	450	0	0	...	...	...	450	0	0
Sundry roads and bridges, Hawke's Bay ...	...	...	...	400	0	0	400	0	0	...	...	...	400	0	0
Bridge over Wangahū ...	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
Bridge approach, Orepūhi ...	...	...	...	150	0	0	150	0	0	...	...	...	150	0	0
Road, Foxton to Otaki, inland	261	1	8	60	0	0	321	1	8	278	9	1	599	10	9
Grant-in-aid for bridge over Manawatu River ...	767	11	2	968	0	10	1,735	12	0	267	4	0	2,002	16	0
Roads in Fitzherbert Block ...	550	5	3	500	0	0	1,050	5	3	...	...	...	1,050	5	3
Sundry roads, Wellington ...	...	...	...	227	18	4	227	18	4	29	2	0	257	0	4
Roads and bridges in unsettled districts, Patea and Taranaki	47,796	16	3	500	0	0	48,296	16	3	...	...	...	48,296	16	3
Completion of Great South Road between Opunake and Manaia ...	...	...	...	1,300	7	6	1,300	7	6	1,699	12	6	3,000	0	0
Bridge over Stony River, and approaches ...	382	12	8	529	8	6	912	1	2	239	5	0	1,151	6	2
Inglewood to Whitecliffs ...	...	...	...	3,591	0	0	3,591	0	0	1,409	0	0	5,000	0	0
Henwood and Upland Road ...	...	...	...	963	19	6	963	19	6	34	18	0	998	17	6
Sundry roads, Taranaki ...	...	...	...	250	3	0	250	3	0	...	...	...	250	3	0
Roads, Lower Moutere, flood damages	17	0	6	530	1	6	547	2	0	787	18	0	1,335	0	0
Bridge over Granity Creek ...	...	...	...	762	19	11	762	19	11	...	...	...	762	19	11
Bridge over Owen Creek ...	1,666	17	7	13	6	6	1,680	4	1	160	0	0	1,840	4	1
Foot-bridge over Matakītiki ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bridge over Matiri River ...	1,789	0	2	1,044	19	3	2,833	19	5	7	16	7	2,841	16	0
Bridge over Inangahua, at Buller Junction ...	2,263	5	6	4,282	15	0	6,546	0	6	2,080	13	9	8,626	14	3
Bridge over Little Grey, at Devery's ...	2,675	18	8	1,194	19	5	3,870	18	1	...	...	...	3,870	18	1
Bridge over Grey, at Cobden ...	...	...	...	125	7	6	125	7	6	4,846	12	6	4,972	0	0
Bridge over Waiau, in Amuri County	2,769	11	8	7,839	10	5	10,609	2	1	47	4	10	10,656	6	11
Bridge over Waiau, at Hammer Plain ...	...	...	...	98	19	5	98	19	5	35	13	11	134	13	4
Sundry roads and bridges, Nelson	...	...	...	408	16	4	408	16	4	...	...	...	408	16	4
Tracks, Pelorus and Queen Charlotte Sound ...	300	5	1	46	7	6	346	12	7	23	7	5	370	0	0
Bridge over Wairau, near Blenheim ...	52	0	0	3,170	3	6	3,222	3	6	876	12	8	4,098	16	2
Bridge over Clarence River ...	26	18	6	4,899	19	7	4,926	18	1	11,932	5	2	16,859	3	3
Road, Kaikoura to Clarence	...	...	...	870	4	7	870	4	7	126	2	11	996	7	6
Road, Kaikoura to Waiau ...	2,441	15	4	2,141	1	10	4,582	17	2	43	19	0	4,626	16	2
Wharf at Havelock	2	8	0	438	18	10	441	6	10	3	9	2	444	16	0
Roads, Greymouth to Okaitika ...	103,196	12	1	206	13	4	103,403	5	5	57	0	6	103,460	5	11
Bridge over Teremakau, Kumara ...	1,079	18	0	...	...	...	1,079	18	0	...	...	...	1,079	18	0
Carried forward ...	175,886	3	3	51,065	8	7	226,451	11	10	31,715	1	3	258,166	13	1

TABLE No. 4—continued.

STATEMENT showing the EXPENDITURE on ROADS (Class V.)—continued.

	Expenditure to 31st March, 1883.			Expenditure during 12 Months ended 31st March, 1884.			Total Expenditure to 31st March, 1884.			Liabilities on Authorities, Contracts, &c., 31st March, 1884.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES															
<i>—continued.</i>															
Brought forward ...	175,386	3	3	51,065	8	7	226,451	11	10	31,715	1	3	258,166	13	1
Bridge over Donnelly's Creek ...	65	8	9	1,943	7	10	2,008	16	7	1	17	0	2,010	13	7
Extension of road south of Okarito	16	11	0	616	19	0	633	10	0	433	1	0	1,066	11	0
Bridge, Ashburton, subsidy to county of half-cost ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bridge over Rakaia, at Dobbin's Ford, grant-in-aid ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sundry roads, Canterbury ...	...	...	...	396	3	5	396	3	5	103	16	7	500	0	0
Completion of road, Waikari to Wai- tati ...	808	3	4	1,654	11	7	2,462	14	11	585	4	6	3,047	19	5
Completion of Road from Maori Kaika to Taiaroa Head Lighthouse ...	200	8	6	...	...	...	200	8	6	28	17	0	229	5	6
Anderson's Bay Road ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Road, Green Island to Brighton ...	...	...	...	990	13	0	990	13	0	9	7	0	1,000	0	0
Bridge over Taieri, Main South Road	5	6	6	21	16	0	27	2	6	3,502	17	6	3,530	0	0
Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid towards re- rection ...	35	18	4	3,690	9	4	3,726	7	8	2,273	12	4	6,000	0	0
Bridge over Mataura, Otama District, grant-in-aid ...	...	...	...	1,087	16	8	1,087	16	8	912	3	4	2,000	0	0
Sundry roads and bridges, Otago ...	...	...	...	67	9	6	67	9	6	85	16	9	153	6	3
Bay of Islands District ...	34,903	16	5	...	...	...	34,903	16	5	...	...	...	34,903	16	5
Mangere Bridge ...	15,486	7	8	...	...	...	15,486	7	8	...	...	...	15,486	7	8
Thames ...	75	2	9	...	...	...	75	2	9	...	...	...	75	2	9
Waikato ...	27,582	11	7	...	...	...	27,582	11	7	...	...	...	27,582	11	7
Bay of Plenty ...	90,048	19	11	...	...	...	90,048	19	11	...	...	...	90,048	19	11
Poverty Bay ...	21,499	5	4	...	...	...	21,499	5	4	...	...	...	21,499	5	4
Taupo ...	9,336	17	1	...	...	...	9,336	17	1	...	...	...	9,336	17	1
Tools, &c. ...	714	13	6	...	...	...	714	13	6	...	...	...	714	13	6
Main road, Mahurangi to Whangarei ...	129	15	3	...	...	...	129	15	3	...	...	...	129	15	3
Road from Pukekohe Railway-station, through East Pukekohe, to Bombay	15	2	2	...	...	...	15	2	2	...	...	...	15	2	2
Road to Buckland Station ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Bridge over Waipa, on Raglan Main Road ...	1,006	4	8	...	...	...	1,006	4	8	...	...	...	1,006	4	8
Road, Te Awamutu Station to Town- ship ...	315	16	3	...	...	...	315	16	3	...	...	...	315	16	3
To free Hamilton Bridge from tolls ...	6,700	0	0	...	...	...	6,700	0	0	...	...	...	6,700	0	0
Waimapu Bridge ...	5,655	3	0	...	...	...	5,655	3	0	...	...	...	5,655	3	0
Repairing flood damages at the Thames, being half the cost thereof, viz.:—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thames County ...	4,928	10	0	...	...	...	4,928	10	0	...	...	...	4,928	10	0
Thames Borough ...	2,452	10	0	...	...	...	2,452	10	0	...	...	...	2,452	10	0
Tararu Tramway, amount agreed to be paid to Thames Borough Council in lieu of putting said tramway in good order, as provided by section 18 of "The Public Works Act, 1880"	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Road, Tauranga to Opotiki ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Ormond to Opotiki ...	912	18	8	...	...	...	912	18	8	...	...	...	912	18	8
Hamilton to Cambridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Thames ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Port Charles ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Tairua ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Maungatawhiri Valley ...	102	0	0	...	...	...	102	0	0	...	...	...	102	0	0
Maketu to Ararimu ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
to Ohaupo Station ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Whau to Henderson's Creek ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Rukuhia Swamp ...	693	1	8	...	...	...	693	1	8	...	...	...	693	1	8
South Bombay to Paparata ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Tuakau to Waikato ...	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Sundry roads, Waitoa District ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Road, Wade to Wainui ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Road, Helensville to Kaukapakapa ...	658	19	1	...	...	...	658	19	1	...	...	...	658	19	1
Komorau Bridge ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Road, Whangaroa to Kaeo ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Clark's Road ...	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Road to Omaha Wharf ...	80	0	0	...	...	...	80	0	0	...	...	...	80	0	0
Road, Stokes Point to Lucas Creek ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Lake District ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Removal of snags, Thames River ...	636	18	11	...	...	...	636	18	11	...	...	...	636	18	11
Whatawhata Bridge ...	34	17	0	...	...	...	34	17	0	...	...	...	34	17	0
Coromandel Wharf ...	3	9	0	...	...	...	3	9	0	...	...	...	3	9	0
Coromandel to Mercury Bay ...	14	4	8	...	...	...	14	4	8	...	...	...	14	4	8
Road, Aroha Township to Gold Mines	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Carried forward ...	405,255	4	3	61,634	14	11	466,889	19	2	39,651	14	3	506,541	13	5

TABLE No. 4—continued.

STATEMENT showing the EXPENDITURE ON ROADS (Class V.)—continued.

	Expenditure to 31st March, 1883.			Expenditure during 12 Months ended 31st March, 1884.			Total Expenditure to 31st March, 1884.			Liabilities on Authorities, Contracts, &c., 31st March, 1884.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES															
—continued.															
Brought forward ...	405,255	4	3	61,634	14	11	466,889	19	2	39,651	14	3	506,541	13	5
Removal of punt, Te Rori to Churchill ...	40	14	9	...	...	...	40	14	9	...	...	...	40	14	9
Removal of Churchill punt ...	42	2	0	...	...	...	42	2	0	...	...	...	42	2	0
Roads, Napier District ...	32,189	19	2	...	...	...	32,189	19	2	...	...	...	32,189	19	2
Roads, Wairoa ...	1,212	7	8	...	...	...	1,212	7	8	...	...	...	1,212	7	8
Tools, &c. ...	248	15	0	...	...	...	248	15	0	...	...	...	248	15	0
Bridge over Ahuriri Harbour ...	625	16	1	...	...	...	625	16	1	...	...	...	625	16	1
Patea to Wanganui ...	36,275	18	9	...	...	...	36,275	18	9	...	...	...	36,275	18	9
Wanganui to Taupo ...	5,376	18	1	...	...	...	5,376	18	1	...	...	...	5,376	18	1
Hutt to Lowry Bay ...	290	0	0	...	...	...	290	0	0	...	...	...	290	0	0
Tools, &c. ...	504	9	8	...	...	...	504	9	8	...	...	...	504	9	8
Bridge over Waiohine ...	13	15	6	...	...	...	13	15	6	...	...	...	13	15	6
Parakaretu Block ...	149	0	0	...	...	...	149	0	0	...	...	...	149	0	0
To relieve Wanganui Bridge from tolls	17,000	0	0	...	...	...	17,000	0	0	...	...	...	17,000	0	0
Deviation, Karori Road near Water-	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
works ...	153	1	8	...	...	...	153	1	8	...	...	...	153	1	8
Waverley to Patea Road ...	130	0	0	...	...	...	130	0	0	...	...	...	130	0	0
Manawatu Bridge at Foxton ...	0	18	0	...	...	...	0	18	0	...	...	...	0	18	0
New Plymouth, inland ...	3,760	17	3	...	...	...	3,760	17	3	...	...	...	3,760	17	3
Hawera to Waitara ...	14,469	19	2	...	...	...	14,469	19	2	...	...	...	14,469	19	2
Wai-iti to Patea ...	58,566	6	9	...	...	...	58,566	6	9	...	...	...	58,566	6	9
Tools, &c. ...	254	4	2	...	...	...	254	4	2	...	...	...	254	4	2
Waverley to Patea Road ...	70	0	0	...	...	...	70	0	0	...	...	...	70	0	0
General salaries, &c. ...	402	18	8	...	...	...	402	18	8	...	...	...	402	18	8
Refund expenses, T. Kelly, Mountain	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Road Commission ...	19	8	0	...	...	...	19	8	0	...	...	...	19	8	0
Buller to Arnould ...	73,197	4	8	...	...	...	73,197	4	8	...	...	...	73,197	4	8
Main Road to Boatman's ...	844	10	0	...	...	...	844	10	0	...	...	...	844	10	0
Westport to Lyell ...	7,273	13	10	...	...	...	7,273	13	10	...	...	...	7,273	13	10
Ahaura to Amuri ...	6,210	13	10	...	...	...	6,210	13	10	...	...	...	6,210	13	10
Nile Bridge ...	1,115	16	4	...	...	...	1,115	16	4	...	...	...	1,115	16	4
Takaka Valley ...	2,000	0	0	...	...	...	2,000	0	0	...	...	...	2,000	0	0
Collingwood to Quartz Range ...	507	1	1	...	...	...	507	1	1	...	...	...	507	1	1
Takaka Road ...	21	6	0	...	...	...	21	6	0	...	...	...	21	6	0
Takaka Tramway ...	3,000	0	0	...	...	...	3,000	0	0	...	...	...	3,000	0	0
Bridge over Wairoa, in Waimea District	3	18	0	...	...	...	3	18	0	...	...	...	3	18	0
Bridge over Inangahua at Reefton ...	2,099	6	7	...	...	...	2,099	6	7	...	...	...	2,099	6	7
Bridge over Ahaura ...	125	14	0	...	...	...	125	14	0	...	...	...	125	14	0
Dray-road through Cheviot Hill	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Country ...	100	8	0	...	...	...	100	8	0	...	...	...	100	8	0
Bridge over Grey at Cobden ...	13	10	0	...	...	...	13	10	0	...	...	...	13	10	0
Greymouth to Arnould ...	5,058	1	5	...	...	...	5,058	1	5	...	...	...	5,058	1	5
South Creek to Main Line ...	281	17	6	...	...	...	281	17	6	...	...	...	281	17	6
Junction Line ...	3,923	9	5	...	...	...	3,923	9	5	...	...	...	3,923	9	5
Greenstone to Lake Brunner ...	2,756	5	6	...	...	...	2,756	5	6	...	...	...	2,756	5	6
Marsden to Maori Creek ...	2,538	3	0	...	...	...	2,538	3	0	...	...	...	2,538	3	0
Marsden to Paroa ...	798	8	0	...	...	...	798	8	0	...	...	...	798	8	0
Stillwater to Maori Gully ...	1,869	2	0	...	...	...	1,869	2	0	...	...	...	1,869	2	0
Kanieri Forks, Kanieri Lakes ...	1,578	1	0	...	...	...	1,578	1	0	...	...	...	1,578	1	0
Hokitika to Bluespur ...	2,520	3	5	...	...	...	2,520	3	5	...	...	...	2,520	3	5
Kanieri Bridge ...	489	15	0	...	...	...	489	15	0	...	...	...	489	15	0
Waimea Bridge ...	207	12	6	...	...	...	207	12	6	...	...	...	207	12	6
Westland, general ...	2,613	13	3	...	...	...	2,613	13	3	...	...	...	2,613	13	3
Bridge over Upper Waitaki ...	510	18	3	...	...	...	510	18	3	...	...	...	510	18	3
Queenstown Jetty ...	453	2	3	...	...	...	453	2	3	...	...	...	453	2	3
Bridge over Kaikorai Stream ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Grant in aid of bridge at Kaikorai, on	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Main South Road ...	456	0	0	...	...	...	456	0	0	...	...	...	456	0	0
Subsidy to complete Clutha Bridge ...	2,500	0	0	...	...	...	2,500	0	0	...	...	...	2,500	0	0
Bridge over Oreti at Elbow ...	9	0	0	...	...	...	9	0	0	...	...	...	9	0	0
Warrington Road ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Bridge over Clutha at Alexandra,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
grant in aid ...	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Expenditure under Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Public Works Votes (see Table	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
No. 7) ...	318,948	10	3	...	...	...	318,948	10	3	...	...	...	318,948	10	3
Totals ...	1,026,677	19	8	61,634	14	11	1,088,312	14	7	39,651	14	3	1,127,964	8	10
SUMMARY.															
MAIN ROADS ...	408,730	14	4	49,375	3	9	458,105	18	1	51,853	19	6	509,959	17	7
MISCELLANEOUS ROADS AND BRIDGES	1,026,677	19	8	61,634	14	11	1,088,312	14	7	39,651	14	3	1,127,964	8	10
ROADS TO OPEN UP LANDS (see Table	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
No. 5) ...	192,450	4	1	84,630	17	8	277,081	1	9	35,694	7	8	312,775	9	5
THROUGH LANDS RECENTLY PURCHASED	21,527	14	5	...	...	...	21,527	14	5	...	...	...	21,527	14	5
GOLD FIELDS ROADS (See Table No. 6)	9,438	14	5	26,602	13	3	36,041	7	8	17,197	7	2	53,238	14	10
PAYMENTS TO ROAD BOARDS (see Table	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
No. 11, 1877) ...	225,000	0	0	...	...	...	225,000	0	0	...	...	...	225,000	0	0
GRAND TOTALS ...	1,883,825	6	11	222,243	9	7	2,106,068	16	6	144,397	8	7	2,250,466	5	1

TABLE No. 5.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1884, and the LIABILITIES on that date.

	Expenditure to 31st March, 1883.	Expenditure during 12 Months ended 31st March, 1884.	Total Expenditure to 31st March, 1884.	Liabilities on Authorities, Contracts, &c., 31st March, 1884.	Total Expenditure and Liabilities.
ROADS TO OPEN UP LANDS BEFORE SALE.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>North Island.</i>					
Auckland—					
Kaihu to Kaikohe	385 1 0	..	385 1 0	..	385 1 0
Homestead Blocks, Manganui	..	..	..	500 0 0	500 0 0
Pakiri Block	100 0 0	22 7 6	122 7 6	..	122 7 6
Wairua to Sandy Bay	1,133 0 6	396 19 0	1,529 19 6	..	1,529 19 6
Wairua to Helena Bay	162 1 3	564 7 5	726 8 8	..	726 8 8
Whangarei through Taheke	..	..	..	800 0 0	800 0 0
Purua and Mangakahia	702 1 3	555 1 0	1,257 2 3	94 4 0	1,351 6 3
Tangihua No. 3	..	204 4 1	204 4 1	294 15 11	499 0 0
Manganui Bluff to Kaihu	3,256 6 5	762 8 7	4,018 15 0	..	4,018 15 0
Takahue to Mangonuiwae	2,931 7 7	..	2,931 7 7	..	2,931 7 7
Okaihu to Victoria Valley	435 17 0	2,960 1 6	3,395 18 6	353 2 0	3,749 0 6
Helensville to Kaipatiki	1,154 8 5	1,081 17 2	2,236 5 7	..	2,236 5 7
Waikato to Block XVI., Awaroa	3,480 15 11	270 9 8	3,751 5 7	..	3,751 5 7
Lake Whangape to Block VII., Awaroa	3,035 10 4	..	3,035 10 4	..	3,035 10 4
Hikutaia to Ohinemuri	4,022 7 7	..	4,022 7 7	..	4,022 7 7
Tauranga to Te Puke and Matata	10,121 2 8	2,489 9 6	12,610 12 2	260 4 0	12,870 16 2
Opotiki to Waiotahi	62 10 0	500 0 0	562 10 0	..	562 10 0
Opotiki to Ormond	5,796 3 3	2,119 13 9	7,915 17 0	1,841 17 8	9,757 14 8
Te Aroha Block	4,704 19 3	333 0 3	5,037 19 6	975 5 3	6,013 4 9
Takahue to Herd's Point	2,712 18 5	..	2,712 18 5	..	2,712 18 5
Block II., Tangihua	635 6 0	..	635 6 0	..	635 6 0
Wairoa and Waikaremoana bridle- track through the Waiau District, Poverty Bay	544 18 6	..	544 18 6	..	544 18 6
Huihuitaha to Patetere	705 8 2	..	705 8 2	..	705 8 2
Ruakituri Block	1,563 12 10	462 15 4	2,026 8 2	..	2,026 8 2
Ormond to Waipapu	2,688 15 2	3,767 0 5	6,455 15 7	..	6,455 15 7
Gisborne to Waimata	1,984 7 9	266 1 9	2,250 9 6	..	2,250 9 6
Gisborne to Wairoa	4,012 6 11	1,968 5 1	5,980 12 0	..	5,980 12 0
Taupo, <i>via</i> Rotoaira and Murimotu, to West Coast	60 18 9	2,647 5 8	2,708 4 5	..	2,708 4 5
Katikati to Te Aroha	..	785 11 1	785 11 1	..	785 11 1
Tolago Bay to Arakihi	53 1 0	..	53 1 0	..	53 1 0
Kohukohu to Rahutapu	..	65 14 6	65 14 6	434 5 6	500 0 0
Ohuka to Waikaremoana	100 0 0	..	100 0 0	..	100 0 0
Miscellaneous	20 1 6	78 11 9	98 13 3	670 0 0	768 13
Taranaki—					
Road through bush, Waimate Plains	8,292 4 4	4,334 1 0	12,626 5 4	1,260 0 0	13,886 5 4
Roads east of Stratford	1,108 4 11	..	1,108 4 11	300 0 0	1,408 4 11
Bush land inland of Patea	1,212 6 11	128 8 0	1,340 14 11	..	1,340 14 11
Continuous Reserve (to be refunded)	783 19 7	4,248 10 11	5,032 10 6	596 0 0	5,628 10 6
Mountain Road to blocks under sur- vey	890 14 0	..	890 14 0	..	890 14 0
Opening up Huiroa Block	906 0 9	..	906 0 9	..	906 0 9
Huiroa Block, bridge over Manganui River	781 1 3	..	781 1 3	..	781 1 3
To complete bush-felling, Stratford	34 0 0	..	34 0 0	..	34 0 0
Through parts of Blocks I., II., V., VI., X., Ngaire District	2,041 0 10	..	2,041 0 10	..	2,041 0 10
Through parts of Blocks III., V., X., Ngaire District	1,146 3 6	..	1,146 3 6	..	1,146 3 6
Block X., Huiroa	745 17 0	..	745 17 0	..	745 17 0
Egmont District	158 12 0	..	158 12 0	..	158 12 0
Hawke's Bay—					
Puketitiri Block	520 0 0	..	520 0 0	..	520 0
Puketoi and Tahoraite	2,886 8 10	341 11 2	3,228 0 0	796 12 10	4,024 12 10
Norsewood District, Ngamoko, and Maharahara	1,188 12 9	804 9 6	1,993 2 3	732 10 6	2,725 12 9
Aituturanga Block	1,882 17 5	0 10 6	1,883 7 11	..	1,883 7 11
Tautane	397 3 0	1,226 11 1	1,623 14 1	85 13 6	1,709 7 7
Tukituki to Waipawa	679 18 8	305 2 9	985 1 5	..	985 1 5
Mohaka and Waitara	..	151 6 4	151 6 4	26 13 8	178 0 0
Tahoraite to Tautane	..	..	..	704 0 0	704 0 0
Waitara Block	781 0 6	..	781 0 6	..	781 0 6
Miscellaneous	..	..	..	500 0 0	500 0 0
Wellington—					
Pahiatua, Mangaone, &c.	12,892 6 1	2,327 7 10	15,219 13 11	1,330 0 0	16,549 13 11
Repairs, Fitzherbert Bridge	500 0 0	..	500 0 0	..	500 0 0
Roads, Fitzherbert Block	350 0 0	50 0 0	400 0 0	..	400 0 0
Otamakapua	850 17 0	..	850 17 0	..	850 17 0
East side of Pohangina River	..	..	..	500 0 0	500 0 0
Carried forward	97,594 16 9	36,219 4 1	133,814 0 10	13,055 4 10	146,869 5 8

TABLE No. 5.—*continued.*
STATEMENT showing the EXPENDITURE on ROADS, &c.—*continued.*

	Expenditure to 31st March, 1883.			Expenditure during 12 Months ended 31st March, 1884.			Total Expenditure to 31st March, 1884.			Liabilities on Authorities, Contracts, &c., 31st March, 1884.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE — <i>continued.</i>															
Brought forward ..	97,594	16	9	36,219	4	1	183,814	0	10	13,055	4	10	146,869	5	8
North Island— <i>continued.</i>															
Wellington— <i>continued.</i>															
Momahaki Block ..	2,065	12	5	154	18	0	2,220	10	5	200	0	0	2,420	10	5
Tokomaru Block ..	1,095	6	8	..	..	..	1,095	6	8	..	..	..	1,095	6	8
Wanganui to Murimotu ..	2,000	0	0	..	..	..	2,000	0	0	..	..	..	2,000	0	0
Marton to Murimotu ..	79	1	8	800	16	10	879	18	6	350	0	0	1,229	18	6
Rangitumau Block ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Sandon Township ..	1,430	7	9	..	..	..	1,430	7	9	..	..	..	1,430	7	9
Wairarapa East ..	361	2	11	1,138	17	1	1,500	0	0	..	..	..	1,500	0	0
Mungaroa to Waikanae ..	4,373	2	11	..	..	..	4,373	2	11	..	..	..	4,373	2	11
Miscellaneous ..	114	16	0	..	..	..	114	16	0	..	..	..	114	16	0
Blocks V., VI., IX., and XIII., Kai- ranga Survey District, Palmerston North	3,738	8	0	..	..	..	3,738	8	0	..	..	..	3,738	8	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmers- ton North, 24 miles, to open 8,582 acres	1,524	7	2	..	..	..	1,524	7	2	..	..	..	1,524	7	2
Middle Island.															
Nelson—															
Cobden to Seventeen-Mile Diggings ..	1,439	17	10	213	13	2	1,653	11	0	..	..	..	1,653	11	0
Hampden to Maruia ..	8,151	8	0	2,355	17	9	10,507	5	9	..	..	..	10,507	5	9
Grey Valley to Teremakau ..	2,528	19	7	159	2	6	2,688	2	1	..	..	..	2,688	2	1
Wakefield to Stanley Brook ..	169	19	0	30	1	0	200	0	0	..	..	..	200	0	0
Aorere Valley to Karamea ..	4,699	7	5	..	..	..	4,699	7	5	..	..	..	4,699	7	5
Tadmor and Sherry to Buller ..	200	16	0	2,230	5	6	2,431	1	6	1,384	3	11	3,815	5	5
Baton to Karamea ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Marina to Amuri ..	..	..	..	23	11	4	23	11	4	76	8	8	100	0	0
Takaka to Anatoki ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Takaka to Karamea ..	..	..	..	229	3	4	229	3	4	..	..	..	229	3	4
Ahaura to Kopara and Amuri ..	1,965	1	8	..	..	..	1,965	1	8	100	0	0	2,065	1	8
Oronoko to Rosedale ..	..	..	..	864	10	3	864	10	3	100	0	0	964	10	3
Miscellaneous ..	21	5	0	..	..	..	21	5	0	787	0	0	808	5	0
Marlborough—															
Awatere Valley Road ..	3,515	4	1	4,087	10	8	7,602	14	9	396	19	4	7,999	14	1
Westland—															
Mapourika to Gillespie's ..	3,578	1	5	4,474	13	7	8,052	15	0	..	..	..	8,052	15	0
Mahitahi to Haast ..	10,981	6	0	4,120	10	0	15,101	16	0	650	0	0	15,751	16	0
Mathias Pass Road ..	336	18	0	..	..	..	336	18	0	..	..	..	336	18	0
In the County of Westland ..	1,980	0	0	..	..	..	1,980	0	0	..	..	..	1,980	0	0
Kumara to Beach ..	..	..	..	1,000	0	0	1,000	0	0	..	..	..	1,000	0	0
Kokatahi River to Hokitika River ..	970	0	0	..	..	..	970	0	0	..	..	..	970	0	0
Mount Bonar to Poerua River ..	900	0	0	..	..	..	900	0	0	..	..	..	900	0	0
Wataroa and Waitangi-taone ..	1,500	0	0	..	..	..	1,500	0	0	..	..	..	1,500	0	0
Canterbury—															
Mathias Pass Road ..	1,418	0	4	628	15	6	2,046	15	10	..	..	..	2,046	15	10
To Upper Ashley over Kuku Pass ..	5,000	0	0	1,143	3	5	6,143	3	5	1,856	16	7	8,000	0	0
Irrigation works, Eyre and Waima- kariri ..	..	..	..	224	0	0	224	0	0	2,776	0	0	3,000	0	0
Oxford Bush to Upper Ashley ..	..	..	..	1,496	2	3	1,496	2	3	2,503	17	9	4,000	0	0
Burke's Pass, Mackenzie County ..	..	..	..	..	..	..	..	..	..	600	0	0	600	0	0
To deferred-payment lands, Teviot- dale ..	539	7	8	787	9	0	1,326	16	8	..	..	..	1,326	16	8
To deferred-payment lands, Waikari ..	111	12	9	671	1	10	782	14	7	..	..	..	782	14	7
To village and deferred-payment blocks ..	..	..	..	1,166	15	10	1,166	15	10	203	4	2	1,370	0	0
Miscellaneous ..	80	0	0	786	1	0	866	1	0	150	0	0	1,016	1	0
Otago—															
Beaumont to Miller's Flat ..	2,170	19	1	1,329	0	11	3,500	0	0	..	..	..	3,500	0	0
Through Blocks VIII. and X., Benger Run 106 ..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Kelso to Greenvale ..	940	11	6	59	8	6	1,000	0	0	..	..	..	1,000	0	0
Tapanui Railway to Run 140 ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
To open up Otago and Southland runs ..	1,000	0	0	..	..	..	1,000	0	0	145	2	3	1,145	2	3
Through Runs 171 and 171A ..	5,854	7	10	7,044	5	3	12,898	13	1	300	0	0	13,198	13	1
Otara to Waikawa, and bridge over Tokanui Creek ..	..	..	..	1,500	0	0	1,500	0	0	..	..	..	1,500	0	0
Arrowtown to Crown Terrace ..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Waitahuna to Run 52c ..	1,500	0	0	..	..	..	1,500	0	0	..	..	..	1,500	0	0
Run No. 75 (Boyd's) ..	1,200	0	0	..	..	..	1,200	0	0	..	..	..	1,200	0	0
Education reserves ..	3,000	0	0	..	..	..	3,000	0	0	..	..	..	3,000	0	0
Miscellaneous ..	..	..	..	1,698	0	6	1,698	0	6	1,301	19	6	3,000	0	0
..	..	..	..	1,000	0	0	1,000	0	0	1,600	0	0	2,600	0	0
Carried forward ..	183,130	5	5	77,836	19	1	260,967	4	6	28,636	17	0	289,604	1	6

TABLE No. 5—continued.

STATEMENT showing the EXPENDITURE ON ROADS, &c.—continued.

	Expenditure to 31st March, 1883.			Expenditure during 12 Months ended 31st March, 1884.			Total Expenditure to 31st March, 1884.			Liabilities on Authorities, Contracts, &c., 31st March, 1884.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.															
Brought forward ..	183,130	5	5	77,836	19	1	260,967	4	6	28,636	17	0	289,604	1	6
Middle Island—continued.															
Southland—															
Seaward Forest to coast ..	4,193	14	3	71	1	8	4,264	15	11	1,100	0	0	5,364	15	11
Forest Hill Tramway ..	4,080	0	11	2,100	11	0	6,180	11	11	4,969	0	6	11,149	12	5
Waikawa to Catlin's ..	..	..	..	2	14	0	2	14	0	..	..	..	2	14	0
Orepuki to Waiau ..	500	0	0	400	0	0	900	0	0	..	..	..	900	0	0
Branch Road to Forest Hill ..	546	3	6	641	15	11	1,187	19	5	312	0	7	1,500	0	0
Tomogalak Creek to deferred-pay- ment land ..	..	..	..	499	5	6	499	5	6	10	14	6	510	0	0
Bay Road to Otara Bush ..	..	..	..	859	18	3	859	18	3	140	1	9	1,000	0	0
Bush land east of Makarewa ..	..	..	..	324	6	8	324	6	8	175	13	4	500	0	0
Port William to Halfmoon Bay ..	..	..	..	250	0	0	250	0	0	..	..	..	250	0	0
Sundry roads ..	..	..	..	1,644	5	7	1,644	5	7	350	0	0	1,994	5	7
Totals ..	192,450	4	1	84,630	17	8	277,081	1	9	35,694	7	8	312,775	9	5
ROADS THROUGH LANDS RECENTLY PUR- CHASED—															
Opening up roads and constructing bridges through lands recently purchased ..	21,527	14	5	..	..	..	21,527	14	5	..	..	..	21,527	14	5

TABLE No. 6.

STATEMENT showing the EXPENDITURE on GOLD FIELDS ROADS (Class VII.) out of Immigration and Public Works Loan to 31st March, 1884, and LIABILITIES on that date.

	Expenditure to 31st March, 1883.	Expenditure during Twelve Months ending 31st March, 1884.	Total Expenditure to 31st March, 1884.	Liabilities on Authorities, Contracts, &c., 31st March, 1884.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS ON GOLD FIELDS—					
Sundry Roads	6,793 14 2	1,784 11 10	8,518 6 0	..	8,518 6 0
Moiety of subsidies towards the construction of tracks and minor works, upon a subscription of one-third being contributed	..	9,433 5 4	9,433 5 4	9,000 0 0	18,433 5 4
AUCKLAND—					
Assistance to Piako County Council towards constructing tramway from Te Aroha Mountain to batteries ..	2,000 0 0	4,000 0 0	6,000 0 0	..	6,000 0 0
NELSON—					
Wangapeka to Karamea, including road from Karamea to Gorge	..	1,494 17 6	1,494 17 6	1,705 0 0	3,199 17 6
Lyell to Mokihinui <i>vid</i> Penzini's Creek..	..	..	..	..	..
Mokihinui to Karamea <i>vid</i> Rough-and-Tumble	558 3 3	2,053 5 4	2,611 8 7	988 11 5	3,600 0 0
Brighton to Seventeen-Mile Beach <i>vid</i> Terraces	..	585 19 8	585 19 8	635 6 0	1,221 5 8
Cobden to Seventeen-Mile Bush	..	58 8 6	58 8 6	1,741 11 6	1,800 0 0
Ahaura to Amuri	..	..	..	..	..
MARLBOROUGH—					
Wakamarina Valley	..	..	..	20 0 0	20 0 0
OTAGO—					
Arrowtown to Macetown Quartz Reefs and Motatapu Bush	..	5,543 15 2	5,543 15 2	2,434 11 6	7,978 6 8
Arthur's Point to Skippers	146 17 0	1,648 9 11	1,795 6 11	672 6 9	2,467 13 8
Totals	9,438 14 5	26,602 13 3	36,041 7 8	17,197 7 2	53,238 14 10

TABLE No. 7.

STATEMENT showing the EXPENDITURE ON MISCELLANEOUS PUBLIC WORKS out of Immigration and Public Works Loan, to 31st March, 1881, now transferred to the undernoted Classes.

Service.	Class : Railways.	Class : Roads.	Class : Harbours.	Class : Departmental.	Total Expendi- ture to 31st March, 1881.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
NORTH ISLAND.					
Road, Whangarei to Port Albert		3,000 0 0	.. ..	.. ..	3,000 0 0
" Raglan to Waikato		2,000 0 0	.. ..	.. ..	2,000 0 0
" Thames to Ohinemuri		5,000 0 0	.. ..	.. ..	5,000 0 0
" Tauranga to Opotiki		544 18 0	.. ..	.. ..	544 18 0
" Taupo to Tauranga		238 12 0	.. ..	.. ..	238 12 0
" Gisborne to East Cape		1,077 8 0	.. ..	.. ..	1,077 8 0
" Gisborne to Wairoa		1,000 0 0	.. ..	.. ..	1,000 0 0
Waipoa River Bridge		4,180 10 2	.. ..	.. ..	4,180 10 2
Draining Patutahi Block		1,290 17 11	.. ..	.. ..	1,290 17 11
Road, Pukekohe to Waiuku		2,770 7 6	.. ..	.. ..	2,770 7 6
" Pukekohe to Bombay		1,041 13 0	.. ..	.. ..	1,041 13 0
" Hape to Karaka Creek		250 0 0	.. ..	.. ..	250 0 0
Bridge and Road, Karaka to Pukekohe East		150 0 0	.. ..	.. ..	150 0 0
Wharf at Pollock, Manukau Harbour			150 0 0	.. ..	150 0 0
Road, Papakura to Wairoa		1,029 12 4	.. ..	.. ..	1,029 12 4
Coromandel Public Works,—					
Road, Thames to Hastings		500 0 0	.. ..	.. ..	500 0 0
Road to Tokatea Range		1,000 0 0	.. ..	.. ..	1,000 0 0
Road, Coromandel to Hastings		1,000 0 0	.. ..	.. ..	1,000 0 0
Road, Mackaytown to Waikato		1,000 0 0	.. ..	.. ..	1,000 0 0
Portage Road, Riverhead to Kaipara		250 0 0	.. ..	.. ..	250 0 0
Clearing Snags, Waikato		250 0 0	.. ..	.. ..	250 0 0
Pukekaroro Bridge, destroyed by flood		60 0 0	.. ..	.. ..	60 0 0
Contribution towards Bridge over Waikato, at the Narrows		300 0 0	.. ..	.. ..	300 0 0
Road, Mangaturoto to Waikiekie		500 0 0	.. ..	.. ..	500 0 0
Opening Road at Ruatangata		150 0 0	.. ..	.. ..	150 0 0
Wharf at Whangarei Heads			600 0 0	.. ..	600 0 0
Road at Maungakaramea		500 0 0	.. ..	.. ..	500 0 0
Tramway at Kamo	1,992 10 0	.. ..	.. ..	.. ..	1,992 10 0
Matakana Wharf			556 10 3	.. ..	556 10 3
Main Road, Mahurangi to Whangarei		1,870 4 9	.. ..	.. ..	1,870 4 9
Bridge over Waikato, at Hamilton		3,218 17 2	.. ..	.. ..	3,218 17 2
Drainage Lagoon, Mount Eden		348 12 0	.. ..	.. ..	348 12 0
Clearing Snags, Wairoa River		109 15 0	.. ..	.. ..	109 15 0
Mangere Bridge, Repairs		1,590 5 9	.. ..	.. ..	1,590 5 9
Tamaki Bridge, Repairs		1,656 8 9	.. ..	.. ..	1,656 8 9
Straightening Waiuku Channel			357 11 6	.. ..	357 11 6
Bridge over the Waipa, Raglan Main Road		2,809 11 3	.. ..	.. ..	2,809 11 3
Road, Ormond, Opotiki		250 0 0	.. ..	.. ..	250 0 0
" Te Awamutu Station to Township to Buckland Station		156 16 0	.. ..	.. ..	156 16 0
Bridge over Ahuriri Harbour		11,604 7 11	.. ..	.. ..	11,604 7 11
Road, Napier to Taupo		312 8 7	.. ..	.. ..	312 8 7
" Wairoa to Waikaremoana		1,500 0 0	.. ..	.. ..	1,500 0 0
Mountain Road to Taranaki		13,175 1 8	.. ..	.. ..	13,175 1 8
Opening Mountain Road to Patea		4,000 0 0	.. ..	.. ..	4,000 0 0
Main Road, Stony River to Waitotara		3,000 0 0	.. ..	.. ..	3,000 0 0
Loan to Waitara Harbour Board			1,500 0 0	.. ..	1,500 0 0
Clearing Snags, Waitara River		63 13 2	.. ..	.. ..	63 13 2
Road, Wainui to Waipukurau		2,000 0 0	.. ..	.. ..	2,000 0 0
" Wainui to Inland Settlement		500 0 0	.. ..	.. ..	500 0 0
" Seventy-Mile Bush, Opaki to Kopua, in- cluding Manawatu Gorge Road		5,000 0 0	.. ..	.. ..	5,000 0 0
Ruamahunga Bridge, Opaki Road		6,000 0 0	.. ..	.. ..	6,000 0 0
Road, Rangitumau		1,000 0 0	.. ..	.. ..	1,000 0 0
Road and Bridge, Mungaroa to Waikanae		8,000 0 0	.. ..	.. ..	8,000 0 0
Road, Rangitikei to Murimotu, or Inland Patea		1,000 0 0	.. ..	.. ..	1,000 0 0
" Taueru		1,000 0 0	.. ..	.. ..	1,000 0 0
" in Manchester Block		884 0 0	.. ..	.. ..	884 0 0
" Foxton to Otaki (inland)		2,756 16 8	.. ..	.. ..	2,756 16 8
" Masterton to Castlepoint		3,000 0 0	.. ..	.. ..	3,000 0 0
" Karere, Manawatu		300 0 0	.. ..	.. ..	300 0 0
Manawatu Bridge Approaches		184 6 7	.. ..	.. ..	184 6 7
Refund Expenditure, Manawatu Gorge Road		665 5 9	.. ..	.. ..	665 5 9
Combined Bridge over Waiohine		11 2 0	.. ..	.. ..	11 2 0
Bridge over Ruamahunga, at Hurinuioranga		3,000 0 0	.. ..	.. ..	3,000 0 0
Continuation of Kimbolton Road through Sandon Block (Kiwitea)		1,000 0 0	.. ..	.. ..	1,000 0 0
Trunk Roads, County of Wanganui		1,500 0 0	.. ..	.. ..	1,500 0 0
Wanganui to Taupo Road		500 0 0	.. ..	.. ..	500 0 0
Manawatu Gorge Road		256 18 5	.. ..	.. ..	256 18 5
MIDDLE ISLAND.					
Road, Oronoko to Stanley Brook		1,000 0 0	.. ..	.. ..	1,000 0 0
" Takaka to Motueka, and Approaches to Wharf, Waitapu		1,178 14 0	.. ..	.. ..	1,178 14 0
Takaka Tramway					
Bridge over Wairoa and Waimea District		3,643 19 3	.. ..	.. ..	3,643 19 3
Wakamarina Road, County of Marlborough		606 1 6	.. ..	.. ..	606 1 6
Road, Takaka to Motueka		700 0 0	.. ..	.. ..	700 0 0
Track, Motueka to Karamea		1,000 0 0	.. ..	.. ..	1,000 0 0
Road, Nelson to Havelock		300 0 0	.. ..	.. ..	300 0 0
Rai Road, County of Marlborough		400 0 0	.. ..	.. ..	400 0 0
Rai Road, County of Waimea		500 0 0	.. ..	.. ..	500 0 0
Kaikoura Jetty			1,012 8 5	.. ..	1,012 8 5
Bridge over Clarence River		20 0 0	.. ..	.. ..	20 0 0
Carried forward	1,992 10 0	122,657 5 1	4,176 10 2	.. ..	128,826 5 3

TABLE No. 7—continued.

STATEMENT showing the EXPENDITURE ON MISCELLANEOUS PUBLIC WORKS out of Immigration and Public Works Loan, to 31st March, 1881, now transferred to the undernoted Classes.

Service.	Class: Railways.	Class: Roads.	Class: Harbours.	Class: Depart- mental.	Total Expendi- ture to 31st March, 1881.
MIDDLE ISLAND—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	1,992 10 0	122,657 5 1	4,176 10 2	..	128,826 5 3
Bridge over Arnold River	..	1,500 0 0	..	..	1,500 0 0
Road, Nelson to Tophouse and Tarnedale	..	2,146 14 9	..	..	2,146 14 9
Bridge over Inangahua	..	2,176 10 8	..	..	2,176 10 8
Bridge over Ahaura River	..	10,305 10 3	..	..	10,305 10 3
Bridge over Nelson Creek	..	4,978 8 0	..	..	4,978 8 0
Road, Westport to Lyell, including Bridge over Ohiki River	..	4,555 17 10	..	..	4,555 17 10
Road, Nelson to Westport and Greymouth	..	9,815 2 10	..	..	9,815 2 10
Road, Motupiko to the Lyell by the Hope	..	..	..	..	..
Hokitika Harbour Improvement	..	..	25,000 0 0	..	25,000 0 0
Hokitika Harbour Works	..	..	3,000 0 0	..	3,000 0 0
Bridge over Teremakau, Kumara	..	8,334 19 0	..	..	8,334 19 0
Bridge over Hokitika at Kanieri	..	7,907 11 6	..	..	7,907 11 6
Road by Coast from Hokitika to Haast Pass	..	4,664 5 1	..	..	4,664 5 1
Main Road near Longford	..	2,000 0 0	..	..	2,000 0 0
Buller Valley, Completion to Orawaiti	..	2,000 0 0	..	..	2,000 0 0
Bridge over Buller River on Nelson to Reefton Road	..	4,000 0 0	..	..	4,000 0 0
Removal of Rock, &c., Martin's Bay, &c.	..	..	5 0 0	..	5 0 0
Compensation to A. Stitt, Buller Road Contract	..	620 0 0	..	..	620 0 0
Jetty at Port Levy	..	..	250 0 0	..	250 0 0
Road, Port Levy to Pigeon Bay	..	500 0 0	..	..	500 0 0
Road, Purau to Port Levy	..	500 0 0	..	..	500 0 0
Main Road through Pelorus District	..	6,305 17 0	..	..	6,305 17 0
Ashley Bridge Approaches	..	500 0 0	..	..	500 0 0
Upper Waitaki Bridge	..	5,000 0 0	..	..	5,000 0 0
Kawarau Bridge at Junction, Arrow River	..	9,975 0 0	..	..	9,975 0 0
Portobello Road	..	432 10 6	..	..	432 10 6
Anderson's Bay Road	..	171 9 9	..	..	171 9 9
Hurunui to Greta Bridge	..	2,898 4 7	..	..	2,898 4 7
Purchase of Beaumont Bridge	..	3,017 10 0	..	..	3,017 10 0
Purchase of Bridge over Clutha at Clyde	..	5,000 0 0	..	..	5,000 0 0
Purchase of Victoria Bridge over Kawarau	..	4,000 0 0	..	..	4,000 0 0
Jetty at Toitois	..	..	1,000 0 0	..	1,000 0 0
Road, Toitois (inland)	..	1,000 0 0	..	..	1,000 0 0
" Wyndham to Toitois	..	1,500 0 0	..	..	1,500 0 0
" Gore to Switzers	..	4,000 0 0	..	..	4,000 0 0
" Lawrence to Roxburgh	..	5,000 0 0	..	..	5,000 0 0
" Roxburgh to Clyde	..	2,500 0 0	..	..	2,500 0 0
" Waipori to Lawrence <i>via</i> Bungtown	..	400 0 0	..	..	400 0 0
" Fitzgerald to Dalhousie	..	500 0 0	..	..	500 0 0
Duthie's to Tuapeka Mouth <i>via</i> Tuapeka River	..	500 0 0	..	..	500 0 0
Main Road, Otago, Palmerston to Houndburn	..	2,500 0 0	..	..	2,500 0 0
Jetty at Balclutha	..	..	250 0 0	..	250 0 0
Manuherikia Bridge, St. Bathans	..	500 0 0	..	..	500 0 0
Maerewhenua Railway Bridge	2,138 5 5	..	..	..	2,138 5 5
Main Road, Glenomaru to Catlin's River	..	1,000 0 0	..	..	1,000 0 0
Removal of Rocks, Catlin's River	..	..	277 19 0	..	277 19 0
Erection of Jetty and Shed, Catlin's River	..	..	465 7 6	..	465 7 6
Road, Maori Kaika to Taiaroa Head Lighthouse	..	945 15 11	..	..	945 15 11
Bridge over Oreti at Elbow	..	5,928 7 0	..	..	5,928 7 0
Protective Works, Dipton	..	500 0 0	..	..	500 0 0
Completion of Road, Waikari to Waitati	..	3,007 11 6	..	..	3,007 11 6
Gore Bridge (liability)	..	1,254 16 7	..	..	1,254 16 7
Hungerford Bridge	..	2,000 0 0	..	..	2,000 0 0
Beacon at Queenstown	..	..	35 0 0	..	35 0 0
Jetty at Queenstown	..	..	297 8 0	..	297 8 0
Jetty at Jackson's Bay	..	..	32 6 4	..	32 6 4
Bannockburn Bridge	..	2,500 0 0	..	..	2,500 0 0
Sundry Compensations, &c.	400 0 0	408 8 10	400 0 0	528 2 0	1,736 10 10
Harbour Defences	..	..	35,417 19 11	..	35,417 19 11
Roads in Deferred-payment Blocks disposed of prior to 1st January, 1878	..	9,970 0 0	..	..	9,970 0 0
Loans to Local Bodies to repair Damages caused by Floods	..	48,235 0 0	..	..	48,235 0 0
Railway Material, Gisborne to Ormond	4,975 1 7	..	..	..	4,975 1 7
Amounts payable to Counties in respect of Stop- pages of Land Revenue—	..	..	..	..	..
Canterbury	..	..	100,000 0 0	..	100,000 0 0
Otago	54,791 13 4	..	..	..	54,791 13 4
Railway Commission	2,732 0 3	..	..	..	2,732 0 3
Clutha, &c., Commission	..	7 14 8	..	..	567 14 8
Allowance to Widow of D. Marchbanks	164 7 9	..	..	..	164 7 9
Contingencies	..	9 6 0	..	..	9 6 0
Loans to repair Flood Damages	..	237 0 0	..	..	237 0 0
Totals	..	320,926 17 4	..	..	559,256 8 7
Credit—	..	..	..	..	..
Loans to repair Flood Damage	£37 0 0	..	..	..	..
1880-81—Jackson's Bay Settlement	13 0 8	..	..	..	..
Hurunui-Greta Bridge	1,820 0 0	1,978 7 1	..	..	1,978 7 1
1881-82—Half Expenditure, Rangit- ata Bridge	106 1 5	..	..	..	..
Travelling Expenses	2 5 0	..	..	..	..
Totals	67,193 18 4	318,948 10 3	170,607 10 11	528 2 0	557,278 1 6

TABLE No. 8.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLD FIELDS out of Immigration and Public Works Loan to 31st March, 1884, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	Survey and Construction, 1870-83.	Subsidies, 1870-83.	Survey and Construction 1883-84.	Subsidies, 1883-84.	Totals.	Authorities.	Contracts.	Subsidies.	Totals.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
NORTH ISLAND. DIS-TRICT—										NORTH ISLAND. DIS-TRICT—
AUCKLAND PROVINCIAL Thames ..	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	AUCKLAND PROVINCIAL Thames ..
MIDDLE ISLAND. DIS-TRICT—										MIDDLE ISLAND. DIS-TRICT—
WESTLAND PROVINCIAL										WESTLAND PROVINCIAL
Hobonui ..	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	..	Hobonui ..
Hibernian ..	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	..	Hibernian ..
New River ..	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	..	New River ..
Waimea ..	164,555 16 2	..	8,487 16 1	..	173,043 12 3	100 0 0	..	..	100 0 0	Waimea ..
Mikoni ..	12,957 19 8	..	3,655 8 2	..	16,613 7 10	1,618 10 10	4,564 1 2	..	6,182 12 0	Mikoni ..
Kanieri ..	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	..	Kanieri ..
NELSON PROVINCIAL DISTRICT—										NELSON PROVINCIAL DISTRICT—
Nelson Creek ..	89,833 19 7	..	..	..	89,833 19 7	..	..	..	..	Nelson Creek ..
Napoleon Hill ..	257 16 7	..	..	..	257 16 7	..	..	..	..	Napoleon Hill ..
Charleston Four-Mile ..	10,267 8 4	..	2,295 11 10	..	12,563 0 2	100 0 0	..	..	100 0 0	Charleston Four-Mile ..
Black's Point ..	244 9 0	..	..	..	244 9 0	..	..	..	..	Black's Point ..
OTAGO PROVINCIAL DISTRICT—										OTAGO PROVINCIAL DISTRICT—
Mount Ida ..	62,666 3 8	..	..	..	62,666 3 8	1,000 0 0	..	..	1,000 0 0	Mount Ida ..
Arrow ..	..	612 10 0	..	..	612 10 0	..	..	..	..	Arrow ..
Beaumont and Tuapeka ..	4 6 2	640 0 0	..	..	644 6 2	..	..	..	..	Beaumont and Tuapeka ..
Carriek Range ..	..	9,249 13 1	..	..	9,249 13 1	..	..	..	..	Carriek Range ..
Waipori ..	11,263 1 0	..	..	..	11,263 1 0	..	..	..	..	Waipori ..
Mount Pisgah ..	..	200 0 0	..	..	200 0 0	..	..	..	..	Mount Pisgah ..
Lawrence Drainage Channel ..	..	..	..	..	2,000 0 0	..	..	..	..	Lawrence Drainage Channel ..
DEPARTMENTAL—										DEPARTMENTAL—
Salaries, Travelling, Advertising, &c. ..	6,347 17 2	..	157 6 8	..	6,505 3 10	..	..	..	..	Salaries, Travelling, Advertising, &c. ..
TOTALS ..	358,437 0 6	28,457 8 5	14,596 2 9	2,000 0 0	403,490 11 8	2,818 10 10	4,564 1 2	..	7,382 12 0	TOTALS ..
SUMMARY.										SUMMARY.
NORTH ISLAND ..	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	NORTH ISLAND ..
MIDDLE ISLAND ..	358,437 0 6	28,457 8 5	14,596 2 9	..	403,490 11 8	2,818 10 10	4,564 1 2	..	7,382 12 0	MIDDLE ISLAND ..
TOTALS ..	439,145 19 9	28,457 8 5	14,596 2 9	2,000 0 0	484,199 10 11	2,818 10 10	4,564 1 2	..	7,382 12 0	TOTALS ..

TABLE No. 9.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1884, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1884.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1883	..	..	£ s. d.	£ s. d.
Rakaia to Methven Line	..	..	100 14 0	438,685 8 5
Boatman's ..	..	..	13 19 6	
Gisborne to Ormond ..	..	..	58 12 9	
Cromwell to Pembroke ..	38	..	1,773 16 9	
Macetown ..	..	..	189 16 7	
Queenstown to Skippers ..	15	21	485 0 6	
Cape Saunders ..	7	8	270 11 3	
Kaukapakapa ..	..	..	44 7 4	
Taukau ..	..	..	187 0 11	
Kaitoke to Summit ..	..	..	5 8 2	
Sumner ..	..	..	237 9 3	
Ashurst ..	..	..	7 11 10	
Maungatoroto ..	..	7	127 18 4	
Whitiangi ..	22	34	1,164 16 0	
Waiorongomai ..	3	..	83 19 0	
Hikurangi ..	..	6	73 12 7	
Fordell ..	..	..	1 2 6	
Bannockburn ..	5	..	193 4 8	
Murchison ..	1½	3½	79 3 6	
Renwicktown ..	½	7	126 2 4	
Cape Foulwind Light ..	..	..	1 1 6	
Maori Point ..	..	..	0 15 0	
Bluespur ..	3	..	154 15 2	
Petane Line ..	..	7½	87 12 0	
Mokohinau Light ..	..	..	2 8 0	
Rangiriri Line ..	..	13	127 18 8	
Tiritiri Cable ..	..	..	1,260 19 8	
Waimate North Line	..	..	170 0 4	
Napier to Tarawera ..	2½	..	10 3 0	
Makatoku ..	..	..	0 17 3	
Avondale ..	..	..	20 4 0	
Waihemo ..	..	..	30 5 6	
Otakehu ..	..	4	70 13 7	
Mangapai ..	..	..	80 13 10	
Waihou ..	..	..	255 17 11	
Brightwater ..	..	4	46 15 6	
Milburn ..	1	4	121 2 2	
Puhoi ..	..	..	22 12 2	
Raglan ..	..	..	141 14 9	
Kyber Wire ..	..	..	6 16 0	
McRae's Wire Line ..	..	..	2 16 6	
Pukerau ..	..	..	207 11 0	
Riversdale ..	..	..	39 18 6	
Railway Wire ..	..	..	303 4 0	
Telephone Exchanges ..	..	..	6,023 17 3	
Sundry material in stock not yet issued ..	..	..	5,117 7 10	
				19,532 8 10
Liabilities on 31st March, 1884 ..	..	..	..	458,217 17 3
				9,907 0 0
Total Expenditure and Liabilities ..	..	..	..	£468,124 17 3

TABLE No. 10.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1884, and the LIABILITIES on that Date.

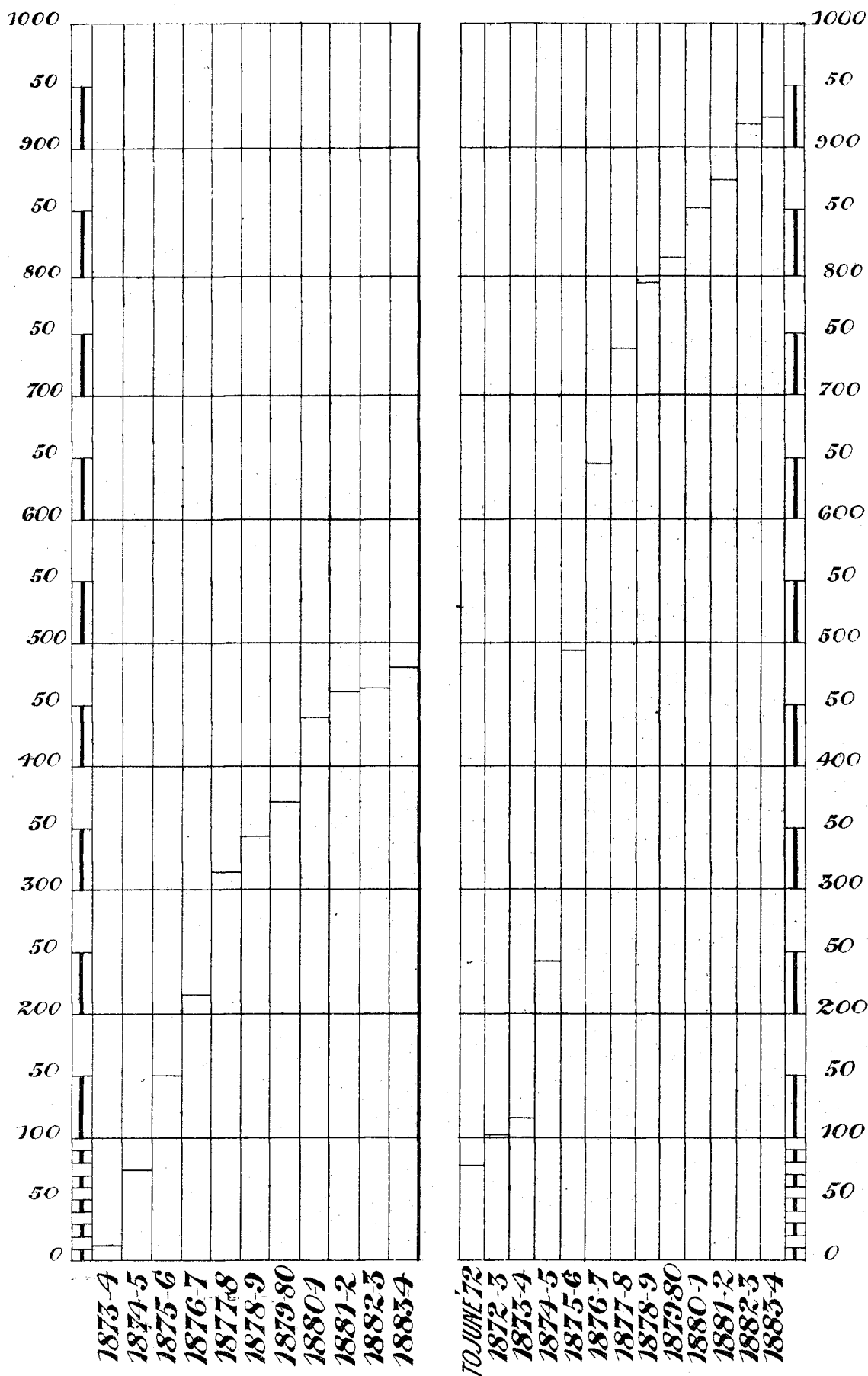
	Net Expenditure to 31st March, 1883.	Expenditure for Year ended 31st March, 1884.	Total Expenditure to 31st March, 1884.	Liabilities on Authorities, Contracts, &c., 31st March, 1884.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial ..	166,902 10 8	22,652 9 8	189,555 0 4	4,801 3 6	194,356 3 10
Postal and Telegraphic ..	99,970 3 8	23,615 19 0	122,586 2 8	5,292 12 6	127,878 15 2
Customs ..	2,161 9 11	1,659 1 0	3,820 10 11	506 15 6	4,327 6 5
Offices for Public Departments ..	144,928 6 8	..	144,928 6 8	..	144,928 6 8
Lunatic Asylums ..	143,003 7 9	58,046 18 9	201,050 6 6	21,270 9 8	222,320 16 2
School-buildings ..	548,360 13 10	49,814 7 11	598,175 1 9	8,251 0 0	606,426 1 9
Hospitals ..	16,727 14 0	255 11 9	16,983 5 9	1,290 0 0	18,273 5 9
Miscellaneous ..	9,805 2 4	33 12 6	9,838 14 10	..	9,838 14 10
Quarantine Stations ..	1,966 15 1	848 0 8	2,814 15 9	215 9 8	3,030 5 5
Survey ..	19 16 5	33 12 6	53 8 11	..	53 8 11
Parliament Buildings ..	5,331 6 9	8,416 4 7	13,747 11 4	125 0 0	13,872 11 4
Totals ..	1,139,177 7 1	164,375 18 4	1,303,553 5 5	41,752 10 10	1,345,305 16

TABLE NO. 11.

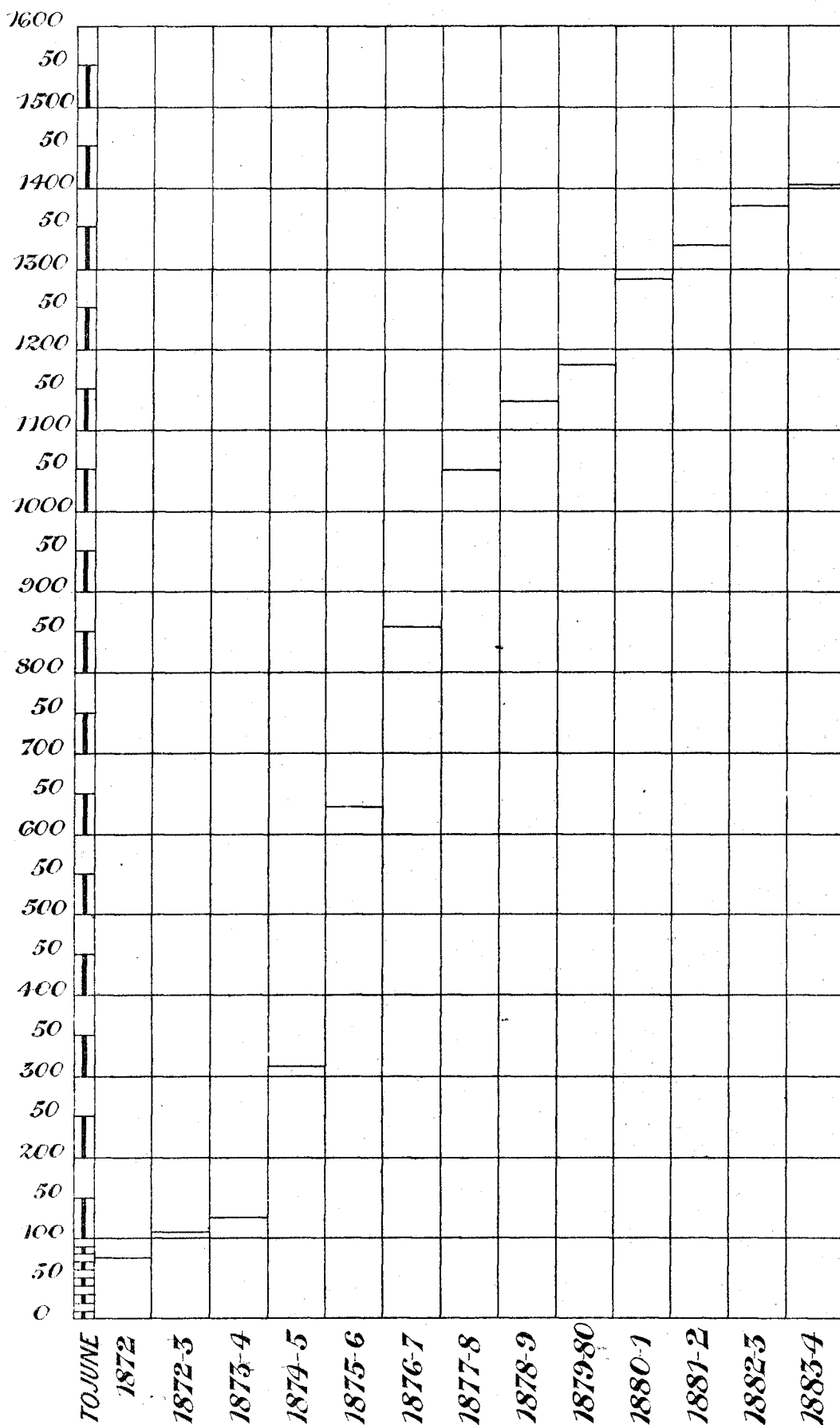
STATEMENT showing the EXPENDITURE ON LIGHTHOUSES and HARBOUR WORKS out of Immigration and Public Works Loan to 31st March, 1884, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1883.	Net Expenditure during 12 Months ended 31st March, 1884.	Total Expenditure to 31st March, 1884.	Liabilities on Authorities, Contracts, &c., to 31st March, 1884.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES.					
Akaroa	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Egmont	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Maria van Dieman	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Saunders	6,066 6 3	..	6,066 6 3	..	6,066 6 3
Centre Island	5,785 19 0	..	5,785 19 0	..	5,785 19 0
French Pass Beacon	668 15 8	..	668 15 8	..	668 15 8
French Pass Lighthouse	..	321 15 3	321 15 3	255 0 0	576 15 3
Hokitika	801 9 7	..	801 9 7	..	801 9 7
Jackson's Reef Beacon	..	377 3 1	377 3 1	20 0 0	397 3 1
Kaipara Lighthouse	..	695 3 4	695 3 4	2,758 0 0	3,453 3 4
Marine Store	499 11 3	..	499 11 3	..	499 11 3
Moeraki	2,943 1 11	..	2,943 1 11	..	2,943 1 11
Mokohinau	7,666 9 4	519 1 8	8,185 11 0	..	8,185 11 0
Portland Island	6,554 14 5	..	6,554 14 5	..	6,554 14 5
Puysegur Point	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephen's Island	70 18 1	..	70 18 1	..	70 18 1
Timaru	1,116 17 3	..	1,116 17 3	..	1,116 17 3
Tory Channel	353 7 7	..	353 7 7	..	353 7 7
Waipapapa Point	1,152 16 11	4,817 2 0	5,969 18 11	..	5,969 18 11
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella" ..	20,590 5 9	..	20,590 5 9	..	20,590 5 9
HARBOUR WORKS.					
Loan to Waitara Harbour Board ..	500 0 0	..	500 0 0	..	500 0 0
Removing eel-weirs, Patea River ..	50 0 0	..	50 0 0	..	50 0 0
Kaikoura Jetty and Harbour ..	1,015 5 3	666 1 2	1,681 6 5	..	1,681 6 5
Pieton, removal of old wharf ..	94 0 0	..	94 0 0	..	94 0 0
Collingwood Harbour Works ..	352 12 10	354 14 4	707 7 2	30 0 0	737 7 2
Westport Harbour Works ..	3,742 6 2	4,725 3 9	8,467 9 11	4,579 17 4	13,047 7 3
Greymouth Harbour Works ..	108,162 16 0	13,502 10 0	121,665 6 0	3,478 11 3	125,143 17 3
Hokitika Harbour Works ..	5,000 0 0	10,000 0 0	15,000 0 0	..	15,000 0 0
Removal of rocks, Catlin's River ..	569 17 7	Cr. 19 17 6	550 0 1	..	550 0 1
Castlepoint Jetty	..	35 1 7	35 1 7	7 18 6	43 0 1
Napier Harbour Works	..	328 0 0	328 0 0	..	328 0 0
Harbour Defences	..	7,212 6 11	7,212 6 11	4,008 15 3	11,221 2 2
Coromandel Wharf	..	Cr. 10 0	Cr. 10 0	..	Cr. 10 0
Expenditure under Miscellaneous Public Works Votes (See Table No. 7.)	170,607 10 11	..	170,607 10 11	..	170,607 10 11
Totals	385,052 7 8	43,533 15 7	428,586 3 3	15,138 2 4	443,724 5 7

Number of miles open of Government Lines **NORTH ISLAND MIDDLE ISLAND**



Number of miles open of Government lines **NORTH & MIDDLE ISL^{DS} COMBINED**



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APPENDICES TO THE PUBLIC WORKS STATEMENT, 1884.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOAN
FOR THE YEAR 1883-84.*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

SIR,—

Public Works Department, Wellington, 1st June, 1884.

In compliance with the 8th section of "The Public Works Act, 1882," I enclose a statement of the expenditure during the preceding financial year upon all Government works authorized by Parliament under "The Immigration and Public Works Appropriation Act, 1883."

I have, &c.,

R. OLIVER,
for Minister for Public Works.

The Controller and Auditor-General,
Wellington.

STATEMENT of NET EXPENDITURE ON GOVERNMENT WORKS for the Year 1883-84 out of IMMIGRATION and PUBLIC WORKS LOAN, to be forwarded to the Audit in compliance with Section 8 of "The Public Works Act, 1882."

CLASS.	SUMMARY.	NET EXPENDITURE.	
		£	s. d.
III.	RAILWAYS, INCLUDING EXPENDITURE UNDER SECTION 4, "IMMIGRATION AND PUBLIC WORKS APPROPRIATION ACT, 1883"	651,643	8 11
IV.	SURVEYS	10,202	11 10
V.	ROADS	195,640	16 4
VII.	GOLD-FIELDS ROADS	26,602	13 3
VIII.	WATERWORKS ON GOLD FIELDS	16,596	2 9
IX.	TELEGRAPH EXTENSION	19,532	8 10
X.	PUBLIC BUILDINGS	164,975	18 4
XI.	LIGHTHOUSES AND HARBOUR WORKS	43,533	15 7
	TOTAL NET EXPENDITURE ON WORKS OUT OF IMMIGRATION AND PUBLIC WORKS LOAN	1,128,127	15 10

Public Works Department,
30th June, 1884.

W. A. THOMAS,
Accountant, Public Works.

Examined and found correct.

C. T. BATKIN,
Assistant Controller and Auditor-General.

Appendix A—continued.
PUBLIC WORKS NET EXPENDITURE, 1883-84.

Vote.	Particulars.	Appropriation.		Expended out of Appropriation.		Expended in Excess of Appropriation.		Total Expenditure.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.
CLASS III.—RAILWAYS.									
72	Kawakawa	16,000	0 0	6,388	1 5	..	..	6,388	1 5
73	Whangarei to Kamo	5,050	0 0	2,734	14 6	..	..	2,734	14 6
74	Kaipara to Waikato	75,000	0 0	36,996	14 4	..	..	36,996	14 4
75	Waikato to Thames,—								
	Hamilton to Te Aroha	55,000	0 0	23,545	7 9	..	..	23,545	7 9
	Te Aroha to Thames								
	Hamilton to Cambridge	25,000	0 0	13,884	11 5	..	..	13,884	11 5
76	Wellington to Napier,—								
	Napier to Woodville	55,000	0 0	32,886	11 7	..	..	32,886	11 7
	Wellington to Woodville, with Greytown Branch	60,000	0 0	11,979	15 6	..	..	11,979	15 6
77	Bunnythorpe to Gorge	101	0 0	68	0 0	..	..	68	0 0
78	Wellington to Foxton	3,600	0 0	920	13 1	..	..	920	13 1
79	Foxton to New Plymouth,—								
	Foxton to Patea	20,000	0 0	17,108	2 10	..	..	17,108	2 10
	Patea to Waitara	64,000	0 0	24,926	4 7	..	..	24,926	4 7
80	Nelson to Roundell	13,000	0 0	6,674	15 11	..	..	6,674	15 11
81	Greymouth to Nelson Creek	29,000	0 0	1,095	8 8	..	..	1,095	8 8
82	Greymouth to Hokitika	6,000	0 0	699	12 10	..	..	699	12 10
83	Westport to Ngakawau	4,000	0 0	618	2 4	..	..	618	2 4
84	Picton to Hurunui,—								
	Picton to Awatere	20,000	0 0	4,345	0 11	..	..	4,345	0 11
	Hurunui to Pahau	35,000	0 0	160	6 10	..	..	160	6 10
85	Hurunui to Waitaki,—								
	Hurunui to Temuka			28,342	13 3				
	Temuka to Waitaki			5,562	15 2				
	Oxford Branch			171	12 11				
	Eyretown Branch			27	3 6				
	Lytelton Branch			1,834	18 6				
	Southbridge Branch			151	17 5				
	Springfield Branch			102	8 3				
	Whitecliffs Branch			503	9 9				
	Opawa Branch			199	1 6				
	Waimate Branch								
	Main Line to Upper Ashburton	11,000	0 0	3,721	15 5				
	Lincoln to Little River	10,000	0 0	4,423	14 3				
	Albury to Fairlie Creek	16,000	0 0	11,053	12 11				
86	Canterbury Interior Main Line	11,000	0 0	6,442	12 11	..	..	6,442	12 11
87	Waitaki to Bluff,—								
	Waitaki to Palmerston			2,287	17 7				
	Palmerston to Clinton			52,657	9 1				
	Clinton to Bluff			17,530	15 2				
	Duntroon Branch			2,647	7 5				
	Ngapara Branch			940	4 0				
	Port Chalmers Branch			703	7 10				
	Brighton Road Branch			318	6 3				
	Outram Branch			85	11 4				
	Lawrence Branch			341	0 9				
	Ngapara to Livingstone	12,000	0 0	1,788	7 3				
	Palmerston to Waihemo	12,000	0 0	3,742	1 2				
	Main Line to Catlin's River	17,000	0 0	5,240	0 9				
	Waipahi to Heriotburn	8,000	0 0	4,006	10 8				
	Edendale to Toitois	12,000	0 0	3,315	17 2				
	Riversdale to Switzers	10,000	0 0	1,656	7 5				
	Kelso to Gore	10,000	0 0	367	19 7				
	Seaward Bush	10,000	0 0	2,722	6 10				
88	Otago Central	130,000	0 0	11,830	9 10	..	..	11,830	9 10
89	Invercargill to Kingston,—								
	Invercargill to Kingston, Main Line	6,000	0 0	2,148	5 5	..	..	2,148	5 5
	Lumsden to Mararoa	5,000	0 0	1,687	7 1	..	..	1,687	7 1
90	Western Railways,—								
	Makarewa to Riverton			939	15 1				
	Riverton to Otautau	7,500	0 0	1,823	8 4				
	Otautau to Nightcaps	1,000	0 0	449	7 10				
	Riverton to Orepuki	21,000	0 0	5,567	9 5				
91	Contingent Expenses,—								
	Legal and other expenses incurred by Government in defending Messrs. Brogden's claims..	3,000	0 0	1,243	19 2	..	..	1,243	19 2
92	Expenses, Railway Commissions	500	0 0	1,093	1 6	593	1 6	1,093	1 6
Section 4, "Immigration and Public Works Appropriation Act, 1883"		1,073,751	0 0	374,704	14 2	593	1 6	374,704	14 2
Total Appropriation and Expenditure, Class III.		276,938	14 9	276,938	14 9	..	..	276,938	14 9
Total Appropriation and Expenditure, Class III.		1,350,689	14 9	651,643	8 11	593	1 6	651,643	8 11
CLASS IV.—SURVEYS OF NEW LINES OF RAILWAY.									
93	Surveys of new lines, North Island	10,000	0 0	3,644	6 0	..	..	3,644	6 0
94	Surveys of new lines, Middle Island	12,000	0 0	6,558	5 10	..	..	6,558	5 10
Total Appropriation and Expenditure, Class IV.		22,000	0 0	10,202	11 10	..	..	10,202	11 10

Appendix A—continued.
PUBLIC WORKS NET EXPENDITURE—continued.

Vote.	Particulars.	Appropriation.	Expended out of Appropriation.	Expended in Excess of Appropriation.	Total Expenditure.
	CLASS V.—ROADS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
95	Main roads	107,800 0 0	49,375 3 9	..	49,375 3 9
96	Miscellaneous roads and bridges	115,603 0 0	61,634 14 11	..	61,634 14 11
97	Grants in aid under "The Roads and Bridges Construction Act, 1882"	75,000 0 0	..	..	..
98	Roads to open up lands before sale	99,052 0 0	84,630 17 8	..	84,630 17 8
99	Roads through lands recently purchased	981 0 0	..	..	..
	Total Appropriation and Expenditure, Class V.	398,436 0 0	195,640 16 4	..	195,640 16 4
	CLASS VII.—GOLD-FIELDS ROADS.				
101	Gold-fields roads	39,000 0 0	26,602 13 3	..	26,602 13 3
	CLASS VIII.—WATERWORKS ON GOLD FIELDS.				
102	Waterworks on gold fields	21,000 0 0	16,596 2 9	..	16,596 2 9
	CLASS IX.—TELEGRAPH EXTENSION.				
103	Telegraph extension	27,190 0 0	19,532 8 10	..	19,532 8 10
	CLASS X.—PUBLIC BUILDINGS.				
104	Judicial	36,900 0 0	22,652 9 8	..	22,652 9 8
105	Postal and Telegraph	31,050 0 0	22,615 19 0	..	22,615 19 0
106	Customs	2,050 0 0	1,659 1 0	..	1,659 1 0
107	Survey	4,300 0 0	33 12 6	..	33 12 6
108	Lunatic asylums	70,450 0 0	58,046 18 9	..	58,046 18 9
109	Hospitals	4,000 0 0	255 11 9	..	255 11 9
110	Quarantine stations	500 0 0	848 0 8	348 0 8	848 0 8
111	School-buildings	70,800 0 0	49,814 7 11	..	49,814 7 11
112	Parliamentary Buildings	8,554 0 0	8,416 4 7	..	8,416 4 7
113	Miscellaneous	2,450 0 0	33 12 6	..	33 12 6
	Total Appropriation and Expenditure, Class X.	231,054 0 0	164,375 18 4	348 0 8	164,375 18 4
	CLASS XI.—LIGHTHOUSES AND HARBOURS.				
114	Lighthouses	21,900 0 0	6,730 5 4	..	6,730 5 4
115	Harbour works	56,058 0 0	36,803 10 3	..	36,803 10 3
	Total Appropriation and Expenditure, Class XI.	77,958 0 0	43,533 15 7	..	43,533 15 7

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Period ended 31st March, 1884, prepared in terms of Section 9, Subsection (2), of "The Public Revenues Act, 1882," and forwarded, as therein provided, to the Audit Office.

Class.	Votes.	Summary.	Total.
II.	69-71	<i>Public Works Fund—</i>	£ s. d.
III.	72-92	Departmental	619 6 9
IV.	93-94	Railways, including liabilities under section 4, "Immigration and Public Works Appropriation Act, 1883"	728,955 12 5
V.	95-96	Surveys, new lines	8,197 10 9
XI.	115	Roads	91,505 13 9
		Harbour works	12,105 2 4
			£341,383 6 0
XI.	57	<i>Consolidated Fund—</i>	
		Miscellaneous services	£2,184 6 6

Vote No.	Name of Vote.	Works under Contract.	Material, Wages, Salaries, &c.	Material from England.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
69	Departmental Head Office .. .. .	.. .. .	129 17 8	.. .. .	129 17 8
70	Head Office, North Island .. .. .	.. .. .	200 3 5	5 3 11	205 7 4
71	Head Office, Middle Island .. .. .	.. .. .	283 1 4	1 0 5	284 1 9
		.. .. .	613 2 5	6 4 4	619 6 9
	<i>Railways—</i>				
72	Kawakawa	1,554 2 5	4,756 10 6	.. .. .	6,310 12 11
73	Whangarei-Kamo .. .. .	.. .. .	1,438 11 4	.. .. .	1,438 11 4
74	Kaipara-Waikato	7,168 8 9	20,421 1 6	1,726 17 6	29,316 7 9
75	Waikato-Thames	42,727 18 10	5,648 8 2	3 5 5	48,379 12 5
76	Wellington-Napier	48,484 7 6	35,994 17 11	1,603 5 5	86,082 10 10
77	Bunnythorpe-Gorge .. .. .	.. .. .	32 16 0	.. .. .	32 16 0
78	Wellington-Foxton .. .. .	.. .. .	1,046 9 5	.. .. .	1,046 9 5
79	Foxton-New Plymouth	24,995 1 6	24,443 18 1	3,600 0 0	53,038 19 7
80	Nelson-Roundell	6,057 0 0	446 8 4	.. .. .	6,503 8 4
81	Greymouth-Nelson Creek	5,299 14 0	1,374 14 3	.. .. .	6,674 8 3
82	Greymouth-Hokitika	695 11 6	100 1 6	.. .. .	795 13 0
83	Westport-Ngakawau	67 14 2	486 12 6	.. .. .	554 6 8
84	Pictou-Hurunui	18,958 0 9	1,209 6 10	.. .. .	20,167 7 7
85	Hurunui-Waitaki	14,454 0 6	14,185 4 9	924 2 8	29,563 7 11
86	Canterbury Interior .. .. .	.. .. .	1,150 12 5	.. .. .	1,150 12 5
87	Waitaki-Bluff	38,378 7 4	29,433 5 7	1,449 0 10	69,260 13 9
88	Otago Central	68,563 0 8	3,451 17 6	.. .. .	72,014 18 2
89	Invercargill-Kingston	92 16 3	2,149 12 6	.. .. .	2,242 8 9
90	Western Railways	6,284 14 7	1,591 10 5	.. .. .	7,876 5 0
91	Contingent expenses, Brogden's claims .. .. .	.. .. .	265 18 3	.. .. .	265 18 3
92	Expenses, Railway Commissions .. .. .	.. .. .	94 13 11	.. .. .	94 13 11
	Section 4, "Immigration and Public Works Appropriation Act, 1883"	15,931 5 2	46,804 9 1	223,409 15 11	286,145 10 2
		299,712 3 11	196,527 0 9	232,716 7 9	728,955 12 5
93	Surveys, new lines, North Island .. .. .	.. .. .	2,379 19 10	.. .. .	2,379 19 10
94	Surveys, new lines, Middle Island	3,698 18 6	2,118 12 5	.. .. .	5,817 10 11
		3,698 18 6	4,498 12 3	.. .. .	8,197 10 9
95	Main roads	12,351 15 8	39,394 16 6	107 7 4	51,853 19 6
96	Miscellaneous roads and bridges	17,476 13 7	18,695 0 8	3,480 0 0	39,651 14 3
		29,828 9 3	58,089 17 2	3,587 7 4	91,505 13 9
115	Harbour works	2,391 11 3	9,713 11 1	.. .. .	12,105 2 4
	<i>Consolidated Fund—</i>				
57	Miscellaneous services	1,433 10 0	750 16 6	.. .. .	2,184 6 6

NOTE.—An amount, estimated at £59,000, will be recovered from the Railway Department on account of permanent-way which will be handed over to it on arrival, the value of which is included in the above liability.

Public Works Department, 30th April, 1884.

W. A. THOMAS,
Accountant, Public Works.

APPENDIX C.

STATEMENT of all LIABILITIES in respect of the Services of Public Buildings outstanding at the close of the Financial Period ended 31st March, 1884, prepared in terms of Section 9, Subsection 2, of "The Public Revenues Act, 1882," and forwarded as therein provided to the Audit Office.

Class.	Votes.	Summary.	Total.
X.	104-112	<i>Public Works Fund—</i> Public buildings	£ s. d. 41,752 10 10
XI.	56	<i>Consolidated Fund—</i> Public buildings	4,937 6 8
			£46,689 17 6

Vote No.	Name of Vote.	Works under Contract.	Material, Wages, Salaries, &c.	Total.
		£ s. d.	£ s. d.	£ s. d.
	<i>Public Works Fund—</i>			
104	Judicial—Courthouses, &c.	2,595 11 6	2,205 12 0	4,801 3 6
105	Post and Telegraph	5,145 12 6	147 0 0	5,292 12 6
106	Customs	506 15 0	..	506 15 6
108	Lunatic Asylums	7,163 11 4	14,106 18 4	21,270 9 8
109	Hospitals	1,290 0 0	..	1,290 0 0
110	Quarantine stations	174 0 0	41 9 8	215 9 8
111	School-buildings	..	8,251 0 0	8,251 0 0
112	Parliament buildings	125 0 0	..	125 0 0
		17,000 10 10	24,752 0 0	41,752 10 10
	<i>Consolidated Fund—</i>			
	Public Buildings—			
56	Additions, repairs, fittings, furniture, &c.	760 16 6	4,176 10 2	4,937 6 8

NOTE.—The vote for school-buildings is under the control of the Minister for Education, but the liabilities on that vote are included in the above statement for the purpose of showing the total liabilities on account of public buildings.

APPENDIX D.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1883, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1884.

N O R T H I S L A N D .

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Dec. 10, 1880	Kawakawa ..	Kawakawa No 3 ..	F. P.L., & Wharf Ballasting and P.W.	M. ch. lk. 4 11 0	M. ch. lk. 0 20 0	Larkins and O'Brien ..	June 6, 1882	Dec. 3, 1883	£ 23,957 0 0	s. d. 0 0
Aug. 28, 1882	" ..	Taumarene ..	" ..	1 0 0	0 15 0	Larkins and O'Brien ..	Nov. 24, "	May 5, "	1,923 4 0	
July 30, 1883	" ..	No. 36, Station Buildings	" ..	" ..	" ..	H. F. Jones and Co. ..	Oct. 17, 1883	Nov. 21, "	1,882 0 0	
March 7, 1884	" ..	No. 42, "	" ..	" ..	" ..	John J. Priar ..	April 28, 1884	" ..	1,169 0 0	
Dec. 23, 1882	Whangarei-Kamo	No. 30, "	" ..	" ..	" ..	H. R. Holman ..	March 12, 1883	May 16, "	523 0 0	
Feb. 7, 1883	" ..	No. 31, "	" ..	" ..	" ..	H. R. Holman ..	March 16, "	April 30, "	150 0 0	
July 12, "	" ..	No. 35, "	" ..	" ..	" ..	M. W. Armstrong ..	Sept. 7, "	Aug. 30, "	190 0 0	
June 20, "	" ..	Mair Station	" ..	" ..	" ..	Johnston and Wraack ..	Sept. 18, "	Sept. 1, "	238 17 6	
Sept. 22, "	" ..	No. 38, Station Buildings	" ..	" ..	" ..	H. R. Holman ..	Sept. 22, "	Nov. 28, "	173 18 0	
March 13, "	Kaipara-Waikato	Newmarket Workshops	" ..	" ..	" ..	Downes and Ahern ..	Nov. 8, "	Nov. 30, "	8,039 15 6	
April 12, "	" ..	No. 32, Station Buildings	" ..	" ..	" ..	Wrigley and Handcock ..	July 4, "	June 27, "	384 6 0	
June 18, "	" ..	No. 34, "	" ..	" ..	" ..	Rackstraw and Ramsay	Aug. 6, "	Sept. 12, "	250 13 0	
July 11, "	" ..	No. 37, "	" ..	" ..	" ..	Rackstraw and Ramsay	Sept. 3, "	Nov. 20, "	278 0 0	
Aug. 14, "	" ..	No. 33, "	" ..	" ..	" ..	Rackstraw and Ramsay	Sept. 20, "	Nov. 20, "	199 17 6	
Aug. 20, "	" ..	No. 39, "	" ..	" ..	" ..	J. Cornwell ..	Oct. 11, "	Oct. 19, "	435 0 0	
Oct. 2, "	" ..	No. 40, "	" ..	" ..	" ..	D. Muir and Son ..	Dec. 5, "	Jan. 10, 1884	152 0 0	
Nov. 8, "	" ..	No. 41, "	" ..	" ..	" ..	D. Henderson ..	Feb. 10, 1884	Mar. 12, "	821 18 0	
Dec. 1, "	" ..	Coal Store, &c., Auckland ..	" ..	" ..	" ..	Cornwell and Wilkinson	Feb. 29, "	Mar. 20, "	525 0 0	
Dec. 28, "	" ..	Additions to Tarpaulin Shed, Newmarket	" ..	" ..	" ..	Price and Malcolm ..	Feb. 4, "	Feb. 14, "	317 12 0	
Feb. 28, 1884	" ..	Drainage, Ohinewai Lake to Waikato River	" ..	" ..	" ..	Isaac Coates ..	April 29, "	" ..	72 1 8	
Feb. 21, "	" ..	Timber, Auckland Passenger Station	" ..	" ..	" ..	P. and J. Bartholomew ..	June 30, "	" ..	1,490 19 7	
March 8, "	" ..	Newmarket Workshops, No. 2	" ..	" ..	" ..	Price and Malcolm ..	June 4, "	" ..	1,177 0 0	
Sept. 8, 1882	Waitato to Thames.	Hamilton Railway Bridge ..	" ..	" ..	" ..	J. R. Stone ..	Feb. 8, 1883	Sept. 23, 1883	4,312 13 6	
March 28, 1883	Hamilton-Te Aroha ..	Ironwork Te Aroha Bridge ..	" ..	" ..	" ..	David Murray ..	Aug. 24, "	Oct. 10, "	702 0 0	
May 22, "	" ..	Te Aroha Bridge ..	F. & P.L. Formation	0 8 50	" ..	Hector Reid ..	Jan. 11, 1884	" ..	4,924 0 0	
May 13, "	" ..	Walhou ..	" ..	12 3 0	" ..	Hunt and White ..	Jan. 25, "	" ..	12,648 10 8	
May 8, "	" ..	Freight on 69,592 sleepers, Kopu to Auckland	" ..	" ..	" ..	Burton and Onyons ..	2 weeks from final receipt	Aug. 22, 1883	489 17 6	
April 25, "	" ..	Carting 69,592 sleepers, Matatoka to Kopu	" ..	" ..	" ..	Alex. Thoms ..	July 10, 1883	Aug. 7, "	286 0 0	
Dec. 1, "	" ..	Anchorage windstays, Hamilton Railway Bridge	" ..	" ..	" ..	Cornwall and Wilkinson	Feb. 29, 1884	Mar. 13, 1884	294 0 0	
Dec. 10, "	" ..	Eureka ..	P.L., "	16 73 0	2 64 0	G. Mullinger and Co. ..	Aug. 5, "	" ..	11,943 0 0	

SCHEDULE of RAILWAY CONTRACTS CURRENT, ETC.—*continued*.
NORTH ISLAND—*continued*.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Aug. 7, 1883	Foxton-Patea	Additions to Goods-shed, Wanganui	..	M. ch. lk.	M. ch. lk.	Alexander & McFarlane	Oct. 24, 1883	Oct. 24, 1883	£ 431 19 8	
March 14, 1884	"	Fencing land between Foxton and Carnarvon	..	..	..	Nelson and Jensen	June 11, 1884	..	87 10 0	
Oct. 2, 1883	Patea-Waitara	No. 9, Carlyle-Manutahi Section	..	..	..	George H. Dickson	Jan. 29, 1883	April 30, 1883	2,558 0 0	
Oct. 26, "	"	Patea Passenger Station	..	..	..	J. A. Johnston	Jan. 24, 1882	Aug. 23, "	1,991 0 0	
Nov. 18, "	"	Manutahi Station Buildings	..	..	..	Jay and Hayns	Feb. 6, 1883	May 17, "	1,537 11 7	
Nov. 18, "	"	Manutahi Platelaying	P.L.	7 38 0	..	A. Nathan	March 11, "	Aug. 28, "	4,247 0 0	
Feb. 12, "	"	Painting Patea Bridge	..	..	..	J. Kitching	April 9, "	April 9, "	75 0 0	
Feb. 12, "	"	Manawapou Culvert	..	..	..	G. H. Dickson	April 9, "	July 16, "	837 10 0	
March 1, "	"	New Plymouth Station	..	..	..	T. S. Bond	April 24, "	May 18, "	700 0 0	
May 19, "	"	Manawapou	..	2 67 32	..	A. Nathan	Jan. 14, 1884	..	19,103 17 6	
Oct. 3, "	"	Manutahi, cottages	..	..	..	Thompson and Fell	Nov. 27, 1883	Dec. 18, "	299 3 6	
Nov. 29, "	"	Platelayers' cottages	..	..	..	Robert Gunn	Dec. 17, "	Jan. 1, 1884	139 2 0	
Dec. 6, "	"	Tangahoe, cottage..	..	..	..	Clason and Burbush	Jan. 8, 1884	Feb. 8, "	136 10 10	
Dec. 10, "	"	Tangahoe	..	6 37 40	0 40 0	W. G. Bassett	Oct. 26, "	..	27,825 0 0	
Jan. 26, 1884	"	Carting 13,900 sleepers	..	..	..	Alex. O'Donnell	April 23, "	..	173 15 0	
Feb. 20, "	"	Freight on 282 tons rails, &c., Wellington to Waitara	..	..	..	D. Williamson	8 weeks from final receipt	..	282 16 6	Contract determined: being completed by the department.

MIDDLE ISLAND.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Feb. 19, 1883	Nelson-Roundel	Stationmaster's House at Belgrove	..	M. ch. lk.	M. ch. lk.	John Avery	May 3, 1883	May 9, 1883	£ 175 0 0	
April 11, "	"	Richmond and Wakefield, Waiting-rooms	..	..	..	Henry Plank	July 28, "	July 28, "	166 18 0	
July 3, 1884	"	Waiti	Formation	2 47 0	..	Mace and Bassett	Dec. 25, 1884	..	10,692 0 0	
March 5, 1884	"	Brightwater, Railway Office, &c.	..	..	..	John Avery	July 1, "	..	185 0 0	Petty contract.
Oct. 29, 1883	Greymouth-Nelson Creek	Johnston Street Wharf	..	..	..	J. Goodfellow	Oct. 22, "	..	5,234 14 0	
Feb. 9, 1884	"	Additions to Stationmaster's House at Brunerton	..	..	..	Arnott and Seabrook	Feb. 28, "	..	65 0 0	Petty contract.
Oct. 1, 1883	Greymouth-Hokitika	Hokitika, Stafford Street	Formation	0 71 0	..	W. Whitten	March 22, "	..	1,180 11 6	
Jan. 4, 1884	Westport-Ngakawau.. <i>Picton-Haruru.</i>	Additions to Railway Station at Westport	..	..	..	W. Kerr	Feb. 8, "	..	67 14 2	Petty contract.
April 17, 1883	Picton-Avatore	Picton Boat Wharf	..	..	..	Smith and Philipotts	Aug. 14, 1883	July 17, 1883	111 15 0	
Jan. 12, 1884	Hurunu-Pahau	Balmoral..	..	9 50 50	..	Miller and Smillie	Jan. 3, 1886	..	18,958 0 9	

SCHEDULE of RAILWAY CONTRACTS CURRENT, ETC.—*continued*.
MIDDLE ISLAND—*continued*.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
March 31, 1888	Main Line ..	Invercargill Water Supply ..	..	M. ch. lk.	M. ch. lk.	C. Mackay ..	July 29, 1883	Jan. 13, 1884	£ s. d. 1,180 14 0	Petty contract; completed.
June 7, "	" ..	Goods Offices, Dunedin Station	..	..	..	W. Carlton ..	Oct. 5, "	Nov. 20, 1883	2,165 10 0	
June 19, "	" ..	Shelter-sheds, &c., at Charlton	..	..	..	J. Campbell ..	..	..	108 5 0	
Aug. 15, "	" ..	Piers, &c., Dunedin Station	..	..	..	F. Siedeberg ..	Oct. 14, 1884	..	10,631 0 0	
Sept. 7, "	" ..	Overbridge	..	..	..	Kincaid, McQueen, & Co.	March 6, 1885	..	13,826 19 8	Petty contract; completed.
Sept. 10, "	" ..	Iron piers, &c., Dunedin Station	..	..	..	Orchard and Bird ..	Nov. 14, 1883	Nov. 14, 1883	296 0 0	
Nov. 6, "	" ..	Stationmaster's House, Burnside	..	..	..	F. Siedeberg ..	May 6, 1884	..	6,835 0 0	
March 12, 1884	" ..	Brick Goods-shed, Dunedin Station	..	..	..	W. Carlton ..	June 10, "	..	1,256 14 0	
Feb. 15, 1882	Ngapara-Livingstone	Windsor Tunnel, No. 1	..	..	..	D. McKendry ..	Oct. 14, 1882	Aug. 31, 1883	2,387 12 5	Contract determined, and relet to Collier and Clephane. (See below).
June 12, 1883	Palmerston-Waihemo	Dunback, No. 2	..	5 55 0	..	Miller and Smillie ..	April 6, 1884	..	4,131 5 1	
Feb. 20, 1882	Main Line, Catlin's River	Puerua, No. 1	..	2 0 0	..	George Fraser (assigned to Blackie & Malcolm)	March 24, 1883	June 22, 1883	5,230 3 2	
Feb. 23, 1883	Waipahi-Heriot Burn	Puerua, No. 2	..	0 76 0	..	George Ward ..	Aug. 15, "	Oct. 25, "	2,833 19 6	
Oct. 3, "	" ..	Swift Creek	..	4 41 0	0 27 0	John Walker ..	Feb. 2, 1884	Feb. 23, 1884	2,473 18 0	Petty contract completed.
March 14, "	Edendale-Toitois	Completion of works, Mokoreta	..	..	..	Menzies and Birss ..	Oct. 13, 1883	March 6, "	3,241 4 3	
June 28, "	Riversdale-Switzers	Riversdale	..	7 0 0	..	Jas. Anderson ..	June 19, 1884	..	2,896 9 8	
March 22, "	Seaward Bush	Appleby ..	..	3 0 0	..	H. Jaggars ..	Dec. 19, 1883	..	2,208 0 0	
Sept. 13, "	" ..	Waimatua	..	2 40 0	..	H. Jaggars ..	March 11, 1885	..	2,771 16 8	Petty contract completed.
May 19, 1879	Chain Hills-Taieri Lake	Wingatui ..	..	6 65 0	..	D. McKenzie ..	Jan. 16, 1881	..	48,839 7 10	
Feb. 13, 1883	" ..	Deep Stream	..	4 22 0	..	Stocks and Clark	Oct. 7, 1884	..	23,273 8 6	
March 3, 1884	" ..	Nenthorn	..	9 12 65	..	Collier and Clephane	May 3, 1886	..	23,924 8 6	
June 12, 1882	Invercargill-Kingston.	Loading-bank, Garston, and Shelter-shed, Fairlight	..	..	..	R. Meikle and Co.	..	..	42,333 0 0	Petty contract completed.
Aug. 25, 1883	" ..	Goods-shed at Garston	..	..	..	T. McMath ..	..	..	70 0 0	
May 19, "	Lumsden-Mararoa.	Permanent-way, No. 2	..	1 40 0	..	T. McMath ..	Oct. 10, 1883	Oct. 25, 1883	136 0 0	
Jan. 27, "	Western Railways.	Otautau Cattle-yards	..	..	..	F. Mangan ..	..	..	1,172 0 0	
March 3, "	Riverton-Otautau	Fairfax Goods-shed	..	..	..	A. Menzies ..	April 4, "	April 20, "	218 0 0	Petty contract; completed.
Jan. 15, 1884	" ..	Goods-shed and approach, Otautau	..	..	..	George Weeks..	June 2, "	July 7, "	259 16 10	
			..	..	..	McLeod and Shaw	May 12, 1884	..	631 10 5	

APPENDIX E.

SCHEDULE OF CONTRACTS for ROADS and MISCELLANEOUS WORKS CURRENT on the 1st April, 1883, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1884.

Date of Contract.	Line of Road or Work.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
March 2, 1883	Main Roads, North of Auckland..	Section 2, Kawakawa to Waionio	D. McDonald	July 19, 1883	Oct. 20, 1883	£ 640 12 0	d.
March 10, "	"	Section 1A, Whangarei to Kawakawa	J. A. McLeod	Aug. 1, "	Nov. 3, "	579 0 0	
March 19, "	"	Road across Hikurangi Swamp	Johnston and Wrack	June 13, "	May 5, "	148 11 6	
June 6, "	"	Bridge approach, west branch, Oruaiti River	George Thomas	Aug. 1, "	Sept. 22, "	210 0 0	
July 13, "	"	Metalling road across Stewart's Flat	D. Stewart	Aug. 27, "	Aug. 7, "	171 3 0	
Aug. 21, "	"	Mangonui Wharf	W. Gillet..	Dec. 30, "	Jan. 30, 1884	645 0 0	
Sept. 26, "	"	Wharf at Whangaroa	W. J. Hare	Feb. 17, 1884	March 13, "	589 0 0	
Jan. 9, 1884	"	No. 121, Whangarei to Kawakawa	J. A. McLeod	June 30, "	March 13, "	1,579 7 0	
Dec. 18, 1883	Cambridge-Taupo	Pairiri Bridge	Robert Kerr	March 7, "	..	261 4 9	
Oct. 13, 1882	Cambridge-Rotorua	Bush felling and clearing	A. Butler..	Feb. 5, 1882	Nov. 30, 1883	2,135 6 6	
Feb. 13, 1883	"	Bush No. 2, felling and clearing	James Horne	June 12, 1883	Jan. 17, 1884	2,767 0 0	
March 14, 1884	"	Formation No. 2, Whakatane-Opotiki	J. R. Rushton	Sept. 4, 1884	..	820 0 0	
April 11, 1882	Tauranga-East Cape	Gorge No. 2	J. Brough	Oct. 5, 1883	April 21, 1883	1,294 0 0	
April 21, 1883	Nelson, Tophouse, and Tairdale	" No. 3	J. Brough	March 6, 1884	Jan. 10, 1884	282 0 0	
March 13, 1884	"	" No. 4	J. Brough	Sept. 13, "	..	140 0 0	Petty contract.
July 14, 1883	Nelson, Greymouth, and West-port	Norris Gully No. 2	Thompson and Lane	Nov. 9, 1883	Oct. 25, 1883	408 0 0	
July 16, "	"	No. 1	R. Lyon	Sept. 10, "	Sept. 22, "	148 14 0	
Nov. 10, "	"	Improving road, Fern Flat to Lyell	Burns and Callaghan	Feb. 10, 1884	..	36 8 0	Petty contract.
Nov. 10, "	"	"	C. C. Cullen	Feb. 10, "	..	145 0 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Feb. 1, 1884	17 2 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Feb. 1, "	8 13 0	
Nov. 10, "	"	"	Cullen and Flanagan	Feb. 10, "	..	10 19 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Jan. 11, "	74 19 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Jan. 11, "	12 12 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Dec. 8, 1883	18 18 0	
Nov. 10, "	"	"	Downie and Hurford	Feb. 10, "	Dec. 1, "	5 17 6	
Dec. 31, 1883	"	"	P. Carroll	March 31, 1884	Feb. 1, 1884	48 17 0	
Dec. 31, "	"	No. 13..	Downie and Hurford	March 31, "	..	79 1 3	
Dec. 31, "	"	No. 45..	J. Campbell	March 31, "	..	84 0 0	
Dec. 31, "	"	No. 46..	J. Campbell	March 31, "	..	97 0 0	
Feb. 12, 1884	"	No. 4	J. Campbell	May 10, 1884	..	12 0 0	
Feb. 12, "	"	No. 53.	C. C. Cullen	May 8, "	..	149 0 0	
Feb. 12, "	"	Nos. 51 and 52..	Downie and Hurford	May 8, "	..	131 8 0	
Feb. 12, "	"	No. 50..	C. C. Cullen	May 8, "	..	134 10 0	
Feb. 12, "	"	Nos. 47, 48, and 49	C. C. Cullen	May 8, "	..	40 10 0	
Feb. 12, "	"	Nos. 41, 42, 43, & 44	Downie and Hurford	May 8, "	..	35 0 0	
Feb. 12, "	"	Nos. 36, 37, 38, 39, and 40	C. C. Cullen	May 8, "	..	54 10 0	
Feb. 12, "	"	Nos. 013 and 6..	C. C. Cullen	May 8, "	..	114 0 0	

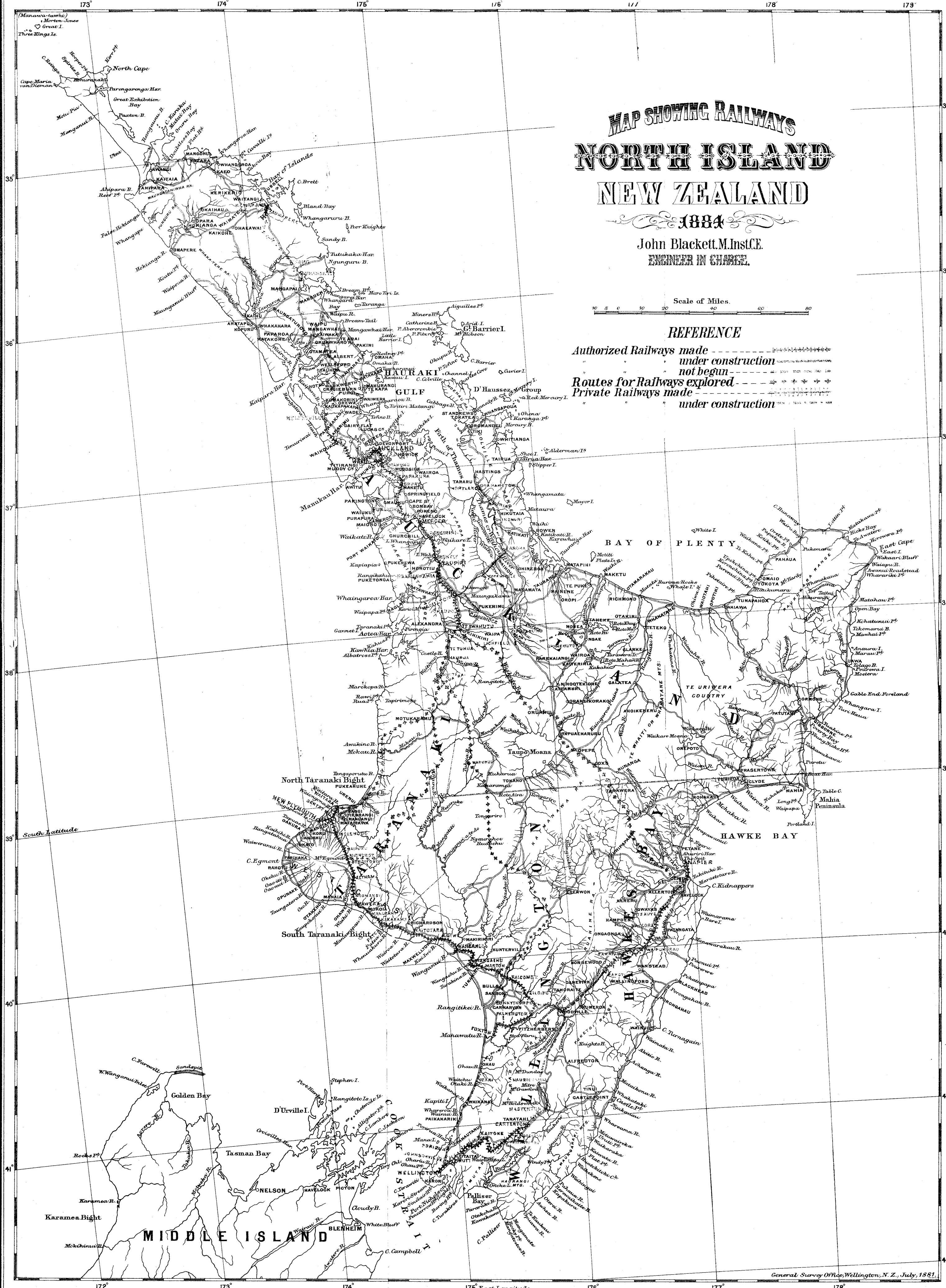
Jan	27, 1883	Main road, Pelorus District and Rai Valley	Completion of No. 2, Rai Section	G. Crichton	April 26, 1883	May 22, 1883	397 10 0
March 1, "	"	"	No. 5, Havelock to Wairau River Bank	Edward Neal	July 2, "	July 3, "	804 17 0
March 9, "	"	"	Whangamoa, Section No. 4	J. Hippolite and Co.	Sept. 5, "	Oct. 6, "	1,442 9 4
March 9, "	"	"	Whangamoa, Section No. 5	J. Hippolite and Co.	Sept. 5, "	Nov. 21, "	1,188 2 8
March 18, 1883	"	"	Pelorus Cart Bridge	Maddock and Stevens	"	"	1,812 0 0
March 18, 1883	"	"	Collins	J. W. Hughes	Jan. 15, 1885	"	2,631 7 4
March 18, 1884	"	"	Rai Saddle	J. W. Hughes	Jan. 15, "	"	2,853 13 4
May 21, 1883	"	"	Completion of Taiapo Bridge	Browne and Howe	Oct. 14, 1883	"	2,185 2 0
March 19, 1884	"	"	Completion of Taiapo Bridge	Foldie and Kirkpatrick	June 30, 1884	"	1,408 2 0
April 11, 1883	"	"	Taheke River Bridge	James White	July 7, 1883	July 3, 1883	249 10 0
March 20, "	"	"	No. 1, Pukekohe-Waikau	Dalton and Slaton	June 13, "	March 21, 1884	566 5 6
March 22, "	"	"	No. 3, "	John Moore	June 13, "	March 21, "	549 6 3
March 22, "	"	"	No. 4, "	Julius Adolph	June 13, "	Feb. 28, "	532 5 6
March 22, "	"	"	No. 5, "	John Moore	June 13, "	"	571 9 11
March 20, "	"	"	No. 7, "	May, King, and Barriball	June 13, "	"	727 16 0
March 20, "	"	"	No. 8, "	Holmes and Cardon	June 13, "	Feb. 20, "	627 10 8
March 20, "	"	"	No. 10, "	May, King, and Barriball	June 13, "	"	554 0 0
March 20, "	"	"	No. 11, "	May, King, and Barriball	June 13, "	"	288 0 0
April 20, "	"	"	No. 2, "	Julius Adolph	July 16, "	Feb. 16, "	485 16 6
Aug. 6, "	"	"	Punt Ferry at Tuakau	J. J. O'Brien	Oct. 1, "	Dec. 6, 1883	260 0 0
Jan. 17, 1884	"	"	Raglan-Waipara Road, Repairs No. 1	Thomas Cassidy	April 9, 1884	"	353 13 5
July 27, 1883	"	"	Turanga Creek Wharf	Wells and Gardiner	Sept. 25, 1883	Oct. 6, "	366 15 10
March 10, 1884	"	"	Karumu Road Diversion	Kay and Miller	Sept. 3, 1884	"	828 7 0
April 11, 1883	"	"	Manawapou Culvert	J. J. Patterson	June 6, 1883	Nov. 1, "	449 11 8
Dec. 9, 1882	"	"	Stony River Bridge	Berry and Newman	June 6, "	April 30, "	805 0 0
March 10, 1883	"	"	Graveling Henwood Road	A. Bishop	May 18, 1883	Jan. 4, 1884	889 8 0
Aug. 22, "	"	"	Diversion and Repairs, No. 2	G. Morley	March 23, 1884	"	775 19 4
April 7, "	"	"	Granity Creek Cart Bridge	M. M. Dixon	July 30, 1883	Sept. 19, 1883	602 7 4
Aug. 1, 1882	"	"	"	J. McLean and Son	July 10, "	Feb. 13, 1884	6,772 1 0
April 6, "	"	"	"	Thomas and Hill (assigned to Chrysal and Ker)	Jan. 1, 1883	Oct. 16, 1883	9,676 10 0
April 5, 1883	"	"	Wairau, Cart Bridge	Blackie and Malcolm	April 2, 1884	"	3,599 10 3
March 21, 1884	"	"	Clarence Bridge	Blackie and Malcolm	"	"	11,871 15 1
March 7, 1883	"	"	Repairs, &c., Wandell Section	R. Lawson	July 2, 1883	Aug. 17, "	658 0 0
March 7, "	"	"	Charwell Section	Connor and McInnes	July 5, "	Dec. 29, "	1,198 6 8
April 18, "	"	"	Havelock Wharf	Smith and Philipotts	Aug. 13, "	Oct. 19, "	366 2 6
March 30, "	"	"	"	E. J. T. Price	Sept. 17, "	Oct. 22, "	1,450 0 0
April 5, "	"	"	Painting Hurunui-Greta Bridge	J. B. Teague	April 5, "	May 16, "	260 0 0
July 18, 1882	"	"	Kaikoura Wharf Extension	J. McInnes	Dec. 7, 1882	May 30, "	818 19 9
March 27, 1883	"	"	Good-shed, Kaikoura Wharf	Tom Cooke	May 21, 1883	May 30, "	375 0 0
April 27, "	"	"	Training-wall No. 2, Collingwood	G. Cedermain	July 23, "	Aug. 10, "	283 12 11
March 7, "	"	"	Stone No. 3, Westport	Tavendale, Hurst, and party	Aug. 9, "	"	2,250 0 0
June 2, "	"	"	Tumbles and Bearings	Dispatch Foundry Co.	July 16, "	"	106 1 4
May 17, "	"	"	Erection of 24 Tip Trucks	Mears and Adamson	July 25, "	Aug. 29, "	493 17 0
Sept. 29, "	"	"	Supplying Stone	William Ray	Jan. 27, 1884	"	631 13 0
Sept. 11, "	"	"	2 Crane Derricks, 2 side-tip incline Wagons, 1 brake drum	Mears and Adamson	Oct. 20, 1883	"	60 0 0
Nov. 2, "	"	"	No. 404, Altering 15 High-side Wagons	Mears and Adamson	Jan. 20, 1884	"	82 10 0
Jan. 23, 1884	"	"	Timber for Staging	F. Kemple	Jan. 23, "	"	83 0 11
Feb. 2, "	"	"	"	R. Lynch	March 15, "	"	63 9 6
March 21, "	"	"	"	F. Simons	March 21, "	"	90 3 6

Contract determined and re-let to sureties. See below.

Petty contract; completed.
Petty contract; completed.
Petty contract; completed.

APPENDIX E—continued.
SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS, &c.—continued.

Date of Contract.	Line of Road or Work.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
CONSOLIDATED FUND.							
April 10, 1883	Great South Road ..	Repairs, Panmure Bridge ..	J. J. O'Brien ..	June 7, 1883	June 30, 1883	£ 515 0 0	s. d.
Oct. 1, "	" ..	Repairs, Mangatawhiri Bridge ..	R. Martin ..	Dec. 28, "	March 29, 1884	219 15 0	0
Oct. 5, "	Miscellaneous Services, Middle Island	Flood Channel Bridge, Rakata Gorge ..	H. Daulby ..	April 1, 1884	..	2,102 15 0	0



MAP SHOWING RAILWAYS
NORTH ISLAND
NEW ZEALAND

1884
John Blackett, M.Inst.C.E.
ENGINEER IN CHARGE.

Scale of Miles.
0 10 20 40 60 80

REFERENCE

- Authorized Railways made -----
- " " under construction - - - - -
- " " not begun - - - - -
- Routes for Railways explored - - - - -
- Private Railways made -----
- " " under construction - - - - -

APPENDIX F.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1883, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1884.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date when Contract was completed.	Amount of Contract.
AUCKLAND.					
12 March, 1884	Mangonui Bridle-track	Richards and White...	30 June, 1884	...	£ s. d. 361 4 6
30 Sept., 1883	Ormond to Opotiki, No. 3	H. Bluett ...	31 Jan., 1883	...	1,350 0 0
7 Jan., "	" Nos. 5-6	J. White ...	30 June, 1884	12 Sept., 1884	1,700 0 0
22 Nov., "	Te Aroha Drainage, No. 5	J. Stanley ...	22 May, "	...	911 8 2
21 May, "	" No. 1	O. McCabe ...	21 Aug., 1883	...	393 10
1 July, 1882	Katikati to Te Aroha, No. 1	Martin McKenny ...	31 Jan., "	30 June, 1883	520 0 0
1 July, "	" No. 2	Peter Grant ...	31 Jan., "	30 June, "	660 0 0
31 Jan., 1883	Okaihū to Victoria, No. 99	J. White ...	30 April, "	...	546 10 0
1 March, "	" No. 100	M. McKenzie ...	31 May, "	...	529 0 0
1 March, "	" No. 104	J. Anderson ...	31 May, "	31 Dec., "	467 0 0
3 Jan., "	Helensville Bridge	Veal Harness ...	3 June, "	1 May, "	1,136 0 0
3 Sept., "	Hinemaia Bridge	J. James ...	31 Jan., 1884	3 Mar., 1884	458 10 0
TARANAKI.					
29 Jan., 1883	Kaharoa Road, No. 1	W. Kraack ...	31 Mar., 1883	30 April, 1883	128 0 0
29 Jan., "	" No. 2	J. Kirby ...	31 Mar., "	30 April, "	282 0 0
29 Jan., "	" No. 3	Gordon and O'Hara...	31 Mar., "	30 April, "	46 9 0
HAWKE'S BAY.					
12 Jan., 1884	Puketoi Bush, No. 3	McDonald ...	31 May, 1884	...	180 0 0
12 Jan., "	" No. 4	Kotch and Co. ...	31 May, "	...	120 7 6
12 Jan., "	" No. 6	Buchanan and Co. ...	31 May, "	...	92 2 0
12 Jan., "	" No. 7	A. Gilmour ...	31 May, "	...	37 0 0
31 Aug., 1883	Tautane Bush, No. 1	R. Sidwell ...	31 Jan., "	29 Feb., 1884	576 0 0
18 Jan., 1884	Raikaitai Bush, No. 1	Davis and Co. ...	...	...	475 0 0
MARLBOROUGH.					
1 March, 1883	Awatere Valley Road, Nos. 4-6	R. W. Parkes ...	31 July, 1883	31 Dec., 1883	1,893 17 0
1 March, "	" Nos. 7-8	W. Adams ...	31 July, "	31 Oct., "	475 0 0
1 March, "	" No. 9	S. Maddock ...	31 July, "	31 Dec., "	500 0 0
1 March, "	" No. 10	R. Parker ...	31 July, "	...	860 0 0
NELSON.					
1 Sept., 1882	Matakitaki Horse-track, No. 9	T. Hickey ...	31 Dec., 1882	30 July, 1883	510 0 0
1 Sept., "	" No. 10	" ...	31 Dec., "	30 July, "	630 0 0
1 March, 1883	" No. 11	G. Snow ...	1 July, 1883	Aug., "	678 0 0
1 March, "	" No. 12	T. Hickey ...	1 July, "	Aug., "	640 0 0
1 March, "	" No. 13	Hurford and Downie	30 April, "	Aug., "	538 0 0
1 Sept., "	Tadmor Cart-road, No. 15	Mead and Wilkinson	31 Dec., "	31 Dec., "	256 13 0
1 Sept., "	" No. 16	G. Snow ...	31 Dec., "	31 Dec., "	528 10 0
1 Sept., "	" No. 17	" ...	31 Dec., "	31 Dec., "	540 16 0
30 Jan., 1884	" No. 18	" ...	30 June, "	31 Dec., "	799 7 0
30 Jan., "	" No. 19	" ...	30 June, "	31 Dec., "	816 0 0
WESTLAND.					
13 June, 1882	Mahitahi to Haast, Nos. 19-24	E. Ryan ...	13 Dec., 1882	31 Aug., 1883	4,381 13 0
9 Jan., "	" Nos. 25-29	" ...	9 June, "	31 Dec., "	2,143 10 0
30 Nov., "	Mapourika to Gillespie's, Nos. 4-6	J. Clarke ...	1 Mar., 1883	Nov., "	1,440 0 0
7 April, 1883	" Nos. 7-12	" ...	7 July, "	Nov., "	3,073 14 0
SOUTHLAND.					
Nov., 1883	Forest Hill Tramway, No. 2	H. Jagers...	Nov., 1884	...	5,455 2 8
5 Jan., 1884	Hedgehope Flat Road	J. Mangan...	5 May, "	...	483 15 0

APPENDIX G.

SCHEDULE of CONTRACTS for WATER-RACES current on the 1st April, 1883, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1884.

Date of Contract.	Name of Water-race.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Additions authorized.
						£ s. d.	£ s. d.
Jan. 14, 1882	Mikonui Water-race	Section 10-4 ..	Frederick Parker	Sept. 30, 1882	Aug. 21, 1883	1,345 0 0	..
Jan. 11, "	"	Section 10-5 ..	William Williams	Sept. 30, "	June 27, "	1,128 12 0	..
Dec. 15, "	Waimea Water-race	Dam near Loopline Road	Maurice O'Connor	June 9, 1883	Mar. 3, 1884	6,432 9 0	1,632 1 7
June 23, 1883	Mikonui Water-race	Section 7-1 ..	Pearce and Buckingham	Dec. 15, 1885	..	4,743 15 0	188 1 2
Dec. 15, "	"	Section 7-2 ..	William Richards	Feb. 28, 1886	..	2,754 5 0	..

APPENDIX H.

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, 1884.

I have the honour to forward the annual report on railway works executed and in progress during the year ending the 31st March, 1884.

The expenditure on railways in the North Island up to that date, exclusive of preliminary surveys, was ...	£	s.	d.
...	3,974,485	8	0*
The amount of contracts let, and other liabilities ...	225,646	0	3*

Total expenditure and liabilities ...	£4,200,131	8	3
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Below is a table showing length 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 22 miles 19 chains has been opened for traffic, viz., Waverley to Manutahi, and portion of Kawakawa Railway.

NAME OF RAILWAY.	Expended to 31st March, 1884.	Liabilities on 31st March, 1884.	Length.	Open for Traffic.
	£ s. d.	£ s. d.	M. ch.	M. ch.
NORTH ISLAND.				
Kawakawa ...	73,975 5 9	6,310 12 11	7 41	7 41
Whangarei-Kamo ...	59,565 4 11	1,438 11 4	6 52	6 52
Kaipara-Waikato ...	1,179,937 0 0	29,316 7 9	143 64	138 64
Waikato-Thames, including Hamilton-Cambridge Branch ...	106,209 1 1	48,379 12 5	73 32	1 1
Wellington-Napier ...	1,281,163 16 6	86,115 6 10	212 22	138 57
Wellington-Foxton ...	41,191 15 8	1,046 9 5	...	...
Foxton-New Plymouth ...	1,232,443 4 1	53,038 19 7	215 60	186 1
Total ...	3,974,485 8 0	225,646 0 3	659-31	478-56

* In addition to these amounts a sum of £303,103 15s. 8d. has been expended, and liabilities amounting to £286,145 10s. 2d. incurred, in the purchase of permanent way and rolling-stock for lines in the North and Middle Islands, which is at present in stock.

AUCKLAND DISTRICT.

KAWAKAWA RAILWAY.

Taumarere Contract (1 mile platelaying, &c.).—This contract was completed in May, 1883.

No. 3 Contract (4 miles 11 chains, formation, permanent-way, wharf, &c.).—This work, after much delay, has at last been completed, and, with the Taumarere Contract length, will be open for traffic and the shipping of coal on the 7th April. This portion has been included in length of lines opened for traffic shown above. The necessary buildings, with one or two exceptions, will all be completed by the same time. The rolling-stock on this line has been increased, and two steam-crane have been placed on the wharf.

WHANGAREI-KAMO RAILWAY.

Sundry buildings have been erected at various stations on this railway, having been found necessary to meet the increased traffic.

KAIPARA-WAIKATO RAILWAY.

Filling Contract, Auckland Passenger-station.—In last year's report it was explained that the necessary material could not, as had been expected, be obtained from St. Barnabas Point; the contract was therefore determined, and an arrangement was entered into with the Auckland Harbour Board by which that body should have completed the work by the end of December, 1883. The works, however, are not yet completed; but, although a large quantity of filling yet remains to be done, it is expected that a sufficient area of filling will be finished by the end of June to allow of the building of the passenger station.

Auckland Passenger-station.—A contract has been entered into for the supply and delivery of the totara piles for the foundation of this building, and in a short time tenders will be called for the erection of the building itself.

Newmarket Workshops Contract.—This contract was let during March, 1883, and was satisfactorily completed on the 30th November of the same year. It includes engine-erecting shop, 168 feet by 50 feet; machine and fitting shop, 118 feet by 84 feet 6 inches; smiths' shop, 118 feet by 84 feet; pattern shop, two stories, 49 feet by 49 feet; storeroom, boiler-room, engine-room, and coal-stores, 121 feet by 49 feet; wood-working and machine-shop, 108 feet by 79 feet; and carriage shop, 108 feet by 99 feet. During the last few months steps have been taken to prepare the foundations for the machinery, and to erect the engines and necessary shafting for driving it.

Newmarket Workshops Contract (No. 2).—This contract was let during March of this year, and the contractor is making fair progress. It includes carriage-painting shop, 81 feet by 58 feet; copper-smiths' shop, iron-store, and coal-store, 88 feet by 21 feet 6 inches. Additional excavation was required for the first-named building; this is now being proceeded with, and it is expected will be completed by the middle of May, so as to allow of the erection of the building.

Coal-store and Water-Supply, Auckland Goods-station Yard.—This work was satisfactorily completed on the 20th March.

Works on Opened Lines.—Sundry contracts for buildings have all been completed, viz.: Addition to tarpaulin-shed, 60 feet by 25 feet, at Newmarket; two fifth-class stationmasters' houses at Parnell; goods-shed, 30 feet by 20 feet, at Rukuhia Station; goods-shed, 40 feet by 30 feet at Onehunga Wharf; goods-shed, 40 feet by 30 feet, at Taupiri Station; fourth-class passenger-station at Manurewa; and four fifth-class stationmasters' houses at Mercer for use of railway officials.

Improvements in Stations.

The increasing traffic has rendered necessary many improvements between Auckland and Ngauawahia.

At the Auckland goods-station the sidings have been laid into the new running engine-shed; the standing lines and goods-shed sidings have been relaid in proper position. New sidings for the coal traffic have been laid, and a large turn-table for locomotives placed in position.

At Newmarket new sidings have been laid into the workshops and yard. At Onehunga Station and wharf, Mercer, Huntly, Taupiri, and other stations new sidings have been laid in; and a three-ton steam-crane for working coal has been fitted up on Mercer Wharf.

That part of the railway known as the "Pokeno curves" is now in process of being altered, by doing away with all the small curves and substituting one curve of large radius and one straight line of considerable length. The earthwork is now nearly completed, and a part of the permanent way is laid. It is expected that this improvement will do away with the necessity for the breaking-up of heavy trains which now exists, and the consequent delay attending it.

Between Auckland and Helensville have been erected some new station-buildings and fencing, and the line itself has been improved and ballasted on the old section between Kumeu Junction Station and Helensville.

WAIKATO THAMES RAILWAY.

Hamilton Railway-bridge Contract.—This work was completed on the 21st September, 1883, and locomotive engines with material trains are now running over it daily in connection with supplies for the Eureka Contract for platelaying and for the Cambridge Branch. The bridge is an iron structure 396 feet in length, in three spans of 132 feet each, supported by two cylindrical piers in the bed of the river and by concrete abutments on the banks, where there are, on each side, two approach-spans of 20 feet each: the rail-level is about 99 feet above the bed of the river.

Eureka Contract (16 miles 73 chains, permanent-way and ballasting).—This extends from Hamilton Railway-station, 1 mile 7 chains, to the east end of Morrinsville Station at 18 miles. The contract was entered into on the 5th December, 1883, and the contractors are making satisfactory

progress; the rails are linked in to 15 miles, and ballast laid to about 13½ miles. In connection with this section of railway two contracts have been entered into for the erection of the necessary station-buildings.

Waihou Contract (12 miles 3 chains, formation only).—This contract extends from Morrinsville to near the Thames River at Aroha. It was let on the 25th May, 1883, and should be completed judging by what has been done, in about two months' time.

Te Aroha Bridge Contract.—This work was let during May, 1883, and is steadily progressing. The contract-time will be exceeded by reason of extra work, rendered necessary by the very soft nature of the bed of the river; the concrete piers will have to be carried deeper to insure a solid foundation. A separate contract for the ironwork of the swing-span of this bridge was completed and the materials delivered at Shortland during September, 1883.

Kauaeranga Contract (4 miles 40 chains, part formation, and the laying of permanent-way). This work extends from Grahamstown Wharf to Kopu Station on the Thames River. It was let on the 13th February, 1883, has been carried on slowly, and will probably be finished in about three months.

Hamilton-Cambridge Railway.—This line commences at a point four miles from Hamilton Junction Station, on the Waikato-Thames main line of railway, and extends to the Township of Cambridge. The principal works done during the year were the completion of the Tamahere Formation Contract, 4 miles 55 chains, and the Hautapu Contract, 5 miles 68 chains, the former in July and the latter in June, 1883. Contracts have been let for the completion of the formation and the laying of the permanent-way over the whole length of the railway, 12 miles 2 chains, and for the erection of the station-buildings. Preparations are also being made for a proper water supply for Cambridge Station; the water will be pumped from Te Koutu Lake, near to which the station-yard is situated, on a site generally convenient to the township.

ROLLING-STOCK.

During the year there has been erected in Auckland railway workshops 2 horse-boxes, 34 high-side wagons, 16 low-side wagons, 22 timber trucks, and 6 locomotive engines, Class J, six-wheel coupled, with bogies and tenders; all of which have been added to the working rolling-stock.

SURVEYS.

The principal surveying work done during the year has been in connection with the Pukekohe-Waiuku line of railway, as proposed; Karamu road-diversion; Thames-Tauranga road-diversion, 2 miles 35 chains, between Mackaytown and Owaharoa; land survey, Cambridge-Rotorua Road; surveys for plans and sections of Raglan-Kawhia Road; and the survey of the Kaipara-Waikato line of railway as completed, 22 miles of which have been finished, viz., from Queen Street Wharf, Auckland, to Drury Railway-station.

HAWKE'S BAY DISTRICT.

NAPIER-WOODVILLE.

Extension of Line southwards, Matamau Section, from Makatoko (69 miles 70 chains to 73 miles 73 chains), includes—

(a.) *Mangatewainui Bridge Contract* (including the Mangatewainui Bridge and formation work from 71 miles 31 chains to 72 miles 50 chains).—This was completed in December last, the formation and permanent-way from 69 miles 70 chains to 71 miles 31 chains having been previously done by the department by means of the "unemployed."

(b.) *Formation* (from 72 miles 50 chains to 73 miles 73 chains).—The formation of this piece was let by tender, in nine small contracts, to settlers and labourers; and the bridges, three in number, are being erected by the Public Works Department.

(c.) *Permanent-way* (71 miles 31 chains to 73 miles 77 chains).—The Public Works Department is also doing this work, which is completed up to 73 miles 39 chains so far as laying the rails, and the ballasting has been begun. If the weather is favourable the line might be so far completed as to be ready to open it for public traffic to Matamau early in June.

Tahoraite Section (73 miles 73 chains to 81 miles 55 chains), including—

(a.) *Whakaruatapu and Mangatera Bridges Contract*.—This contract includes formation work, 76 miles 31 chains to 77 miles 15 chains, as well as the two bridges, and is now just finished. The work has been done in a satisfactory manner, although very much beyond the contract time.

(b.) *Tahoraite Contract* (formation, 73 miles 73 chains to 76 miles 31 chains and 77 miles 15 chains to 81 miles 55 chains).—Owing to the slow progress made by the contractors with this work it was found necessary, after giving due notice, to take it out of their hands; and the work is now being prosecuted with vigour by the department, and with a fair chance of completing it by the end of June. Tenders for laying the permanent-way will, it is expected, be received about the beginning of June, and a contract will be let for that work, which may occupy about four months.

Tahoraite Station-buildings (Contracts Nos. 1 and 2).—These include all the buildings required from Matamau to Tahoraite. The works are well in hand, and will be all finished before the completion of the plate-laying.

WORKS ON OPENED LINES.

The rolling-stock has been augmented by the addition of one Class F locomotive engine transferred from Auckland, and one Class A locomotive engine from Dunedin. Four timber-trucks, twenty-five low-side wagons, and twenty high-side wagons have been turned out of the workshops; as also ten meat-vans specially constructed for the frozen-meat trade between Tomoana and the port. There are also now being erected three horse-boxes, eight timber-trucks, twenty high-side wagons, five sheep-trucks, ten cattle-trucks, and three goods-brakes. It is expected that

when the line is opened to Tahoraite a considerable addition to all kinds of rolling-stock will be required.

Spit.—Extensive alterations to this station have been authorized and are now in progress, with the view of increasing the facilities for working.

Napier.—A contract has been let for the enlargement of the passenger-station, and the work is well in hand. The workshops have been improved by erecting three more smiths' forges, and the addition of several necessary tools. Two salt-water wells for water supply in case of fire have been sunk at convenient places for the protection of the station-buildings and workshops.

Kaikora.—This station-ground has been completely reorganized and very much enlarged, with additional siding accommodation, loading-ramp, sheep- and cattle-yard, and other necessary improvements.

General.—At various other stations the siding and other accommodation has been improved, and at Hastings, Waipukurau, and Takapau new water-services have been established, and mileage-posts have been erected along the line for seventy miles. Footpaths have been erected along the Waipawa and Tukituki railway bridges. A considerable amount of fencing has been erected along the line of railway, and a large quantity is yet in hand.

Awapurua Bridge Contract.—The work on this contract has not progressed in a satisfactory manner, and the contractor has been warned that, if better progress is not made, the work will be taken out of his hands.

SURVEYS.

Surveys.—The completion of the survey of the line from 93 miles to Woodville was put in hand in December, 1883, but the engineer was removed to New Plymouth to explore for the Taranaki-Auckland line of railway. The survey has now been resumed under another engineer.

Land Plan Surveys.—Surveys have been completed for that portion of the line extending from Makatoko to Tahoraite, and the plans are now in the hands of the Survey Department for examination.

WELLINGTON DISTRICT.

WELLINGTON-WOODVILLE RAILWAY.

Opaki Contract (Formation and Permanent-way : 65 miles 41 chains to 73 miles 47 chains).—This work should have been finished in December, 1883, but the contractors failed to make good progress, and were so far behind with their work that it was taken out of their hands, and the work is now being carried on by the department. With favourable weather it should be completed about the end of July.

Kopuaranga Contract (formation and fencing from 73 miles 47 chains, being the end of the Opaki Contract, to 81 miles 56 chains).—The tender for this contract was accepted on the 18th February, and the contractor has begun work on all available parts of the line, and is making fair progress.

WORKS ON OPENED LINES.

Wellington Goods-shed (addition of 50 feet in length).—This was completed in a satisfactory manner, within contract time, on the 19th July.

Petone Forges Contract.—This included the erection of six smiths' forges and a spring and tire furnace at Petone. The work was completed satisfactorily, and within the allotted time, on 18th September. In connection with the above there were also erected, by the department, a 15-cwt. steam-hammer, fan-blast, wheel-press, crane, traverser, tank, and slab for the tire-furnace, all finished complete for work by November last.

Platelayers' Cottages, Summit Station.—A contract has been let for two four-room cottages and the work is progressing satisfactorily.

Sundry improvements to sidings and buildings have been effected at various stations along the line.

Rolling-stock.—The following additions have been made to the rolling-stock on this line, viz.: One locomotive engine, Class F, Fairlie; five timber trucks; fifteen sheep trucks; ten low-side wagons; one Bogie carriage.

SURVEYS.

Wellington-Masterton.—The survey of the line, as finished, was reported as being completed last year to the 44th mile; the remainder to Masterton has since been completed.

Extension of Railway Survey beyond Opaki (73 miles 47 chains).—Last year this work had proceeded as far as the 78th mile. Since then the detail survey has been extended to 85 miles 10 chains, lines cut to 86 miles 70 chains, and trials completed to the Makakahi River, 89 miles. Plans have been furnished to the end of the Kopuaranga Contract, 81 miles 56 chains, and the remainder is well in hand. A good line has been obtained throughout, the ruling grade being 1 in 80, and the ruling curve (with the exception of two 12-chain reverse curves) 15 chains radius. The earthwork is of an average character, the portion over the Wi Waka Saddle to Eketahuna, at 88 miles, being the worst; on this there will be a tunnel about 8 or 9 chains long, with heavy banks at each side. The survey is still proceeding.

Survey of Point Jerningham.—This was for defence purposes, and was completed in April, 1883.

FOXTON-NEW PLYMOUTH RAILWAY.—FOXTON-PATEA SECTION.

Whenuakura Contract (Waverley to Patea, 8 miles 31·20 chains).—This was completed on the 3rd September, 1883.

Patea Station-buildings Contract.—The work included in this was completed on the 23rd August, 1883, and several additional works found to be necessary have also been completed.

Branch, Bunnythorpe to Ashurst.—During the year 2 miles 7½ chains of bush have been felled 2 chains wide, making a total of 5 miles 7½ chains.

WORKS ON OPENED LINE.

Rangitikei Bridge (reconstruction).—This work was completed and locomotive engines were again run over it on 22nd June, 1883.

At Foxton Station a new water-supply has been established, the water from the first supply being bad; and various improvements to increase the facility of working have been made.

At Palmerston also several additions to sidings and buildings were found necessary, and the work is well in hand; when finished the station will be convenient and commodious.

Improvements have also been made at Terrace End, Feilding, Halcombe, Turakina, Wanganui, Waitotara, and Waverley Stations, a footpath has been erected on the Oroua Bridge, and a water service has been established on the Whenuakura Bridge to prevent chance of accident by fire.

PATEA-NEW PLYMOUTH SECTION.

Manutahi Platelaying Contract (7 miles 38 chains).—This work was completed on the 28th August, 1883, and, the buildings on this section having been completed before this date, a portion of the main line extending over it and the Whenuakura Contract and the Patea Station Section was opened for traffic from Waverley to Manutahi on the 28th August, 1883, the length respectively being as follows, viz.: Whenuakura Contract, 8 miles 31 chains; Patea Stations, 1 mile 19 chains; Manutahi Platelaying, 7 miles 38 chains; being a total of 17 miles 8 chains, extending from 29 miles 17 chains to 46 miles 25 chains from Wanganui (Aramoho) northwards.

Manawapou Contract (2 miles 67·32 chains, formation and platelaying).—This work was contracted for on the 14th May, 1883, to be finished on the 14th January, 1884, and proceeded with until November, when work was discontinued by the contractor. After the usual notices the work was taken out of his hands, and on the 2nd January the work was begun again under the department. It is now being pushed on vigorously.

The contract for a large concrete culvert within the limits of the above contract was completed on the 16th July, 1883.

Tongahoe Contract (6 miles 38 chains, formation and platelaying).—Extends from the above contract to Hawera Station, and fills up the gap in the railway line mentioned in last year's report. The contract was let on the 26th November, 1883, and the contractor is making fair progress with the work, which should be completed on the 26th October, 1884.

New Plymouth Passenger-station Contract.—This was completed on the 18th May, 1883, and the new station-yard opened for traffic on the 14th June, 1883. Several minor works have also been added to this station, which is now conveniently accessible, and is a great improvement on the old one.

Works on Opened Line.—Improvements have been made at Inglewood, Waipuku (water-supply), Waitara, Sentry Hill, and Grant Road Stations.

Rolling-stock.—There was completed, during the year, at East Town Workshops, the following amount of rolling-stock, viz.: eighteen timber wagons, six low-side wagons, one horse-box; and there are in progress three brake-vans, ten cattle-trucks, twenty sheep-trucks, twenty high-side trucks, twenty low-side trucks, ten timber-trucks; also four timber-trucks at Sentry Hill Workshops.

SURVEYS.

Extension of Railway Line, New Plymouth, to Breakwater.—This survey was completed and plans and estimates were prepared during the year; length, 2 miles 40 chains.

Survey of completed Line, New Plymouth to Hawera.—Nothing has been done to this, the staff being fully engaged on other works.

Land Plans.—The surveys, New Plymouth to Waitara, are completed, with the exception of portions around Waitara Station and wharf, and a portion of New Plymouth Station. Sentry Hill to Waiongona, survey and maps completed; Hawera to Manutahi, 6 miles from Hawera, survey and maps completed; and 3 miles next Manutahi, field-work done, but maps not yet finished.

SURVEYS FOR MAIN TRUNK LINE THROUGH NORTH ISLAND.

As explained in last year's report, the explorations for the above had been commenced, and the work has steadily proceeded since that date. The results will be a report, with plans, on each of the three routes over which the explorations have been carried, viz.: The first from Te Awamutu southwards through the Waipa Valley, the Upper Mokau, and by a line generally about twenty-five miles distant from the sea-coast to Stratford, where it would join the main line of railway. This has been the joint work of several engineers and surveyors, the result of whose labours will be embodied in a report by Mr. R. W. Holmes, Resident Engineer, and a plan by Mr. M. Carkeek. It is expected that these will be finished by the end of May. The second route, from Te Awamutu southwards, by way of Waipa Valley, Upper Mokau, Ongarue River, Wainmarino, Murimotu, Hautapu River, and Rangitikei River, to Marton, on the main line of the West Coast Railway, has been explored by Mr. John Rochfort, who has sent in his plan and report. The third route, from Hastings, on the Wellington-Napier Railway, by way of the Ripia Valley, Lake Taupo, and River Waikato, to Te Awamutu, has been explored by Mr. G. P. Williams. It is expected that his report and plan will be finished before the end of May.

All these reports and plans will be prepared for your information, as well as a report by the Inspecting Engineer on the engineering aspects of route No. 2, and some other reports by the individual surveyors engaged on alternative lines on No. 1 route. Attached to this report is a map of the North Island, showing railway lines, &c.

I have, &c.,

JOHN BLACKETT,
Engineer in Charge, North Island.

The Hon. the Minister for Public Works.

TABLE OF LENGTHS OF GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1884.
NORTH ISLAND.

Appropriation.	Name of Line.	Mileage.	Subdivisions.	Main Line.	Sidings.	Total.	State of Line.																	
							Surveyed.	Under Forma- tion.	Under Plate- laying.	Opened.														
										Date.	1873-4	1874-5	1875-6	1876-7	1877-8	1878-9	1879-80	1880-1	1881-2	1882-3	1883-4	Total.		
Kawakawa	Kawakawa	M. chs. 7 41	Kawakawa - Taumarere Wharf	M. chs. 2 30	M. chs. 0 20	M. chs. 2 50	M. chs. ..	M. chs. ..	M. chs. ..	22 Feb., 1877	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. 2 30	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. 7 41		
Whangarei-Kamo	Whangarei-Kamo	6 52	Taumarere - Opua Wharf	5 11	0 37	5 48	..	..	..	7 April, 1884	..	..	..	..	..	..	..	..	..	..	5 11	6 52		
Kaipara-Waikato	Whangarei-Kamo	..	Kamo-Whangarei Whangarei - Opau Wharf	4 50	0 76	5 46	..	..	..	28 Oct., 1880	..	..	..	..	..	..	..	4 50	..	..	2 2	..	6 52	
			Whangarei - Opau Wharf	2 2	1 31	3 33	..	..	..	..	..	30 Nov., 1882	..	..	..	..	..	..	..	..	..	..	..	
			Kaukapakapa-Helensville	2 40	..	2 40	Esti- mated	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Helensville Terminus, —Helensville	0 43	0 70	1 33	..	..	..	..	..	18 Sept., 1880	..	..	..	..	..	..	0 43	..	..	..	..	..
			Helensville-Kumeu	12 79	0 65	13 64	..	..	..	..	..	29 Oct., 1875	..	..	..	..	..	..	..	..	11 0	..	..	35 73
			Kumeu-Henderson	11 0	1 25	12 25	..	..	..	..	..	18 July, 1881	..	..	..	..	..	..	..	1 50	..	..	..	..
			Henderson-Waikomiti	1 50	0 20	1 70	..	..	..	..	..	21 Dec., 1880	..	..	..	..	..	..	..	..	..	..	..	..
			Waikomiti-Newmarket	9 61	3 46	13 27	..	..	..	..	..	29 Mar., 1880	..	..	..	..	..	..	..	..	..	..	..	..
			Onehunga Branch	2 73	Penrose-Onehunga	2 53	1 50	4 23	..	..	..	24 Dec., 1873	2 53	..	..	..	..	..	..	..	..	..	..	2 73
			Auckland-Waikato	102 38	Onehunga Wharf	0 20	0 20	0 40	..	..	..	28 Nov., 1878	..	..	..	..	..	..	0 20	..	..	..	..	..
Pukekohe-Waikuku	Auckland-Waikato	..	Auckland-Mercer	42 72	10 15	53 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
			Mercer-Newcastle	31 2	3 50	34 52	..	..	..	..	..	20 May, 1875	..	..	..	..	..	..	..	..	..	..	..	
			Newcastle-Hamilton	10 33	0 60	11 13	..	..	..	..	..	13 Aug., 1877	..	..	..	..	..	..	..	..	..	..	..	
			Hamilton-Ohaupo	9 27	9 27	9 27	..	..	..	..	..	19 Dec., 1877	..	..	..	..	..	..	..	..	..	..	..	
			Ohaupo-Te Awamutu	6 24	0 60	7 4	..	..	..	..	..	4 June, 1878	..	..	..	..	..	..	..	..	..	..	..	
			Te Awamutu South	2 40	..	2 40	2 40	Prelim.	..	..	..	1 July, 1880	..	..	..	..	..	..	6 24	..	..	..	..	..
			Pukekohe-Waikuku	10 58	..	10 58	10 58	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Te Puni-Mauku	3 8	..	3 8	3 8	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			via Jamieson's	6 5	..	6 5	6 5	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Waikato-Thames	61 30	Hamilton Junction, —Hamilton	1 1	0 65	1 66	..	..	..	20 Oct., 1879	..	..	..	..	..	..	..	..	..	..	..	1 1
Hamilton - Cambridge	Hamilton-Cambridge	..	Eureka Contract	16 79	..	16 79	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
			Waikou & Bridge do.	12 30	..	12 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Thames-Te Aroha	17 47	..	17 47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			"	8 73	..	8 73	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Kauaeranga Contract	4 40	1 35	5 75	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
			Cambridge Junction, —Cambridge	12 2	3 20	15 22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1884—*continued.*

[illegible]

Main Trunk Rail- way	Patea-Waitara	69 21	Patea-Manutahi	8 57	2 33	11 10	2 67	10 55	61 19	69 23	64 24	103 76	27 19	26 33	68 39	22 67	2 2	22 19	478 56
			Manawapou Contract	2 67	..	2 67	2 67	..	..	..	..	..	..	..	..	..	..	8 57	59 77
			Tangahoe Contract	6 37	..	6 37	6 37	..	..	..	..	..	..	..	..	..	..	..	..
			Hawera-Normanby	8 35	1 7	4 42	..	..	..	..	..	..	..	..	..	..	..	..	..
			Normanby-Eltham	8 32	1 42	9 74	..	..	..	..	..	..	..	..	..	..	..	..	..
			Eltham-Ngaire	2 60	0 49	3 29	..	..	..	..	..	..	..	..	..	..	..	..	..
			Ngaire-Stratford	3 20	0 65	4 5	..	..	..	..	..	..	..	..	..	..	..	..	..
			Stratford-Inglewood	13 40	0 50	14 10	..	..	..	..	..	..	..	..	..	..	..	..	..
			Inglewood-Sentry Hill	8 60	0 28	9 8	..	..	..	..	..	..	..	..	..	..	..	..	..
			Waitara - New Ply- mouth	11 13	2 30	13 43	..	..	..	..	..	..	..	..	..	..	..	..	..
			Bunynthorpe - East End of Gorge	12 32	..	12 32	..	..	..	..	..	..	..	..	..	..	..	..	..
			East End of Gorge, Woodville	3 0	..	3 0	3 0 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Taonui Branch	3 15	0 20	3 35	1 4	..	..	..	..	..	..	..	..	..	..	..	..
			Bull's Branch	3 79	..	3 79	3 79 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Aranoho Loop	0 10	..	0 10	..	..	..	..	..	..	..	..	..	..	..	..	..
			Wanganui Branch	3 19	2 13	5 32	..	..	..	..	..	..	..	..	..	..	..	..	..
			Hastings-Te Awamutu	170 0	..	170 0	0 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Marton-Te Awamutu	210 0	..	210 0	0 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Stratford-Te Awamutu	148 0	..	148 0	0 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Waitara-Te Awamutu	120 0	..	120 0	0 Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Totals ..	1327 22	87 26	1414 48	745 24	45 32	37 63	..	..	..	..	..	..	..	..	..	..

APPENDIX I.

ANNUAL REPORT ON ROADS IN THE NORTH ISLAND, INCLUDING OTHER MISCELLANEOUS WORKS, 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, 1884.

I have the honour to forward my annual report on roads and other miscellaneous works for the year ending the 31st March, 1884.

AUCKLAND.

Pukekohe-Waiuku Road.—The contracts entered into last year, eight in number, for forming, reforming, and metalling of 11 miles 8 chains of this road were greatly delayed by the long-continued wet weather; but they are all, with the exception of one, now complete.

Repairs, Coromandel Wharf.—This contract was completed on the 14th June, 1883.

Repairs, Panmure Swing-bridge.—This work was completed, under contract, on the 3rd July, 1883.

Wharf and Approach-road, Turanga Creek.—This contract included the erection of a wharf and the formation and levelling of approach-road, 14 chains long, at the head of the creek, and was completed on the 6th September, 1883.

Tuakau Ferry Punt, Waikato River.—A contract for this work, including construction of punt and providing and fitting up wire-rope, straining and mooring, raising and lowering purchase and other gear, was completed on the 6th January, 1884. The punt and gear are now in good working order, but there does not appear to be much traffic over the river at this place.

Maungatawhiri Bridge Repairs.—The contract for this work was completed on the 24th March, 1884. It is situated on the Great South Road.

Cambridge-Rotorua Road.—The two contracts mentioned in last year's report (10 miles 52 chains in all) for bush-felling and forming have been completed satisfactorily, and the road has been for some time open for traffic between Cambridge and Ohinemutu, a distance of about fifty-five miles. Parties of the Armed Constabulary were engaged on the road in the open ground east and west of the bush, and, besides the ordinary flat formation, some very heavy work in the shape of "sideling" and "through" cuttings were executed by them, with the necessary drainage works, in a very satisfactory manner. In the bush the road has been felled 3 chains wide, 1 chain in the centre being cleared and 22 feet formed, and well graded throughout. About forty miles of this road is only "formed" in earth or clay, and this would require to be gravelled to make it a practicable road for winter traffic: as it is, a small expenditure in maintenance would keep it open for summer traffic; but there are many parts of the older portions of the road on which a considerable sum could be spent in improvements.

Cambridge-Taupo Road.—A contract has just been completed on this road (near its junction with the Cambridge-Rotorua Road) for the erection of a bridge over the Paeriri Stream.

Waipa-Raglan Road.—A contract for repairs on this road, clearing slips and drains, putting in culverts, and re-forming certain portions, has just been completed in a satisfactory manner.

Karamu Road-diversion.—This contract includes the erection of a bridge over the Kaniwhaniwha River at its junction with the Waipa, and the formation of 40 chains of cart road, to avoid a very steep hill on the old main line of road; the work has been so lately let that no progress can be reported.

Te Aroha Drainage.—In consequence of the subsidence of the swamp some of the main drains cut about three years ago through the Te Aroha Block had become partially stopped, and too small to carry off the water during floods, and a contract was entered into for widening and deepening about 4 miles of drain and raising the formation alongside of them; the work has just been completed.

Te Aroha Block Drainage Contract (No. 5).—Includes 4 miles 29 chains of main drains and 40 chains of cross drains through the above deferred-payment block. The work was long delayed by the wet season, but it is now progressing satisfactorily.

Ohinewai Drainage Contract.—This contract is for the construction of a drain from the railway-line, near Ohinewai Lake, to Waikato River, to carry off the overflow from the lake; the work is expected to be finished early in May.

Marsden Point Wharf.—This is situated near Whangarei Heads. Plans and specifications were prepared by this department and handed to the Whangarei County Council, which body has called for tenders and let a contract for the work, which is now progressing under the supervision of the Public Works Department.

Works under Roads and Bridges Construction Act.—The inspection of, and in some cases making surveys and preparing plans and specifications, &c., for, works done by County Councils and Road Boards has entailed a considerable amount of work on the Public Works Department during the year. These remarks will also apply to other districts.

ROADS NORTH OF AUCKLAND.

The Assistant Surveyor-General, Auckland, reports on these as follows, viz.:—

Waitemata County.—Completed: Roads repaired, 4 miles; roads formed, 2½ miles; roads formed and ballasted with pipeclay, 2 miles.

Rodney County.—Completed: Roads repaired, 4 miles; roads formed, $\frac{1}{2}$ mile; roads metalled, $2\frac{1}{2}$ miles; roads surveyed, pegged, and connected with triangulation and intersected properties, 5 miles.

West Coast Road.—There have been 6 miles of road opened, and 2 miles of these are suitable for wheeled traffic, the remainder as a bridle-track. Eight and three-quarter miles of road have been surveyed, and plans prepared for proclamation. This road is now open as a bridle-track on the permanent gradients from Helensville to Puatahi boundary-line, a distance of twenty and a half miles.

Hobson County.—Roads repaired, $4\frac{1}{2}$ miles; roads metalled, $\frac{1}{2}$ mile.

Whangarei County.—Completed: Roads formed, 5 miles; roads formed, reported last year as being in progress, 4 miles; roads metalled, $\frac{1}{2}$ mile. Roads under contract and in progress, 4 miles.

Bay of Islands County.—Completed: Roads formed, 2 miles; roads formed, in progress last year, 2 miles; roads metalled, $\frac{1}{2}$ mile.

Manganui County.—Completed: Manganui Wharf, 200ft. long by 7ft. wide, with T head, $65\frac{1}{2}$ ft. by 21ft.; Whangaroa Wharf, 140ft. by 7ft., with T head, $65\frac{1}{2}$ ft. by 21ft.; in progress last year, raising and widening bridge-approaches, Oruaiti River, and metalling, completed 22 chains. Survey of main road deviation, Kaeo northwards, in progress, 5 miles.

When the contract for road-work between Whangarei and Kawakawa is completed, say, in about three months, wheel traffic will be practicable between the North Shore, Auckland, and the head of the navigation of Hokianga River, that is, during the driest part of the summer; and by that time every river on the route will have been bridged, and the road formed to a varying width over every part of the line. Excepting about thirty miles of narrow formation, and portions of old Highway Board roads adopted, the road throughout is tolerably well formed, but to make the road fit for light wheeled traffic all the year round, further improvements in formation and the ballasting of the worst places would be necessary, at an estimated cost of £30,000.

In the County of Manganui there are also about fifty miles of road available for wheeled traffic in the summer months: this work has been carried out by the Government during a period of about twelve years.

BAY OF PLENTY.

Tauranga-East Cape Road.—In sections, viz:—

Otamarakau Road ($8\frac{1}{2}$ miles).—This section has been maintained, and is in fair order for horse traffic; one 12-foot bridge has been erected and four 12-foot culverts put in. To make it suitable for coach traffic it would need widening and the erection of three small bridges.

Whakatane-Ohope Road (4 miles).—This section has been maintained, and is in a good state for horse traffic.

Opape and Torere Road (7 miles).—This section has been maintained, and is also in a good state for horse traffic.

Te Kaha and Raukokore Road (20 miles).—This has been maintained since the 1st January, and is in a fair state for horse traffic.

Whakatane-Te Teko Swamp Road (13 miles).—This road is very much out of repair, and is not fit for any kind of traffic. Tenders were called for its repair, but being too high they were declined. Instructions have been given to have such repairs made as the funds available will admit of.

Whakatane-Opotiki Road.—Section 1 (3 miles): This section has been cleared of some heavy land-slips, and is now in a fair state for wheeled traffic.

Section 2 (3 miles): This has been lately let by contract; work commenced 17th March, and now amounts to 20 chains of side-cutting 18 feet wide and 20 chains of bush-felling 1 chain wide, completed.

Opotiki-Waiotahi Inland Road.—Section 1 (3 miles) and section 2 (3 miles): The works on these are in progress, but the road is not yet open for traffic.

Opotiki-Ormond Road.—Of this road 13 miles $52\frac{1}{2}$ chains have been surveyed and laid off for construction; this completes the connection with the formed road from Ormond.

Sections 1 and 2 (11 miles).—These have been kept in repair during the year; as has also

Section 3 (10 miles); and 2,165 cubic yards of rock have been removed in widening precipitous and dangerous places from 4 feet to 8 feet.

Section 4 (2 miles).—160 chains of side-cutting 4 feet wide have been formed, and 160 chains of bush felled 1 chain wide.

Section 5 (2 miles).—160 chains of side-cutting 4 feet wide have been formed, and 160 chains of bush felled 1 chain wide.

Section 6 (5 miles).—198 chains of side-cutting 6 feet wide have been formed, and 200 chains of bush felled 1 chain wide.

Of this road $27\frac{1}{2}$ miles are now open for traffic, and are in a good state of repair.

Rotorua-Te Puke Road.—Of this road 30 miles have been re-formed and put in thorough repair; 41 12-inch culverts have been put in, 1 truss-bridge, 50 feet span, has been erected over the Taheke River, and one bridge of 85 feet long across the Mourea River has been put in good repair. The road is now in a good state for traffic.

Maketu-Rotorua Road.—11 chains of embankment across a swamp have been fascined and raised, and the road has been repaired and put in a good state for traffic.

Matata-Te Teko Road (15 miles).—This road is very much out of repair, and some small bridges require renewal to make it good for horse traffic.

Tauranga-Taupo Road.—This road has been maintained in the usual manner in a fair state of traffic; all the old bridges that have not been renewed have been repaired from time to time to keep them passable, but they are now getting into an advanced state of decay, and should be renewed as soon as practicable: the cost of doing this will be considerable, probably £2,500. The bush-felling has been widened to three chains over five miles in length in the Mangarewa Forest.

Rotorua-Tarawera Road.—This has been kept in good repair; and a small foot-bridge has been erected near the boat landing on the Tarawera Lake, which is a great convenience to tourists.

ATIAMURI-TAUPO.—TAUPO-NAPIER.

Kairwhaka-Stony Creek (31 miles).—This section has been kept in good order during the year, and has also been very much improved by widening the formation where necessary, and easing the sharpest turns.

Stony Creek-Atiamuri (71 miles).—This length has been maintained by the Armed Constabulary. The first section of 14 miles to Runanga has been well maintained; the second section of 22 miles to Opepe, mostly over the Kaingaroa Plain, needs little attention, and is in fair order; the third section, extending to Taupo, 11 miles, is in good order, and has been much improved; the fourth section, 24 miles, extending to Atiamuri, is in fair order.

Taupo-Hot Springs (3 miles).—This road is in good order.

Atiamuri to Tokoroa Plains (9½ miles, part of the road to Cambridge).—This road has been attended to, and is now in fair order for traffic.

MANAWATU DISTRICT.

Manawatu Gorge Road.—This has been maintained as usual during the year, and still further improved by cutting off some of the rocky points and sharp turns.

TARANAKI DISTRICT.

Gravelling Henwood Road (2½ miles).—This work, after much delay by wet weather, was completed on the 4th January, 1884.

Stony River Bridge.—This work was completed on the 30th April, 1883. Two spans of 10 feet each were added to the original design, which included one 70-feet span.

Werekino Bridge.—The work of re-flooring this bridge was completed in April last year.

Umuroa Culvert.—Repairs to this were effected during the month of July last year.

Inglewood-Whitecliffs Road.—A sum of £5,000 was allocated to the gravelling of this road, of which up to date a sum of £3,591 has been certified to; and work is now awaiting inspection which will nearly complete the expenditure of the whole sum.

Opunake Main Road, in Hawera County.—A sum of £2,118 was allotted for gravelling this, and work to the amount of £472 11s 6d has been certified to. The remainder of the work is now well forward.

Opunake Main Road, in Taranaki County.—A sum of £882 was allotted to this for metalling road, Tangatapu to Umuroa; the whole of the work has been completed, and the road is in good order.

I have, &c.,

JOHN BLACKETT,

Engineer in Charge, North Island.

The Hon. the Minister for Public Works.

Enclosure in Appendix I.

ANNUAL REPORT ON PUBLIC BUILDINGS AND OTHER WORKS, NORTH ISLAND.

The ARCHITECT to the ENGINEER in CHARGE, North Island.

SIR,—

Public Works Office, Architect's Branch, 31st March, 1884.

I have the honour to report upon the various buildings designed, added to, or altered; together with contracts let, works in progress, or completed, during the year 1883-84.

Designs and drawings have been prepared, or completed, for the following new buildings, viz.: Convict prison, Wellington (the drawings have been completed and lithographed); new gaol, Wanganui (drawings prepared and lithographed, but no specification written yet); store for Defence Department, Auckland; new brick store for Defence Department, Mount Cook, Wellington; refectory and hospital cottages, Rotorua; post and telegraph stations at Rotorua, Parihaka, and Whangarei Heads; courthouses at Te Aroha, Carterton, Woodville, and Ormondville; police-stations and lock-ups at Makatoko, Awanui, Bull's, and Carterton; police-officers quarters at Kawhia.

Additions, Alterations, Repairs, &c.: Lunatic asylum, Wellington; post and telegraph station, Cambridge; fittings, &c., for courthouses at Hawera, Masterton, Greytown, and Carterton; police station, Tolago Bay, Court-room added; repairs to roof at the Premier's residence. Plans and specifications have been prepared for painting departmental offices, Supreme Court, Provincial Buildings, Museum, Government Printing Office; Ministerial residence, Tinakori Road; Ministerial residence, Molesworth Street, Wellington; and the post office at Masterton.

The principal works in hand are the convict prison, Mount Cook, Wellington, and the new gaol at Auckland. Great progress has been made with both these buildings since the last annual report was sent in. At Auckland a very large quantity of stone has been quarried, and the greater part of the foundations are laid; but the work there is now at a standstill. At Mount Cook, Wellington, a Hoffman's brick-kiln has been built, and the brick-making machine is at work, which turns out about 50,000 bricks per week. The foundations have been laid for that portion of the prison which is proposed to be erected first, and good progress is being made generally with the works. The work in connection with these two buildings is being carried on almost entirely by prison labour. The defence store at Mount Cook is now in course of erection, the bricks for which are being made by the prisoners.

Instructions have been received to prepare designs for the following buildings, viz.: New Government Printing Office at Wellington; additions to the Whau Lunatic Asylum, Auckland; and alterations to Supreme Courthouse at Wanganui for the purpose of improving the acoustics.

The amount expended during the year on public buildings in the North Island was—

	£	s.	d.
Judicial	16,774	2	0
Postal and Telegraph	22,160	4	5
Lunatic asylums	16,724	10	7
Survey	33	12	6
Hospitals	122	0	0
Parliament Buildings	792	16	10
Quarantine stations	33	12	6
Miscellaneous	8,416	4	7
Sundry repairs, alterations, furniture, fittings, &c.	20,403	15	9
Total	£85,460	19	2

The Engineer in Charge, North Island.

I have, &c.,
P. F. M. BURROWS, Architect.

APPENDIX J.

ANNUAL REPORT ON THE PUBLIC WORKS OF THE MIDDLE ISLAND.

The ENGINEER in CHARGE, Middle Island, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,—

Public Works Office, Dunedin, 31st March, 1884.

I have the honour to submit the following report on the various works completed and in progress in the Middle Island during the past financial year.

In order to facilitate comparisons the report will, as in former years, be divided into the following heads: 1. Railways; 2. Roads and Bridges; 3. Water-races; 4. Miscellaneous Works; 5. Buildings; 6. Surveys; and 7. General Remarks.

RAILWAYS.

GENERAL.

The following statement shows the expenditure and liabilities on railways in the Middle Island up to the 31st March, 1884, including surveys and the valuation of Provincial Lines:—

	£	s.	d.
Total expenditure out of Loan	6,594,332	18	4
Valuation of Provincial Lines	1,104,281	2	5
Total expenditure up to the 31st March, 1884...	£7,698,614	0	9
Liabilities on the 31st March, 1884	£222,621	0	9
Total expenditure and liabilities	£7,921,235	1	6*

The details of the above, together with the lengths of railways authorized and open, are given in the following table; the lines taken over from the Provincial Governments of Canterbury and Otago, and the expenditure on preliminary surveys, being included:—

Name of Railway.	Total Length on which Expenditure authorized.	Open for Traffic.	Expenditure to 31st March, 1884.	Liabilities on 31st March, 1884.
	M. ch.	M. ch.	£ s. d.	£ s. d.
AUTHORIZED BY "THE IMMIGRATION AND PUBLIC WORKS APPROPRIATION ACT, 1883":—				
Nelson to Roundell	52 0	22 73	162,382 7 0	6,503 8 4
Greymouth to Nelson Creek	16 0	7 59	182,268 17 0	6,674 8 3
Greymouth to Hokitika	3 0	..	29,094 17 7	795 13 0
Westport to Ngakawau	19 0	19 19	206,944 17 1	554 6 8
Pictou to Hurunui	76 0	17 73	206,874 6 3	20,167 7 7
Hurunui to Waitaki	414 0	381 68	2,181,726 14 9	29,563 7 11
Canterbury Interior Main Line	12 0	..	47,979 3 7	1,150 12 5
Waitaki to Bluff	410 0	339 32	2,915,415 4 0	69,260 13 9
Otago Central	37 0	..	162,036 18 5	72,014 18 2
Invercargill to Kingston	106 0	89 25	291,784 6 10	2,242 8 9
Western Railways	59 0	47 21	180,481 8 6	7,876 5 0
Preliminary surveys	..	..	27,343 7 4	5,817 10 11
Total	1,204 0	925 50	6,594,332 8 4	222,621 0 9
PROVINCIAL GOVERNMENT LINES:—				
Canterbury (lengths included above)	..	..	731,759 0 0	
Otago " " "	..	..	372,522 2 5	
General total	1,204 0	925 50	7,698,613 10 9*	222,621 0 9*

The following statement shows the rate at which the several railways in the Middle Island have been constructed during each financial year, further details being given in the table hereto appended (Enclosure No. 1):—

LENGTHS of RAILWAY OPENED in MIDDLE ISLAND during Financial Year.

Up to June 30, 1873.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	Total.
M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
104 18	11 21	126 78	248 4	152 39	94 58	56 46	18 66	32 71	24 76	40 19	14 34	925 50

* In addition to these amounts a sum of £303,103 15s. 8d. has been expended, and liabilities amounting to £286,145 10s. 2d. incurred, in the purchase of permanent way and rolling-stock for lines in the North and Middle Islands, which is at present in stock.

The sections included in the lines opened during the year are as follow :—

		M.	ch.
Ashburton Branch—	Anama to Cavendish ...	2	47
Albury-Fairlie Creek Branch—	Albury to Eversley ...	10	37
Orepuki Branch—	Colac to Roundhill ...	1	30
Total	...	14	34

In addition to the above, the Oxford-Malvern Branch, 11 miles 44 chains, is finished, except the alterations to the Waimakariri Bridge; and the extension of the Waipahi-Heriotburn Branch from Kelso to Heriot, 4 miles 56 chains, is quite ready for opening.

The new sections and extensions commenced during the year are as follow :—

		M.	ch.
Nelson-Roundell Line—	Wai-iti section ...	2	47
Greymouth-Hokitika Line—	Hokitika-Stafford Street section ...	0	71
Picton-Hurunui Line—	Balmoral section ...	9	50
Little River-Akaroa Branch—	Lake Forsyth extension ...	1	0
Ashburton Branch—	Cavendish section ...	2	46
Palmerston-Waihemo Branch—	Dunback No. 2 section ...	5	55
Riversdale-Switzers Branch—	Riversdale section ...	7	0
Seaward Bush Branch—	Waimatua section ...	2	40
Otago Central Line—	Nenthorn section ...	9	12
Total	...	41	1

Contracts were also prepared for the following railway works :—

Picton-Hurunui Line—	Dashwood section.
Greymouth-Nelson Creek—	Arnold section.
Waitaki-Bluff Railway—	Port Chalmers Wharf extension.
Livingston Branch—	Rakis section.
Palmerston-Waihemo Branch—	Waihemo section.
Catlin's River Branch—	Puerua section.

The following is a list of lines and sections under construction at this date, or on which work has been done :—

		M.	ch.
Nelson-Roundell Railway—	Wai-iti section ...	2	47
Greymouth-Nelson Creek Railway—	Stillwater section ...	0	59
Greymouth-Hokitika Railway—	Northern sections ...	6	12
	Southern " ...	4	0
Picton-Hurunui " Railway—	Vernon section ...	4	40
Hurunui-Pahau Railway—	Balmoral section ...	9	50
Hurunui-Waitaki Railway—	Horsley Downs section ...	8	40
Little River-Akaroa Branch—	Lake Forsyth section ...	2	32
Canterbury Interior Railway—	Oxford-Malvern section and Temuka Bridge ...	11	59
Livingston Branch—	Windsor-Livingston section ...	12	0
Palmerston-Waihemo Branch—	Palmerston and Dunback sections ...	6	77
Catlin's River Branch—	Inveriel and Puerua sections ...	5	36
Waipahi-Heriotburn Branch—	Swift Creek section ...	4	56
Edendale-Toitois Branch—	Mokoreta section ...	3	53
Riversdale-Switzers Branch—	Riversdale section ...	7	0
Seaward Bush Branch—	Appleby and Waimatua sections ...	5	40
Otago Central Railway—	Wingatui, Hindon, Deep Stream, and Nenthorn sections ...	32	57
Lumsden-Mararoa Branch—	Lumsden section (part) ...	3	59
Riverton-Orepuki Branch—	Pahia section ...	10	30
Total	...	142	27

NELSON TO ROUNDELL RAILWAY.

A few minor additions to the works on the open line have been carried out during the year. They consist chiefly of further protective works at Wai-iti River, stationmaster's house at Belgrove, and additions to the station accommodation at Richmond, Brightwater, and Wakefield. A contract for the formation of the Wai-iti section—an extension of two and a half miles onwards from Belgrove—was entered into in June. About five-eighths of the work is completed.

Complete sets of land plans for the Nelson-Belgrove section have been compiled during the year, and the survey of the land plans of the Wai-iti section is finished.

WESTPORT TO NGAKAWAU RAILWAY.

Railway.—The expenditure on this line during the year has been very small: it was confined to planting willows at the Buller overflow, fencing portions of the railway reserve, and minor additions to stations and rolling-stock. The Buller Relief Channel, cut in 1879, has not changed much during the year; it still carries a large quantity of water in floods, and is gradually, though

very slowly, increasing in size. The land plans for the Westport-Ngakawau Railway have been finished for some time.

Westport Harbour Works.—The training-wall on the northern side of the river has been continued during the year and extended 1,026 feet, which brings it almost as far as it is intended to go. There have been 11,400 tons of stone deposited, as against 5,700 in the fifteen months ending last March, and the average cost of the wall has been reduced from £9 10s. to £6 10s. per lineal foot. The immediate object in commencing this particular part of the harbour works was the closing-up of the northern channel then existing. This has been fully attained, and large accumulations of shingle have taken place behind the wall, but it is difficult to say whether the bar will be appreciably affected.

The whole country in the vicinity of Westport has been carefully examined to ascertain the locality from which a large quantity of stone can be most economically obtained for the harbour works. The result is that Cape Foulwind is found to be the most suitable for the works on the south side of the river, and the Nine-mile Quarry for those on the north side. If the works are to proceed vigorously, and in the most economical manner, it will be necessary to lay a temporary line of railway to both places.

Enclosure No. 2 gives a table showing the depth on the Buller bar at each high water of spring and neap-tides, from June, 1879, to March, 1884. It is compiled from information kindly supplied by the Harbourmaster.

GREYMOUTH TO NELSON CREEK RAILWAY.

Railway.—The only construction-works in progress on the open portion of this line are minor additions to stations, water-services, and the Greymouth engine-shed and workshop. The land plans of the Greymouth-Nelson Creek Railway, so far as opened, are all finished. A contract for the extension seawards for 450 feet of the wharf at Greymouth was entered into in October, but the work has not yet begun; the delay is caused by the non-arrival of the Australian timber.

Greymouth Harbour Works.—Although the advance in the breakwater is considerably less, the quantity of materials excavated and deposited during the past year is much the same as in the two previous years. This and other leading points of comparison are shown in the following table:—

				1881-82.	1882-83.	1883-84.
Stone quarried and placed in breakwater	..	..	Tons	69,800	56,200	46,900
Quarry refuse deposited in reclamation	..	..	"	16,700	32,200	36,000
Total materials obtained	..	..	"	86,500	88,400	82,900
Advance of breakwater	..	..	Lineal feet	830	310	183
Average cost per ton of all materials in place	..	..	£	0 2 10	0 2 10½	0 3 4
Cost of breakwater per lineal foot	..	..	£	14 0 0	41 0 0	79 0 0

The increase of cost per ton this year is due to the larger size of stone required as the work advances into heavier seas. As shown by the above statement, the proportion of quarried materials that cannot be used in the breakwater is constantly increasing, and latterly the weight of the blocks has occasionally reached twenty tons.

During the last three months the stone has been tipped from staging as designed by Sir John Coode, instead of the solid mound previously adopted. The alteration has not affected any material saving in cost, but it enables the stone to be more nearly deposited in its proper place at once, the smaller blocks in the centre.

The length of breakwater yet to be done is about 630 feet, and the balance remaining out of the original estimate is about £59,000, equal to £94 per lineal foot. So far as can be judged at present, this will be sufficient. The section naturally taken by the breakwater approximates very closely to that shown on Sir John Coode's plans.

The experience of another year testifies further to the success of the Greymouth Harbour works, as more particularly described in my last annual report. The following table, which gives an abstract of the depths for the last four years, shows the alteration that is taking place on the bar:—

Depth of Water on Bar.	Number of Days in each Year on which the Depth occurred.			
	1880-81.	1881-82.	1882-83.	1883-84.
Under 10 feet	165	130	16	27
10 feet and under 12 feet	140	144	78	85
12 feet and under 14 feet	57	90	230	123
14 feet and under 16 feet	3	2	40	100
16 feet and over	Nil	Nil	1	30

Enclosure No. 2 gives the depth of water on the Grey bar at each high water of spring and neap-tides every month from June, 1879, to March, 1884. The statement is prepared from information kindly supplied by the Harbourmaster and the captain of the tug "Dispatch."

GREYMOUTH TO HOKITIKA RAILWAY.

The principal work in progress during the year is the formation of about 50 chains at the Hokitika end, for which a contract was let in September; 6,000 sleepers have also been supplied by contract.

PICTON TO HURUNUI RAILWAY.

Section, Picton to Awatere.—No further works have been undertaken on this railway during the year. A contract is, however, advertised for the formation of three and a half miles from the end of the Vernon section completed last year: this brings the line to about halfway to the Dashwood Saddle. The new section includes a small tunnel and rather heavy earthworks.

The land plans of this railway from Picton to Vernon are completed, and a detailed survey of Picton Harbour is in progress. The latter is for the purpose of determining a plan for increased wharfage and station accommodation.

HURUNUI TO WAITAKI RAILWAY.

Main Line Extension.—The portion of this line north of the Hurunui is, in the Public Works and Appropriation Acts, included under the preceding head—Picton—Hurunui; but I shall refer to it here instead, as it really belongs to the Hurunui—Bluff system.

The formation of the Horsley Downs section, which brings the railway to the terrace on the southern bank of the Hurunui, was finished early in the year, and the permanent-way and stations are well advanced.

The Hurunui Bridge has been carried out for a third of its length. The bed of the river, for the remaining distance, is found too hard to drive piles as originally intended; consequently it will be necessary to substitute cylinders.

A contract has just been entered into for formation, bridges, and station-buildings on the section from the Hurunui River to the crossing of the main road near the Red Post. This brings the railway to a very central position on the Amuri Plains—which also commands the whole of the interior traffic.

Main Line: Works on Open Lines.—These works have not been so numerous nor extensive last year as in the two or three years preceding.

The cliffs to the north of Timaru still require protection from the encroachment of the sea. About 3,700 cubic yards of stone have been deposited during the year, and a further quantity of 1,000 yards has recently been arranged for. The total expenditure to date on the Timaru protective works has been about £9,000.

The various works, in progress at Christchurch and Addington at the end of last year, have been completed, and a few minor additions carried out.

The new passenger-station at Timaru was finished and opened for traffic in May, and the goods-shed and other buildings in August. The improvements in Timaru are calculated to meet all requirements for many years to come.

The other more important construction-works carried out or in progress on the opened portion of the main line during the year are: Goods-shed at Ealing; cattle-yards at Waipara, Hook, St. Andrews, and North Waitaki; shelter-shed and platform at Norwood; refreshment-room at Rangiora; guard's house and men's huts at Waikari; weighbridges at Rangiora, Kaiapoi, Addington, and Ashburton; turn-table at Waikari; and crane at Timaru.

Old Branches.—Besides minor extensions and improvements, the following construction-works have been carried out or put in hand on these lines during the year:—Lyttelton Branch: General rearrangement and enlargement of station at Woolston. Southbridge Branch: Improvement of water-service at Ellesmere. Springfield and Whitecliffs Branches: Additions to sidings at Aylesbury and Whitecliffs. Albury Branch: Cattle-yards at Pleasant Point, and improvement to water-service at Albury.

Lincoln-Little River Branch.—Small additions have been made to the station accommodation at Birdling's Flat, the terminus of the open line.

The formation of the Lake Forsyth section, $1\frac{1}{2}$ miles, which skirts the shore of the lake, was finished in December; and a contract for another section of the same kind, one mile in length, has just been entered into.

Ashburton Branch.—A few minor improvements have been made to stations on the opened portion of this branch. The last section of $2\frac{1}{2}$ miles, which completes the line to 21 miles 53 chains, was opened on the 1st instant. The terminus is near the southern end of the road-bridge over the Ashburton River, opposite the Mount Somers Township.

Albury-Fairlie Creek Branch.—After considerable delay through the insolvency of contractors, damage by floods, and a difficulty in fixing the station sites, the line was finally opened to Fairlie Creek and Eversley on the 30th January. All the station-buildings at Fairlie Creek Township are not yet completed. The last contract—for the erection of engine- and coal-shed, stationmaster's house, and water-supply—expires on the 21st April, but the works will not be quite finished before the beginning of June. This contract completes all the works required on this branch till a further length is authorized.

Land Plans.—The land plans for 186 out of the 383 miles in the Hurunui—Waitaki Railway and branches are complete, and 20 miles more are well advanced.

CANTERBURY INTERIOR MAIN LINE.

The section extending from West Oxford to the Waimakariri River was finished on the 30th April, 1883, and the remaining link from thence to Sheffield on the 31st January of this year. The alterations to the Waimakariri Bridge that are necessary to adapt it for railway traffic are so far advanced that the line will probably be ready for opening early in June. The land plans for the Oxford—Malvern section are finished.

WAITAKI TO BLUFF RAILWAY, WITH BRANCHES.

Main Line: Works on Open Line.—The most important construction-works in progress on the main line during the year were the stations at Dunedin, Invercargill, and Bluff, and the workshops at Hillside.

The large reclamation contract for the Dunedin goods-station, which has been in operation since 1878, was completed early in the year.

The reclamation for the northern end of the passenger-station, which is being done by the Corporation, is somewhat behindhand, but it will, I have no doubt, be finished in time for the sidings, which are not all required till the new station-building is erected.

Arrangements having been made with the Harbour Board contractors for filling the over-bridge site which extends beyond the original reclamation, the work is now well advanced.

The work of laying the goods-station yard and lines leading thereto has been in progress during the year, and, with the exception of a few connections, the first instalment will be finished in about two months. This is expected to meet the requirements of the traffic for some years to come. About 9 miles of sidings and 140 sets of points and crossings have already been laid in the new station.

The last of the four large goods-sheds in progress at the end of last year was completed in August, within contract time. On the 12th June No. 1 shed, which had for some time previously been occupied by the Working Railway Department, was destroyed by fire. It was decided to rebuild it in brick, with iron roof, framing, and doors, and solid platform, with the view of making it fireproof. The work is now in progress, and expected to be finished in July.

The goods-offices were finished and handed over to the Working Railway Department in January.

A contract has been entered into for the foundation of the new passenger-station, and the working drawings for the superstructure are nearly finished.

A contract for the masonry of the bridge over the goods-station was entered into in August. The piers and western abutments are finished, but the eastern abutment has been delayed pending the reclamation of the site. The proposal to get the iron superstructure for this bridge manufactured in the colony has been carried out, and the result is so far satisfactory. There was good competition in tendering, and the contract has been taken by Messrs. Kincaid, McQueen, and Co., of Dunedin, at a price very little in advance of what it would cost if the ironwork were imported ready-made.

The goods traffic was turned into the new station at the beginning of February, and the old goods-sheds fronting High Street have been removed. It is proposed to utilize the materials in the erection of tarpaulin and timber-drying sheds, and other buildings at Hillside.

The Invercargill Station has been entirely remodelled. New engine- and goods-shed and coal-store have been erected, and the booking-offices and passenger-platform are moved nearer town. A very complete water-service, with artesian well, water-tower, high- and low-level tanks, and pumping engine, has been provided, the storage capacity being 26,000 gallons.

The Bluff Station has also been rearranged and enlarged, as referred to in my last report. The works, which are now completed, have cost in all about £2,500.

The additions to the Hillside workshops which were in progress at the end of last year are now all completed; so is also the platelaying and the filling-in of the ground round the buildings.

In addition to the principal works above described, and others of a minor character that it is unnecessary to enumerate, the following have been carried out or put in hand on the main line during the past year: Drainage of Edendale cutting; extension and improvement of station-yards and buildings at Maheno, Burnside, Henley, Balclutha, Arthurlton, Pukerau, Otikerama, Waikaka, Gore, Charlton, and Mataura; converting blind sidings into loops at various places in Southland; platelayers' cottages at Herbert and Merton; water-supply and weighbridge at Palmerston; and signals at Waikouaiti, Merton, Clinton, and Waipahi.

Old Branches.—The only important work in progress on these line^s during the past year is the relaying of the Duntroon Branch with heavier rails; 6½ miles have been laid in the year. This brings the work up to 15½ miles, leaving 5½ miles to be done.

Ngapara-Livingston Branch.—The first tunnel, which was in progress at the end of last year, was satisfactorily completed in August.

A contract for the second tunnel was entered into in April, but the contractor failed to go on with the work, and it was eventually taken out of his hands. The contract has recently been re-advertised, and a tender is now being accepted.

Palmerston-Waihemo Branch.—The contract time for the completion of the formation and bridges to Jordan's expires next week, and the work will practically be finished then. Jordan's, which is situated at the junction of the Macrae's Road, will form a convenient terminus for the present. Nothing is now required to complete the branch to this point but the platelaying and stations.

Catlin's River Branch.—The Puerua Formation Contract No. 1 was finished in June, and No. 2 in October. In addition to the platelaying and stations, this leaves 2½ miles of formation and a 60-foot bridge to complete the line to the Point Molyneux Road.

Waipahi-Heriotburn Branch.—The formation contract for the extension of the line from Kelso to Heriot was finished early in the year. A contract for the platelaying and stations was entered into in October. The works are now completed, and the line has been handed over to the Working Railway Department, the opening being arranged for the beginning of the new financial year.

Edendale-Toitoto Branch.—The formation of the Mokoreta section was finished this month. The contract had just been let at the date of my last annual report.

Seaward Bush Branch.—The first formation contract, entered into in March, 1883, is now practically completed. The second one, of 2½ miles, let in September, is progressing favourably. The works in both cases are comparatively light.

Waimea-Switzers Branch.—A formation contract for the first 7 miles from Riversdale was entered into in June, and the work is now about half done. The alignment and levels of this branch are first-class throughout. The earthworks are extremely light, and the only heavy bridging is in crossing the Mataura.

Land Plans.—The completion of the land plans on the Waitaki-Bluff Railway has been prosecuted during the year as opportunity offered. Out of a total length of 392 miles, 110 are finished and about 150 well advanced.

OTAGO CENTRAL RAILWAY.

With the exception of the last cutting, which has been retarded by slips, and general trimming-up, the works on the Wingatui section are complete.

A number of men who could not get employment otherwise were put to work on the Hindon section last winter, chiefly at piecework. They were all paid off in summer, except fifty, whose operations are confined to the first mile, it being desirable to get the formation finished this far to facilitate the construction of the viaduct and tunnel at Mullocky Gully. About £6,400 has, in this way, been expended during the year on the Hindon section, and good value has been got for the money.

The Deep Stream contract, let in February, 1882, has been rather unfortunate. The original contractors, after doing a small portion of the work, came to a standstill. The contract was taken out of their hands and given to their sureties; but they also have failed to make satisfactory progress, and now apply to be relieved of their liability.

The Nenthorn section, which brings the railway on to the commencement of the easy country at the 33rd mile, was let this month, and a vigorous start at once made with the work.

The land plans of the Wingatui section of the Otago Central Railway are finished.

INVERCARGILL-KINGSTON RAILWAY, WITH BRANCH.

A considerable number of minor improvements and additions on the main line have been in progress during the year, the following being the more important: Flood protection-works at various places; general station improvements at Winton; goods-shed and loading-bank at Garston; shelter-shed at Fairlight; cattle-yards at Kingston; converting blind sidings into loops, and platelayers' cottages, at various places.

On the Lumsden-Mararoa Branch an extension of the platelaying, $1\frac{1}{2}$ miles, has been carried out during the year.

Out of a total of 93, 6 miles of the land plans of the Invercargill-Kingston Railway are finished, and 40 well advanced.

WESTERN RAILWAYS.

Open Lines.—The principal works in progress on these lines during the year are: Additional waterways at various places; cattle-yards at Otautau; goods-sheds at Fairfax and Otautau; additional sidings at Thornbury; water-service at Otautau; and house for guard and engine-driver at Wairoa.

Riverton-Orepuki Line.—The Roundhill section was completed and opened for traffic in September.

The formation contract for the Pahia section, which brings the line to Orepuki, has just been finished. A contract for the platelaying of this section was entered into last month, and a commencement has been made with the works.

Land Plans.—All the land plans for the Western Railways are finished.

ROADS AND BRIDGES.

NELSON DISTRICT.

Pelorus Valley Road.—The formation of the main road between Blenheim and Nelson is finished to the foot of the Rai Saddle, on the Blenheim side of the range, and to the junction of the Collins and Whangamoa Rivers, on the Nelson side. The completion of the gap, which is seven miles in length, and the bridging of the Pelorus River, are now the only obstacles to wheel traffic all the way from Blenheim to Nelson. Both works have been put in hand, and are expected to be finished by the end of the ensuing year.

Lower Moutere Road.—Two contracts are in progress. One, for a bridge over the Moutere, is almost finished; the other, a road diversion, is only commenced, there having been some delay in acquiring the land.

Wairau Cart Bridge.—This work, which was commenced a year ago, has just been finished in a satisfactory manner. The bridge, which carries the Picton-Blenheim Road over the Wairau, is 480 feet long.

Clarence Bridge.—The ironwork having arrived from England, a contract for the erection of this bridge has just been entered into. It is rather an important structure, the river being very difficult to bridge. There are four spans of 120 feet each, and one of 60 feet, all on cylinder foundations. The superstructure is of hardwood with iron lower chord. The bridge is designed for both road and railway traffic.

Road, Clarence to Kaikoura.—The new track round Ohau Hill is now completed. The work was carried out by the County to plans prepared by this Department.

Tophouse and Tarrdale Road.—The pack-track through the Wairau Gorge that was in progress at the beginning of the year has been finished, and a small contract entered into for 23 chains of the dray road.

Nelson-Buller Valley Road.—The principal formation-works in hand during the year are the deviation at Spooner's Range, referred to in my last annual report, and the improvement of the road between Fern Flat and the Eyell. The former was finished in October, and the latter is well advanced.

The bridges over the Matiri River and Granity Creek are completed, and small protective works have been carried out at the Owen.

WESTLAND DISTRICT.

Westport-Reefton Road.—The bridge over the Inangahua River near its junction with the Buller was practically completed and open for traffic in February, but some small additional works have yet to be done. The approach at the western end is through very loose materials, in which slips may be expected for some time to come.

A few minor improvements have just been put in hand on the portion of the road between Inangahua Junction and Westport.

Greymouth-Okarito Road.—The contract for the erection of a bridge over Donnelly's Creek, entered into just before the beginning of the year, was finished in October. This completes the bridging of all rivers and principal streams between Reefton and Ross.

Roads for Mines Department.—The construction of a bridle-track from Mokihinui Township to Halcyon Reefs is nearly completed. It passes over somewhat rough country, but the gradients are easy, so it can afterwards be widened into a dray-road if necessary. A reconnaissance survey of a continuation of the track to Karamea has been made and reported on.

The widening of the bridle-track from Cobden to Seventeen-Mile Beach into a dray-road has just been commenced.

Surveys are in progress for a bridle-track between Lyell and Mokihinui, and for the road between Brighton and Seventeen-Mile Beach.

CHRISTCHURCH-HOKITIKA ROAD.

Although of the ordinary character, the repairs and maintenance of this road have been somewhat heavier than usual, the result of frequent floods. The cylinders for the Taipo Bridge are expected from England shortly, and the contract for the supply of timber is nearly finished. Plans have been prepared for a bridge over the Smooth Wainihinihi. It has one span of 80 feet.

CANTERBURY DISTRICT.

Kaikoura-Waiau Road.—The metalling of the Wandell section was finished in August, and the formation of the Charwell section in December.

Waiau Bridge.—After considerable delay through financial difficulties met with by the original contractor, the bridge was completed and opened for traffic on the 16th October, 1883.

Rakaia Gorge Flood-channel Bridge.—The first contractors having failed to proceed with the work, it was re-let in October last. The concrete piers are nearly finished, and some of the timber has been delivered; but the erection of the superstructure has not yet commenced.

OTAGO DISTRICT.

Haast Pass Track.—This is the only work directly under the department in this district on which anything has been done during the year. A small road party has been out since February, clearing obstructions, improving the gradients at steep places, and making deviations where river encroachments are taking place.

Grants under Roads and Bridges Construction Act.—A considerable amount of extra labour has been thrown on the Department in Dunedin through these works. About £48,000 has been granted to the ten counties and one Road Board within the Dunedin District, and up to this date progress certificates to about £24,000 have been passed.

SOUTHLAND DISTRICT.

Crown Lands Roads.—The following roads under this head have been in progress in the Southland District during the year: At Wilson's crossing, Tomogolak Creek, Ototara Bush, bush land Makarewa and Port William to Half-moon Bay. Out of £4,234 authorized for these works, about £3,400 has been expended to date.

Grants under Roads and Bridges Construction Act.—As in the case of Otago, a considerable amount of work is thrown on the Department in Southland in consequence of these grants. £27,000 has been granted to the two counties in the district, and certificates passed to date for about £13,000.

WATER-RACES.

Argyle Race.—The improvements in progress at the end of last year have been completed. They consist of enlarging the race, and raising the dam at the headworks.

Waimea-Kumara Races.—The construction of the dam near the Loop-line Road was finished in October. Although of considerable extent and difficulty it was satisfactorily carried out by the contractor.

Mikonui Race.—The two contracts for small tunnels on the Donnelly Creek division, that were in progress at the end of last year, have since been completed.

Two sections of the long tunnel have been contracted for—one, 50 chains in length, at the Ross end, and another, 35 chains long, at the Totara end. They are both making satisfactory progress, but the ground is by no means favourable. It is hard to excavate, but softens on exposure to the air; consequently a considerable amount of expensive timbering is required.

MISCELLANEOUS WORKS.

The most important works under this head are the Fernhill Branch Railway and the Forest Hill Tramway. The Fernhill Railway is finished and in constant use carrying coal, the purpose for which it was made.

The first section, $5\frac{1}{2}$ miles, of the Forest Hill Tramway is being worked by the Southland County. A contract for the second section, 5 miles long, was entered into in November. The work is progressing slowly, the weather being unfavourable.

The other more important miscellaneous works that have been in hand during the year are Extension of training-wall at Collingwood; erection of wharf for coasters at Havelock, and for boats at Picton; removal of signal-station, Westport; erection of jetty to powder-hulk at Dunedin; and the manufacture of 165 sets of points and crossings, and other articles of railway plant, at the different centres.

BUILDINGS.

The total expenditure on public buildings in the Middle Island during the past financial year is as follows:—

	£	s.	d.
Judicial	5,878	7	8
Postal and Telegraph	455	14	7
Customs	1,659	1	0
Lunatic asylums	41,322	8	2
Miscellaneous repairs, alterations, &c.	11,634	17	4
Total	£60,950	8	9

Much of this expenditure has been on minor alterations, additions, and repairs, which do not call for special remark. The principal new buildings in progress during the year are as follow: Lunatic asylums at Sunnyside and Seacliff; courthouses at Deep Creek, Ophir, Waikaia, and Riverton; post office at Port Nelson; post and telegraph office, Arrowtown; public offices at Picton; gaolers' houses at Nelson, Lawrence, and St. Bathans; hospital at Lyttelton Gaol.

The works at Sunnyside Asylum for the year consist chiefly of new dormitories in male division, airing-court, and drainage, all of which are completed or well in hand. The main drain along the Lincoln Road, a heavy piece of work, is being carried out by the Drainage Board at the joint expense of the Board and the Government. Designs have been prepared for the central or administrative block of the Sunnyside Asylum; but tenders have not yet been called for the work.

A considerable amount of work has been done at the Seacliff Asylum during the year. The central and two adjoining blocks were finished and taken over by the Medical Superintendent in November, and the remainder of the building a few days since. The underground drainage is all but complete, and the surface drainage and levelling of the ground round the building are well in hand. The connections having been finished, the water was turned into the reservoir in May, but several leaks appeared in the ground in which it is excavated. As they only appeared one after another, they took a long time to staunch; consequently the full advantage of the supply was not obtained till December. A road has been formed and metalled from the railway-station to the asylum, a distance of 30 chains; it was finished and handed over to the Medical Superintendent in February. Three detached cottages for attendants have been built on the asylum grounds, and a large laundry has been commenced. Plans have been prepared and tenders called for a residence for the Medical Superintendent; and designs are in preparation for gasworks.

The other new buildings above enumerated were of the ordinary type; they do not present any peculiarity that requires to be noticed.

SURVEYS.

General.—In addition to the surveys for authorized sections and land plans which have been dealt with under their respective heads, several surveys have been made for unauthorized lines of railway and other purposes.

East and West Coast Railway.—In accordance with the resolution come to last session, preliminary surveys, but more in detail than usual, are being made of the various routes that have been proposed for the East and West Coast Railway, as follow:—

1. Cannibal Gorge Route: From the Red Post on the Amuri Plains, *via* the Waiau Valley, Lewis Saddle, and Cannibal Gorge, to Reefton. This survey is being done by the officers of the department.

2. Hurunui Route: From Waikari *via* the Hurunui Saddle to Bruce's Paddock in the Teremakau Valley. This survey is being made by contract by Messrs. Dobson and Son, of Christchurch.

3. Arthur's Pass Route: From Springfield *via* the Waimakariri and Arthur's Pass to Bruce's Paddock, in the Teremakau Valley. This survey is being done by contract by Mr. Napier Bell, of Christchurch.

4. Lake Lyndon Route: This is merely a deviation of the Arthur's Pass line from the Whitecliffs branch *via* the Rakaia and Acheron Valley, Lake Lyndon, and Craigieburn to the Cass, where it joins Mr. Bell's line. This survey is being made by contract by Mr. W. H. Scott, of Oamaru.

5. Section from Bruce's Paddock *via* Lake Brunner to Brunnerton: This is common to both the Arthur's Pass and Hurunui lines. The survey is being made by the officers of the department.

These surveys were nearly all retarded by bad weather during the summer months; but they are now progressing favourably, and will be finished in time for the Assembly.

Kelso-Gore Railway.—A further preliminary survey is in progress, with the view of combining the two lines previously surveyed. The proposal is to follow the inland line from Kelso to near the Waikaka Township, and thence to join the direct line to Gore by the Little Waikaka Valley. The route is quite practicable, but very circuitous.

New Zealand Defences.—Surveys have been made for the Defence Department of battery sites at Lyttelton, Otago Heads, Dunedin, and Bluff; and assistance has been given to Major Cautley in preparing his designs.

Various.—Surveys have been made of the Otago Bar and the head of the New River estuary for the Marine Department, and of the coast and offing at Shag Point for the Mines Department.

GENERAL REMARKS.

Departmental.—Although the expenditure on works during the past year has been below the average, the departmental work has not decreased. About seventy ordinary and one hundred petty contracts have been let, and some fifteen more of the former have been prepared. The surveys and plan work have been considerable, and, as already stated, the administration of the Roads and Bridges Act takes up a great deal of time.

Prices and Labour.—The price of materials and work is much the same as last year. In the northern and western districts labour is, if anything, scarce, but in Canterbury and Otago there is a surplus, particularly of the artisan classes. The county works have absorbed a considerable amount of the unskilled labour, but they are now getting well through, so there will possibly be a number of men out of employment before the winter is over.

Number of Men on Works.—The following table gives the average number of men directly employed on public works in the various districts of the Middle Island during the past year, contractors' men being shown separately from those employed directly by Government:—

District.				Employed by Contract.	Government Labour, including Surveys.	Total Number employed, 1883-84.
Nelson and Marlborough	..	..	..	91	7	98
Westland	..	..	..	106	93	199
Canterbury	..	..	..	169	84	253
Otago	..	..	..	157	132	289
Southland	..	..	..	140	27	167
Totals	..	..	..	663	343	1,006

In addition to the above, 137 men were employed on public buildings, and the numbers do not include contractors' men employed off the works, in shops or otherwise, or men employed by the Working Railway Department on construction-works.

Map.—The usual railway map of the Middle Island is hereto appended (Enclosure No. 3). It shows in distinctive lines the authorized railways made, in progress, and not commenced.

Enclosures.—This report is accompanied by the following enclosures:—

No. 1.—Statement of Depth of Water on Buller and Grey Bars.

„ 2.—Lengths of Railways authorized, constructed, surveyed, &c., Middle Island.

„ 3.—Map of Middle Island.

I have, &c.,
W. N. BLAIR,
Engineer in Charge, Middle Island.

Enclosure 1 in Appendix J.

STATEMENT showing the DEPTH of WATER in feet on the BULLER BAR at each Highwater of Spring- and Neap-tides every Month, from June, 1879, to March, 1884.

Month.	1879-80.		1880-81.		1881-82.		1882-83.		1883-84.	
	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.
April	...	...	13, 13	11, 10	13½, 13	11, 11½	12½, 14	11½, 11	13, 11½	10½, 11½, 10
May	...	...	12½, 14	10, 11, 12	12, 12½	10, 11½	12, 14½	11½, 12	12, 10	9, 9½
June	...	...	12, 14	12, 12	13, 11	11, 13	15½, 14½	13, 12	11½, 12	9, 10½
July	14½, 12½	12½, 10½	12, 14	11, 12	13, 14½	10, 12	14, 13, 14	12, 11	12, 12½	10, 12½
August	12, 13½	11, 13½	12, 13	11, 12	13½, 14	12, 12	13, 14	12, 10½	13, 14	11, 14
September	13, 12	11, 11½	13, 14	11, 11½	13½, 12	11, 10½	14, 16½	11½, 13½	14, 15	12, 13
October	12½, 13½, 13	10, 11½	14, 14	12, 12	15½, 15	12, 11, 13	14½, 15	12½, 13	13½, 14, 14	12, 10½
November	13½, 12	10½, 10½	15, 13½	13, 11½	14½, 13½	10½, 12½	13, 15	12, 13	15½, 13½	11, 12½
December	12½, 11½	11½, 11½	14, 13	12½, 11	13½, 14	11½, 11½	14, 13½	12½, 14	13, 12	12, 12
January	12½, 12½	10½, 9½	15, 14, 14	12, 13	13, 14½	11, 11½	14, 14	11, 12	12, 13	10½, 10
February	12½, 12½	11½, 10	13, 15	10½, 11½	12, 14½	11, 11	14½, 13	12, 12	12, 12½	11, 9
March	14½, 13½	11½, 10	15, 14	11, 10	12½, 15	11, 10½	13½, 11½	10, 10½	12, 12½	9½, 10

STATEMENT showing the DEPTH of WATER in feet on the GREY BAR at each Highwater of Spring- and Neap-tides every Month, from June, 1879, to March, 1884.

Month.	1879-80.		1880-81.		1881-82.		1882-83.		1883-84.	
	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.	Spring-tides.	Neap-tides.
April	...	...	12, 13	9½, 12	10½, 12, 12	9, 9½	11½, 16	12, 12	12, 10½	9, 9, 10
May	...	...	12, 12	11½, 9½	13, 8	8½, 6½	13, 15	13, 12	11, 10	7, 8
June	...	...	6, 11	9, 9	11, 10½	7½, 9½	12, 13	12, 12	15, 13	11, 12
July	...	...	10, 10	9, 8½	11, 10	10, 6½	12, 12, 12	11½, 12	13½, 12½	11, 12
August	...	...	10, 10	7½, 9	12½, 14	8½, 11½	12, 13	9, 13	12½, 13	9, 13
September	9, 10, 11	8, 10	10, 10	9, 10, 9	13, 12	11, 11	14, 13	11, 11	13, 13	10½, 11½
October	10, 10	10, 11	12, 10	10½, 9	12, 11½	9, 10	12, 14	12, 12	13, 12½, 13	10, 14
November	10, 11	10, 7	10, 10	9½, 8	11, 11½	9, 8, 9	12, 11	13, 12	15, 14	13½, 14
December	11, 12	11, 11	12, 12	11, 11½	10½, 12	10, 11½	10½, 14	11, 13	16, 13	15, 11
January	13, 10	8, 10	11, 11½	9½, 9	12½, 13½	12½, 11½	13, 12	13, 12, 15	13, 16	12, 15
February	10, 10	9, 7	10, 10	8, 9	12, 13	10½, 13	13, 14	12	16, 14	15, 11
March	12, 11	9, 9	11½, 12	9½, 10	11½, 13	10, 11	12, 11	13, 13	14, 12	14, 11

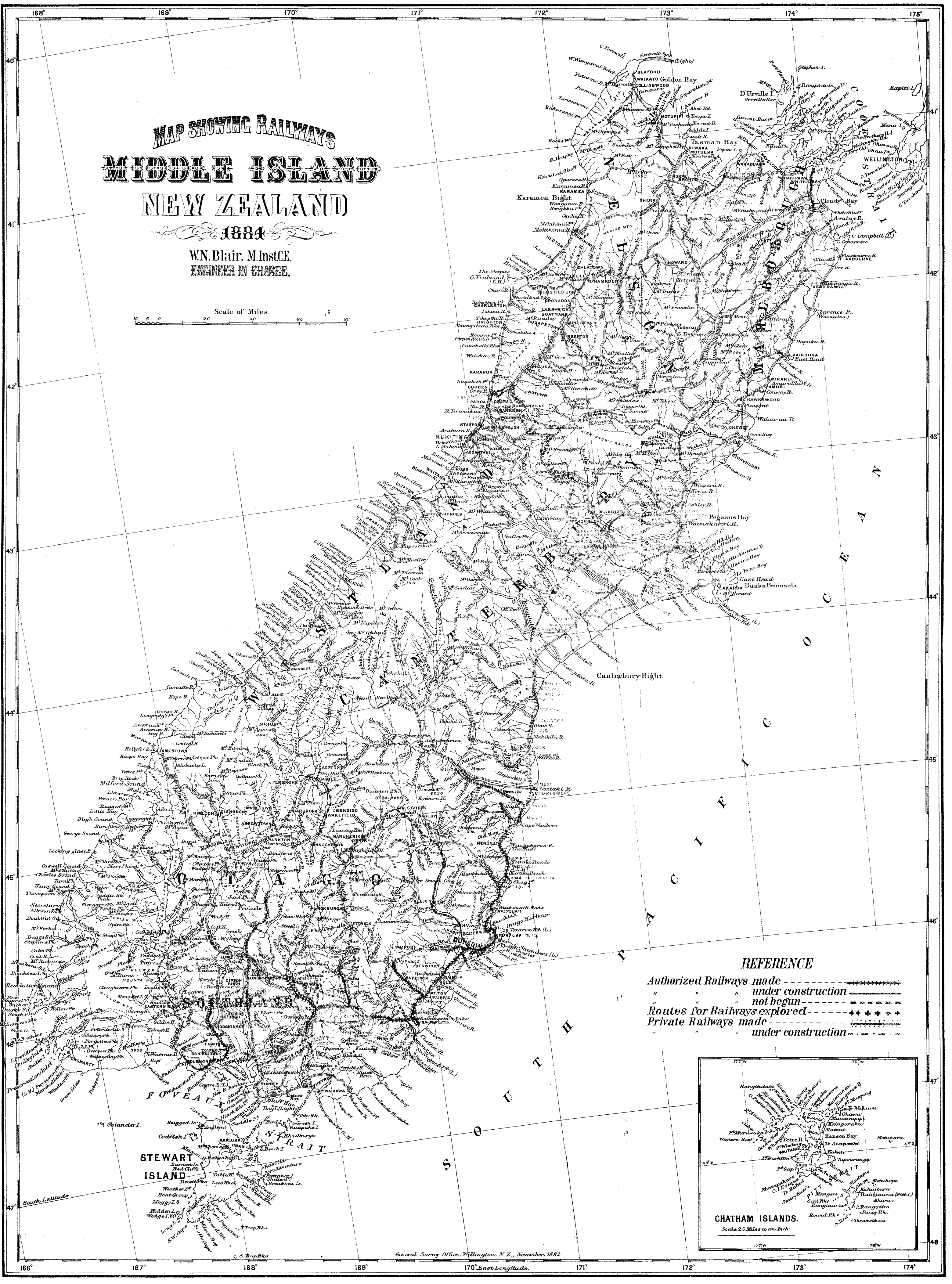
MAP SHOWING RAILWAYS
MIDDLE ISLAND
NEW ZEALAND

1884

W.N. Blair, M.Inst.C.E.
ENGINEER IN CHARGE.

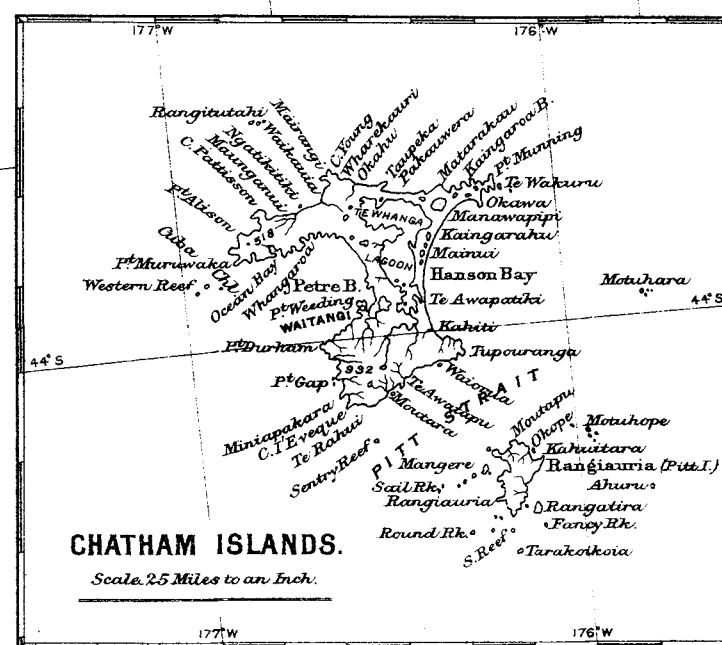
Scale of Miles.

10 20 30 40 50



REFERENCE

Authorized Railways made -----
" " " under construction -----
" " " not begun -----
Routes for Railways explored -----
Private Railways made -----
" " " under construction -----



MIDDLE ISLAND.

Appropriation.	Name of Line.	Mileage.	Subdivision.	Main Line.	Sidings.	Total.	State of Line.																																																																																																																																													
							Surveyed.	Under For- mation.	Under Plate- laying.	Date.	Opened.										Total.																																																																																																																															
											To June, 1872.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.		1881-82.	1882-83.	1883-84.																																																																																																																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25																																																																																																																												
Nelson-Greymouth..	Nelson-Roundell ..	M. ch. 52 0	Port Extension Nelson-Foxhill Belgrove Wai-iti Surveyed Trial survey Greymouth-Brunner- ton	M. ch. 18 73 3 0 2 47 16 57 9 63 7 50	M. ch. 0 21 2 2 0 29 0 20 .. 3 32 11 2	M. ch. 1 21 2 75 3 29 2 67 16 57 9 63 11 2	M. ch. 16 57	M. ch. 2 47	M. ch.	17 May, 1880 31 Jan., 1876 25 July, 1881 7 April, 1876 1 Feb., 1881 14 Mar., 1881	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M

Enclosure 2 in Appendix J—continued.
TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1884.
MIDDLE ISLAND.

Appropriation.	Name of Line.	Mileage.	Subdivision.	Main Line.	Sidings.	Total.	State of Line.																																																																																																																																																																																																							
							Sur- veyed.	Under For- mation.	Under Plate- laying.	Date.	Opened.													Total.																																																																																																																																																																																						
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1	Waipahi - Heriot Burn	M. ch. 26 22	4	M. ch. 15 27 4 56 6 19 9 58 14 22 7 0	M. ch. 1 49 0 27	M. ch. 16 76 5 3 6 19 9 58 .. 7 0	8 M. ch. .. 6 19 9 58 .. 6 70	9 M. ch. 7 0	10 M. ch. 4 56	11 1 Dec., 1880	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch. 15 27	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M

APPENDIX K.

SCHEDULE OF SLEEPER CONTRACTS and DELIVERIES CURRENT on the 1st April, 1883, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1884.

NORTH ISLAND.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Remarks.
AUCKLAND DISTRICT.									
29 June, 1882	J. Wright	Pukekohe West	800 puriri	s. d. 3 6	Pukekohe	..	20 Dec., 1882	800	Completed.
30 "	J. Moore	Mauku	1,000 "	3 6	"	..	20 "	1,000	"
HAWKE'S BAY DISTRICT.									
27 March, 1883	C. Weber	Napier	10,000 sawn	2 10	Makotuku	..	27 Aug., 1883	12,000	Completed.
17 January, 1884	"	"	2,000 hevn	2 9	"	..	17 May, 1884	1,300	"
8 "	F. H. Stevens	Makotuku	4,000 sawn	2 9	"	..	8 "	1,000	"
9 "	H. Carlson	Danevirk	1,000 hevn	2 4	"	..	9 "	1,000	"
9 "	D. McCallum	"	2,000 "	2 5	"	..	9 "	600	"
February, 1883	G. Henson	"	1,000 "	2 6	"	..	31 July, 1883	2,000	"
October, 1882	A. Lundgren	Norsewood	2,000 "	2 3	Papatu	..	6 May, "	430	"
12 April, 1883	D. McCallum	"	430 "	1 3	Makotuku	..	12 June, "	500	"
May, "	O. O. Nordbye	Danevirk	500 "	2 6	"	..	31 July, "	216	"
September, "	P. Kiley	Norsewood	216 "	2 3	Kopua	..	Dec., "	536	"
June, "	"	Kopua	536 "	£10 per 100	Mangatewainui	..	Aug., "	409	"
14 March, 1884	Henderson Brothers and Wratt	Danevirk	409 "	£10	"	..	14 May, 1884	Nil	"
14 "	Halvorsen	"	1,000 sawn	2 9	"	..	14 "	"	"
WANGANUI DISTRICT.									
25 July, 1882	Bailey Brothers	Feilding	5,000 totara	2 3	Taonui	..	25 Jan., 1883	5,000	Completed.
25 "	P. and J. Bartholomew	"	10,000 totara (sawn)	2 4	Feilding	..	"	10,000	"
25 "	Cowan and Johansen	"	3,000 totara (split)	2 3	"	..	"	3,000	"

SCHEDULE of SLEEPER CONTRACTS, &c.—continued.

MIDDLE ISLAND.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Remarks.
CANTERBURY DISTRICT.									
7 November, 1881	Guthrie and Larnach's Company	Dunedin ..	30,000 totara and matai	2 10	Lytelton, 10,000; Timaru, 20,000.	6,000 first three months, 6,000 per month after	5 June, 1882	30,000	Completed.
20 April, 1883	Johnson, Wood, and Co.	Christchurch	13,529 totara.	4 0	Waipara ..	5,412 first three months	20 Sept., 1883	13,529	"
" 5 May,	John Smith ..	Heathcote, Christchurch	5,000 matai..	3 6	..	1,000 first two months	" 5 Nov.	3,901	"
8 "	Messrs. Brownlee and Co.	Havelock ..	5,000 "	3 4	Lytelton	1,000 each month ..	8 "	5,222	Completed.
29 "	William Booth ..	Carterton ..	30,000 "	4 0	Timaru, 10,000 ..	6,000 each month	29 "	30,076	"
OTAGO DISTRICT.									
7 November, 1881	Guthrie and Larnach's Company	Dunedin ..	10,000 totara and matai	2 10	Oamaru ..	2,000 first three months, 2,000 per month after	5 June, 1882	10,000	Completed.
16 June, 1882	J. M. Watson ..	" "	50,000 creosoted sleepers	3 2	Dunedin, Christchurch, Port Chalmers, or Invercargill	..	15 "	..	"
5 May, 1883	Findlay and Co. ..	" "	15,000 kauri and totara	3 11	Dunedin ..	3,000 first two months, 3,000 per month after	5 Dec., "	15,000	Completed.
26 March, 1884	Dunedin Iron and Woodware Company	" "	40,000 jarrah and totara	4 11	" ..	(12,500 first six months; 12,500 every two months after	26 Mar., 1885	..	"
WESTLAND DISTRICT.									
8 May, 1883	Lockington and Adamson	Ross ..	3,000 silver pine	3 2	Railway Reserve, Hokitika..	One-third first two months and one-third each succeeding month	8 Sept., 1883	3,000	Completed.
8 " Purchased at different dates as required	J. McGowan and Co. ..	Hokitika ..	Ditto ..	2 11	" "	Ditto ..	8 "	3,000	"
"	T. Holder and Co. ..	Greymouth ..	387 red pine	2 2	Harbour Works, Greymouth	As required	31 Mar., 1884	387	"
"	Kilgour and Perotti ..	" "	237 "	1 8	" "	"	30 Aug., 1883	237	"
"	W. and J. Marris ..	Westport ..	82 black birch	3 0	Harbour Works, Westport ..	"	28 Feb., 1884	82	"
"	" ..	" "	190 red pine	1 5	" "	"	28 "	190	"

APPENDIX L.

ANNUAL REPORT ON LIGHTHOUSE WORKS, ETC., BY THE
MARINE ENGINEER.

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Department, Marine Office, 31st March, 1884.

I have the honour to forward, for the information of the Hon. the Minister having charge of the Marine Department, the annual report on works executed for new lighthouses, and for other works during the year, viz.:—

Kaipara.—The lantern for this lighthouse has arrived in New Zealand, and the work of erecting the lighthouse, which was commenced in November, is now progressing in a satisfactory manner, but was for some time delayed by the illness of the first overseer sent there.

Castlepoint Jetty.—Plans and specifications were prepared for this, and tenders were called for; as, however, the lowest tender was so much higher than the amount voted for the work, all the tenders were declined.

Collingwood: Training-wall in River Aorere.—As proposed in last year's report, this work has been lengthened, with good effect.

Havelock Wharf.—After the preparation of plans and specifications, this work was advertised for tender, and has since been satisfactorily completed.

Waipapapa Point.—All the works connected with the lighthouse at this place have been completed, and the light, as notified by advertisement, was first exhibited on the 1st January, 1884. The following is the description of the light: A second-order flashing white light, showing a flash every ten seconds.

French Pass.—After some trials and experiments made to determine the character of the light to be erected here, it was decided to erect a coloured light of moderate power on the mainland. As the site was not accessible by any road, a road was made to it from Elmslie's Bay, 55 chains long, and a site excavated for the keeper's dwelling on the cliff immediately above the site selected for the lighthouse. A short track has also been cut to a convenient landing on the Nelson side of the Pass. The house has been built, and the foundation for the lighthouse has been commenced. The foundation will be of concrete, and the lighthouse of wrought iron; this is now being made under contract, and is well in hand. The concrete beacon erected on the reef in the Pass was damaged a second time by a vessel, but has been substantially repaired by Captain Fairchild, of the steamer "Hinemoa;" the repairs were effected by enclosing the damaged concrete work in a stout framing of timber, held together by iron bolts and chains.

Jackson's Head.—The want of a mark or beacon at this place has long been felt, and an examination was made of the two reefs lying to the north. The reef nearest to the head was chosen for the site of a beacon, and plans were prepared for a suitable structure, which has since been erected. The beacon consists of a timber screen about 14 feet wide and 12 feet high, bolted to a wrought-iron framing composed of three tubular wrought-iron pillars joined at the top, their lower ends being attached to heavy cast-iron foundation-plates, bolted down to the rock. The screen is placed at an elevation of about 22 feet above high-water line.

I have, &c.,

JOHN BLACKETT,
Marine Engineer.

The Secretary, Marine Department.

